

February 6, 2026

TO: House Appropriations and Environment & Transportation Committee
FROM: Jane Lyons-Raeder, District 18 Resident
BILL: HB 437, Transportation - Major Highway Capacity Expansion Projects and
Impact Assessments (Transportation and Climate Alignment Act of 2026)
POSITION: Favorable

I am writing as an individual to strongly support HB 437, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

I care about this legislation as a driver, bus rider, and pedestrian. We know from decades of research that "one more lane" will not fix our congestion problems. I want a transportation system that prioritizes the only way to actually reduce traffic: investing in public transit and non-personal vehicle modes of transportation. This will improve my commute in District 18, whether I'm driving or on the Ride On 40 bus, all while mitigating climate change and improving quality of life across the state.

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.

HB 437 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.

In addition to reducing climate pollution, **HB 437** 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.

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