



## TESTIMONY FOR HB1215 Transportation Funding Act of 2024

**Bill Sponsor:** Delegate Korman

**Committee:** Environment and Transportation

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Aileen Alex, co-chair

**Position:** FAVORABLE

I am submitting this testimony in favor of HB1215 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists, and our Coalition supports well over 30,000 members.

The revenues flowing into the state's dedicated Transportation Trust Fund have declined. That account, which pays for highway and transit projects as well as for Baltimore's transit system and WMATA, is built on revenues from the state's gas tax and other taxes and fees.

HB1215 Transportation Funding Act of 2024 creates two new funding sources for the Transportation Trust Fund: 1) a \$0.50 fee applied to the pin-point deliveries of online purchases that lead to greater CO2 emissions in aggregate and 2) a \$0.50 fee on a ride share intended address CO2 emissions from idling between trips.

The first is a \$0.50 fee was prompted by the increased use of trucks for last-mile delivery which causes significantly more wear and tear, congestion, and CO2 emissions than the combination of all of the passenger trips that it replaces. Other states, such as Colorado and Minnesota, have also recognized the need to address the need for increased investment in transportation infrastructure due to the greater rate of its degradation.

The second is a \$0.50 fee on ride sharing services whose drivers spend significant time on the road without any passengers before and after paid trips, increasing congestion. Research has also found that many of these trips replace lower-carbon modes of transportation, producing an estimated 69 percent more emissions than the trip it replaces.

HB1215 strengthens our transportation systems while providing incentives to lower CO2 emissions. We support this bill and recommend a **FAVORABLE** report in committee.