



PROTECT OUR AIR AND CLIMATE FROM BIG HIGHWAY POLLUTION

Senate Bill ## | House Bill ##



DID YOU KNOW?

The transportation sector is now the largest contributor to greenhouse gas emissions in the U.S. Expanding our highways just encourages more people to drive, which means more CO₂ being emitted from vehicle tailpipes that will continue to worsen our climate.

Gas and diesel-powered vehicles also are a major source of toxic tailpipe emissions linked to cancers, heart disease, asthma, emphysema, and other respiratory diseases. Over 88% of Marylanders live in counties that are in nonattainment with federal clean air standards for ozone due, in large part, to gas and diesel-powered vehicles on our roads. And highway expansion encourages more sprawl which deteriorates our natural open spaces and exacerbates other environmental issues.

The threat of new, substantial highway building is real. Governor Hogan is actively promoting an up to \$11 billion plan to add toll lanes to the Capital Beltway, I-270, and the Baltimore-Washington Parkway, which would result in over 400 miles of new roadways. The proposal calls for the toll lanes to be paid for by what would be the largest public-private partnership (P3) for highways in North America.

Substantial highway projects should not be approved until their impacts on our climate and air quality are fully considered.



WHAT SHOULD WE DO?

Maryland needs to ensure that our transportation plans and investments are consistent with our state's goals to reduce climate pollution. Our major investments should be clearly and explicitly based on their ability to help the state meet its goal of reducing greenhouse gases by 40% by 2030 (established by the state's Greenhouse Gas Reduction Act), and the necessity to substantially reduce air pollution.

We need to direct our transportation dollars to increasing mass transit, electric vehicle infrastructure, and car and van-pooling, and promoting walkable, bikeable communities. Our goal should be getting more people to where they want to be in a reliable, cleaner manner versus enabling more vehicles to travel faster.

In 2018, we joined with Virginia and DC to provide multi-year, dedicated funding to the DC-area Metro system to support essential system updates and improvements – hundreds of thousands of Marylanders rely on this system, taking thousands of cars off the roadways.

In mid-December, Maryland agreed to join with eight other Northeast and Mid-Atlantic states, and Washington, DC, to move forward with developing a regional clean transportation program, called the Transportation and Climate Initiative (TCI). In order to meet our Greenhouse Gas Reduction Act goal, the transportation sector itself must join in reducing greenhouse gases by at least 40% by 2030. This means that transportation plans, including highway expansion, must be shown to clearly reduce pollution in the long-term, and not put more gas-guzzling, CO2-emitting cars on the road.

WHAT WILL THE BILL DO?

The bill would require the state to clearly and explicitly measure the climate impact of proposed large transportation project investments. This will better inform the public and decision makers on the real long-term impacts of transportation projects on our state and our environment. We need projects which will move us closer to our goals, not backward.

WANT TO KNOW MORE?

For more information or to volunteer, contact us:

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