

House Appropriations Committee

Date: February 10, 2026

Position: SUPPORT

I, Brody Snook, strongly support **HB437**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

HB437 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

I do not own a car and fundamentally rely on Maryland's transit system to live my life. I take the MARC Camden Line to get to work. I take the Light Rail to go to the airport. I take the MTA Silver Line to volunteer at food shelters and Baltimore Rock Opera Society. I take the Cherry Route Circulator to get my groceries. Every single one of these pieces of infrastructure fails to be a reliable way to travel, despite it being the greenest way to travel. This is because Maryland fails to wisely invest its transportation money. Maryland's executive branch needs to repivot its entire mindset on how it spends its transportation money, and **HB437** is the driving force to push Maryland in a new direction.

In addition to reducing climate pollution, **HB437** would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,000 per household each year on vehicle costs](#). Investing in more efficient, lower-maintenance infrastructure can also reduce the state's long-term costs. New analysis shows Maryland could achieve approximately **\$550 million per year in net savings by 2050** by building out bus rapid transit, protected bike lanes, and passenger rail.

I strongly urge a **favorable report on HB 437**.

Brody Snook
Baltimore City Citizen, District 46