

# **HB437 - TCA Testimony.pdf**

Uploaded by: Abigail Snyder

Position: FAV



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Baltimore District

**WRITTEN TESTIMONY**

**HB437: Transportation and Climate Alignment Act of 2026**  
**House Appropriations Committee**  
**February 10, 2026**  
**SUPPORT**

**Background:** The Transportation and Climate Alignment Act (TCA) would require the Maryland Department of Transportation (MDOT) to make the following changes:

- Fund public transit, bike and pedestrian infrastructure, transit oriented development, and solar energy on MDOT properties to offset pollution from new highway expansion projects over \$100 million. These investments must be prioritized in overburdened and underserved communities.
- Create accountability and transparency about projects that increase pollution and commuter costs by calculating the greenhouse gas emissions from all the major capital transportation projects in the state budget, and investing in a greater mix of transit, walking, biking, and other clean transportation projects to offset increased carbon pollution and align the budget with the state's climate goals.

**Written Comments:** As the advocacy arm of The Associated: Jewish Federation of Baltimore, we represent organizations that work to educate the community on sustainability and make strides toward a brighter future. Our support for this legislation is grounded in core values of the Jewish faith: actively pursuing justice, "tzedek, tzedek tirdof," and responsibility for future generations, "l'dor v'dor." Transportation pollution disproportionately harms low-income communities and communities of color, thus pursuing environmental and social justice simultaneously, not treating them as separate issues. Additionally, transportation infrastructure lasts for decades, and the decisions we make now will affect generations to come.

Transportation is the second largest expense for most Americans after housing. It is imperative that the state invest in more affordable transportation choices, including public transit, walkable and bikeable communities, and development that bring jobs and amenities closer to where people live.

Across our state, vehicles are some of the largest source of climate and health-damaging air pollution. The state's climate plan includes a goal to reduce per capita vehicle miles traveled 20% by 2050, which in turn would reduce climate pollution by 55 Million Metric Tons (the same as preventing the annual emissions of over 130 methane gas power plants). According to a 2025 poll conducted by Gonzales Research & Media, 78% of Marylanders say they support investing in more public transit and walking/biking infrastructure to offset pollution caused by highway expansion projects that increase driving. **For these reasons, we ask for a favorable report on HB437.**

*The Baltimore Jewish Council, a coalition of central Maryland Jewish organizations and congregations, advocates at all levels of government, on a variety of social welfare, economic and religious concerns, to protect and promote the interests of the Associated Jewish Community Federation of Baltimore, its agencies and the Greater Baltimore Jewish community.*

# **TCA-RTC Testimony 2026.02.06.pdf**

Uploaded by: Andrew Dupuy

Position: FAV



**Baltimore Field Office**  
2601 N. Howard Street, Suite 145  
Baltimore, MD 21218

**Testimony on H.B. 437 / Senate companion: S.B. 59**  
**Transportation and Climate Alignment Act of 2026**  
**House Appropriations Committee**  
**Date: February 10, 2026**  
**Position: SUPPORT**

Dear House Appropriations Committee,

Rails to Trails Conservancy and the Baltimore Greenway Trails Coalition support **H.B. 437 /Senate companion: S.B. 59**, 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.

**H.B. 437 (S.B. 59)** 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.

Public transportation is **ten times safer per mile** than driving. By reducing car dependence and supporting safer street design, the TCA helps prevent traffic injuries and fatalities, particularly among vulnerable road users.

- If Maryland achieves a 20% reduction in per-capita vehicle miles traveled compared to business as usual, 171 traffic fatalities could be prevented each year.

In addition to reducing climate pollution, **H.B. 437 (S.B. 59)** 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 H.B. 437 (S.B. 59)**.

Misty Fae, Chair  
Baltimore Greenway Trails Coalition

# Testimony.pdf

Uploaded by: Bee Ditzler

Position: FAV

**Committee:** House Appropriations  
**Testimony on:** HB 437 – Transportation and Climate Alignment Act  
**Position:** Support  
**Hearing Date:** February 10, 2026

HB 437 would deliver a number of very positive benefits to the state and its residents.

**Affordable transportation options would be expanded** because the Maryland Department of Transportation would be required to align the state’s capital transportation budget with Maryland’s climate goals. Increased funding for public transit, bike and pedestrian infrastructure, and transit-oriented development would be required to offset greenhouse gas pollution from new highway expansion projects over \$100 million. Investment would be prioritized in overburdened and underserved communities impacted by the respective highway project.

**State money would be saved and household costs lowered** because highway expansion (which is very expensive and doesn’t solve traffic congestion) would be lessened. New analysis by the Institute for Transportation and Development Policy (ITDP) shows Maryland could achieve approximately \$550 million per year in net savings by 2050 by building out bus service, bike lanes and passenger rail. Household costs would be lowered because transportation is now the second highest household expense for Marylanders because of vehicle purchase or lease price, gas, maintenance and insurance costs. Increased reliable and frequent transit, as well as increased and improved bike and pedestrian infrastructure would allow more residents to avoid owning a car.

**Access to jobs, education and healthcare would be improved** by increased investment in efficient, equitable, sustainable and reliable multimodal transportation infrastructure that better serves residents of all economic levels. In the Baltimore region, only 7% of jobs are reachable within one hour by public transit, which means residents of that region are now being left behind.

**Climate and health damaging air pollution would be cut** which is needed because transportation (primarily cars and trucks) is Maryland’s primary source of climate damaging air pollution. Also, emissions including tiny particles from vehicle tailpipes, tires and brake pads are a major health problem now because they diminish lung function, trigger asthma and other respiratory diseases, heart attacks, adverse birth outcomes and increase the risk of cancer and premature death.

**Residents’ health and safety would be improved** because reduced driving would lessen the number of crash injuries and fatalities for drivers, their passengers and pedestrians. Public transportation is 10 times safer per mile than driving. Residents’ health would also be improved because of increased walking and biking .

In summary, the Transportation and Climate Act is very worthwhile, would bring many benefits state-wide, and deserves your support. I urge a favorable report on HB 437.

Brian E. Ditzler, bditzler@gmail.com  
Silver Spring, MD

**CSG MD HB437 TCA testimony 2026.pdf**

Uploaded by: Bill Pugh

Position: FAV

**Testimony on HB 437  
Transportation and Climate Alignment Act of 2026  
House Appropriations Committee**

**Date: February 6, 2026**

**Position: SUPPORT**

The Coalition for Smarter Growth (CSG) supports **HB 437**. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in suburban Maryland, focused on Montgomery and Prince George's counties.

**Transportation is the number one source of the state's greenhouse gas emissions**, accounting for 35% of its climate warming pollution, and most of it (82%) is from cars and trucks. Electric vehicles alone will not achieve Maryland's climate goals without also shifting more trips to transit, walking and biking. This is why MDOT has a goal to reduce per capita Vehicle Miles Traveled by 20% by 2050.

**Slow progress toward cleaner, less car-dependent transportation is a major factor causing MD to fall short of its climate goals.** Recent UMD climate data show that three years ago the transportation sector expected a 38% decrease in emissions by 2031, but now only a 23% decrease is forecast.

**The Transportation and Climate Alignment Act would advance cleaner and more affordable transportation options, while making smart use of our limited public dollars.** HB 437 provides a toolkit to evaluate planned transportation investments early on, and, if needed, make improvements to them by giving communities more options to connect residents to jobs and services than driving, while providing accountability on the state's climate goals.

**HB 437 encourages the linking of jobs, housing, services and infrastructure investments to provide more compact, attractive, and affordable communities for doing business and living.** This approach has been key to attracting and retaining Fortune 500 firms like Marriott and Choice Hotels to transit-oriented locations. These walkable, accessible places also lower the combined cost of housing plus transportation – a better indicator of affordability than housing costs alone. MD workers who can commute by transit save up to \$13,000 per year.

Prince George's County has built an economic development strategy around its transit stations with a major focus on the Blue Line corridor, and Montgomery County has made its bus rapid transit, Metro and Purple Line corridors focus areas for economic development. The **TCA, HB 437**, ensures Maryland designs and selects transportation projects that support these climate-friendly, competitive economic centers.

We ask for a **favorable report for HB 437** by the committee. Thank you.

# **HB 437 - Transportation – Major Highway Capacity E**

Uploaded by: Brian Wivell

Position: FAV

# Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218  
Telephone: 410-889-3566 Facsimile: 410-243-5541  
www.atu1300.org

**Proudly representing the transit workers of the MTA!**



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## **HB 437 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

### **Favorable**

House Appropriations Committee  
February 10th, 2026

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

Our state has set ambitious climate goals, but those goals are often only used to frame discussions of energy policy. Why should these goals be separated from our state's transportation decisionmaking? In order to bring our transportation and climate goals into alignment, we need to make sure the decisions around the Consolidated Transportation Program (CTP) include climate considerations. This is primarily done through requiring the Maryland Department of Transportation (MDOT) to study and consider the impact on vehicle miles traveled and greenhouse gas emissions in its plans. Any capacity expansion projects that increase emissions would need to be offset with multimodal transportation expansions that decrease emissions.

We believe that this bill is the transportation equivalent of taking climate planning seriously. We urge a favorable report on HB 437.

**Written Testimony HB 437 – TCA.docx.pdf**

Uploaded by: Brian Wivell

Position: FAV



## Statement of the Amalgamated Transit Union (ATU) Local 689

HB 437– Transportation and Climate Alignment Act of 2025

February 6th, 2026

**TO: The Honorable Ben Barnes and Members of the Appropriations Committee**  
**FROM: Brian Wivell, Special Projects Director, ATU Local 689**

ATU Local 689 supports HB 437 and urges the Senate Budget and Taxation Committee to issue a favorable report. This bill would be a transformative measure both for Maryland’s transportation system and for working-class Marylanders. At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, Fairfax Connector, and DASH among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

As such, we know that climate pollution often affects working class people first, including Black and brown communities, immigrants, and frontline workers. It hurts our members and our riders alike. Unfortunately, transportation is Maryland’s primary source of climate pollution, and that pollution must be addressed if the state is serious about meeting its goal of reducing emissions by 60% by 2031. The Transportation and Climate Alignment Act of 2025 (TCA) is the vehicle to do just that: aligning expanded transportation with lower emissions options, like extensive, reliable, and accessible mass transit.

Specifically, SB 395 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel caused by planned highway expansion projects. The Union knows that major highway expansion is not a way to mitigate traffic, create good-paying and sustainable jobs, or increase accessibility. Per a 2026 report by the Central Maryland Transportation Alliance, outside of Baltimore, only 7.5% of jobs in Maryland are accessible within an hour of public transit. This directly undercuts all of the state’s efforts to bring people into the middle class, to create walkable and livable communities for working class people, and to increase usage of our public transportation systems.

However, the Union notes that investing in transit is a win-win. In fact, every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs. Many of these are good-paying unionized jobs either directly running transit like our members, building transit systems like our brothers and sisters in the building trades, or unlocking access to jobs for workers. Under the TCA, preferred mitigation options would include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies- exactly what is necessary.

Transit workers effectively serve as the frontline workers to the frontline workers. Likewise, many of our members are blue-collar people, Black or brown, and immigrants. Unfortunately, we have seen time and time again that the places where climate pollution hits the worst are the places where we live. It is time to change that and build a better, healthier, more equitable, and more sustainable transportation system.

In sum, passage of HB 437 would protect our health, reduce traffic congestion, and put our strained transportation dollars where they matter most. Creating good jobs for working class Marylanders, reducing pollution in overburdened and neglected communities, and increasing access are what the State should be doing. That means reducing pollution, increasing equity, and expanding transportation choices.

Local 689 thanks Delegate Edelson for introducing this worthy measure and urges the committee to issue a favorable report.

# **TCA Support.pdf**

Uploaded by: Brody Snook

Position: FAV

## 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

# **LWVMD - HB 437 - Transportation and Climate Alignm**

Uploaded by: Casey Hunter

Position: FAV



## TESTIMONY TO THE HOUSE APPROPRIATIONS COMMITTEE

### HB 437 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)

**POSITION: Support**

**By: Linda T. Kohn, President**

**Date: February 10, 2026**

Since the emergence of the environmental movement in the 1970s, the League of Women Voters has advocated for policies that protect our planet and promote public health. The League believes that advancing clean, affordable, and accessible transportation systems is critical for achieving these outcomes.

**HB 437, the Transportation & Climate Alignment Act (TCA), is a priority bill for the League of Women Voters of Maryland.** The TCA would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all proposed major transportation projects and align the state's capital transportation budget with Maryland's Climate Solutions Now Act goals. For 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.

The TCA would advance more affordable, safe, and clean transportation options while reducing climate pollution. Transportation is Maryland's largest source of climate pollution, and the second-largest household expense after housing. Marylanders deserve better options – like walking, biking, and transit – to reduce their dependence on car trips and ensure equitable access to opportunities like jobs, education, and healthcare.

In addition to reducing climate pollution, **the Transportation & Climate Alignment Act** delivers tangible benefits for Maryland's communities and economy:

- **Saving the State Money:** Investing in efficient, lower-maintenance transportation infrastructure can reduce Maryland's long-term costs while expanding mobility. By 2050, Maryland could achieve **approximately \$550 million annually in net savings** by building out bus rapid transit, protected bike lanes, and passenger rail.<sup>1</sup>
- **Lowering Household Costs:** Reducing vehicle travel by 20% per capita would save Maryland households over \$3,000 annually.<sup>2</sup> This puts money back into household budgets that can go toward meeting basic needs and stimulating local economic growth.
- **Strengthening Economic Mobility:** Only 7.5% of jobs in the Baltimore region are accessible within one hour by public transit.<sup>3</sup> Expanding affordable and reliable transportation options helps connect Marylanders to jobs, education, healthcare, and housing, improving economic opportunity and workforce access — particularly for low-income households and communities of color who disproportionately face transportation barriers.
- **Increasing Safety:** Public transportation is ten times safer per mile than driving. A 20% per capita reduction in vehicle travel would prevent an average of 171 automobile crash fatalities and 2,572 crash injuries each year.<sup>2</sup>

The League of Women Voters of Maryland and our 2,000 members strongly urge a **favorable report on House Bill 437.**

1. Institute for Transportation & Development Policy. (2024). *Compact Cities Electrified: United States – Brief for Policy Makers*. <https://itdp.org/publication/compact-cities-electrified-united-states-roadmap/>
2. Warsing, Ryan, et al. "States Can Quantify the Benefits of Climate-Friendly Transportation Options with RMI's Smarter Modes Calculator." Rocky Mountain Institute, 20 Feb. 2024.
3. O'Malley, B., Norton, E., & Sweeney, D. (2025, December 16). Transportation Report Card. Central Maryland Transportation Alliance. <https://cmtalliance.org/report-card/>

# **HB0437\_Transportation\_and\_Climate\_Alignment\_Act.pdf**

Uploaded by: Cecilia Plante

Position: FAV



**TESTIMONY FOR HB0437**  
**Transportation – Major Highway Capacity Expansion Projects and**  
**Impact Assessments (Transportation and Climate Alignment Act of**  
**2026)**

**Bill Sponsor:** Delegate Edelson

**Committee:** Appropriations

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** **FAVORABLE**

I am submitting this testimony in favor of HB0437 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.

In order to meet the state's climate goals, we need to stop thinking about highways and roads as our major infrastructure. Transit-oriented development and other alternatives need to become our major focus. Additionally, we need to start thinking more about low-income residents who can't afford cars and/or gas to travel, as well as focusing on the needs of underserved/overburdened communities, which we have ignored in the past.

This bill would require the Maryland Department of Transportation to invest in public transit, walking and biking infrastructure, solar, and transit-oriented development to offset the pollution caused by any major highway expansion projects. It will also require the Department to measure and offset climate pollution from all major capital projects in the state's six-year capital transportation budget. This is a responsible way to plan for the future.

We support this bill and recommend a **FAVORABLE** report in committee.

# **BikeMaryland-et al-FAV-HB437-TCA.pdf**

Uploaded by: Dan Behrend

Position: FAV



## HB437 – Transportation and Climate Act of 2026

House Appropriations Committee

February 10, 2026

Position: Favorable

Greetings Chair and Members of the Committee:

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland who use bicycles for both transportation and recreation. We partner with advocacy organizations to promote vulnerable road user safety legislation and safe infrastructure on the state, county and municipal level.

To achieve both Maryland’s climate and transportation goals, there is a need to create a safe transportation system which allows all people to get to their destinations safely walking, biking, or rolling. The Transportation and Climate Act would create resources to design Complete Streets that are safe for all forms of transportation. Mitigation projects would build trails, sidewalks, and safe intersections across the state enabling people to get to jobs, school, shopping, and recreation using non-motorized transportation, which reduces vehicle miles travelled and greenhouse gas emissions. As advocates representing Maryland bicyclists, we see this legislation as essential to achieving our state's climate, safety, and equity goals.

**By creating safer, sustainable travel options, the bill also would help Maryland households save an estimated \$3,000 a year on vehicle costs and help the state achieve \$550 million in net savings by 2050.**

Planners and policymakers in Colorado and Minnesota report that increased bike and pedestrian funding as a result of similar legislation will have a “game changing” effect on the safety and convenience of active transportation. Mitigation actions could fund shovel ready bike lanes and trail projects that are ready to be built but lack funding. Investments in non-motorized transportation will reduce traffic congestion, improve health through increased physical activity, and reverse the alarming growth in bike and pedestrian fatalities, toward Maryland’s goal of VISION ZERO.

Please support HB437 to align Maryland’s Transportation and Climate Goals.

**Baltimore Bicycling Club (BBC)**

**Baltimoreans for People Oriented Places**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Harford**

**Bike Maryland**

**Bikemore**

**Bike HoCo**

**Frederick Bicycle Coalition**

**Maryland Eastern Shore Trail Network**

**Washington Area Bicyclist Association (WABA)**

**TCA testimony February 2026.pdf**

Uploaded by: Dana Johnson

Position: FAV



**Testimony on HB 437  
Transportation and Climate Alignment Act of 2026  
House Appropriations Committee**

**Date: February 10, 2026**  
**Position: SUPPORT**

Homes for America strongly supports HB 437, 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.

**HB 427** 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.

Homes for America is a nonprofit housing organization with a mission to build and preserve quality, service-enriched, sustainable housing that provides opportunities for residents to thrive. We serve residents throughout the state with low and moderate incomes who would benefit from this bill with greater investments in transit and options to access economic opportunity without reliance on a car.

Homes for America also supports this bill because it aligns the goal of addressing the housing shortage with the goals of MDOT. Increasing investments in Transit-Oriented-Development will be critical to the state's ability to address the housing shortage. Homes for America, along with our partner Questar, has been selected to develop a mixed-income, mixed-use community at the Odenton MARC station. In order to realize the vision of ensuring affordability, retail services, robust community amenities and integration with the transit station, additional funding will be needed. The TCA can help to ensure that the exciting opportunities for TOD throughout the state can provide new housing opportunities at a range of income levels and boost transit ridership.

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**.

**DRM Written Testimony FAV HB 437 TCA.pdf**

Uploaded by: Daria Pugh

Position: FAV



**Empowering People to Lead Systemic Change**  
The Protection and Advocacy System for the State of Maryland

1500 Union Ave., Suite 2000, Baltimore, MD 21211  
Phone: 410-727-6352 | Fax: 410-727-6389  
DisabilityRightsMD.org

## **APPROPRIATIONS COMMITTEE**

### **HB 437: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

**February 10, 2026**

**Position: SUPPORT**

Disability Rights Maryland (DRM), the state's designated Protection and Advocacy agency, is charged with defending and advancing the rights of people with disabilities. DRM advocates for Marylanders with disabilities to have full access to our communities. Accessible public transportation and streetscapes are key components of community integration. We support the Transportation and Climate Alignment Act of 2026 (TCA), as it expands safe, accessible, and affordable transportation and pedestrian options to improve access to employment, education, and healthcare across the state.

The TCA requires the Maryland Department of Transportation to consider climate impacts on major transportation projects, and pair significant highway expansion projects with multimodal investments to offset emissions. Many people with disabilities and older adults do not benefit from highway expansion because they are less likely to drive or own a car. Instead, they often rely on transit and active transportation to meet their transportation needs. HB 437 represents a significant step toward a transportation system that is inclusive of the needs of people with disabilities by encouraging state investment in accessible public transportation, pedestrian infrastructure, and micromobility.

The TCA prioritizes multimodal projects in overburdened and underserved communities. People with disabilities are often disproportionately represented in these areas and would significantly benefit from the TCA investments. The TCA is a pathway to eliminate systemic barriers and promote accessible communities for people with disabilities.

Marylanders with disabilities need accessible public transit and safe streets for independence, healthcare, employment, and community participation. DRM is excited that the bill recognizes accessible transportation and pedestrian improvements for people with disabilities, as well as micromobility, including adaptive and inclusive low-speed vehicles for people with disabilities, as eligible offsetting activities for highway expansion project

emissions. By including these measures, the bill helps ensure that transportation investments advance accessibility for people with disabilities.

**For these reasons, DRM urges the committee to issue a favorable report on HB 437.** Please do not hesitate to contact Daria Pugh, Attorney, Disability Rights Maryland at [DariaP@DisabilityRightsMD.org](mailto:DariaP@DisabilityRightsMD.org), or by phone at (443) 692-2487, with any questions or comments.

# **HB 437\_Transportation and Climate Alignment Act\_ F**

Uploaded by: Dave Arndt

Position: FAV

**Committee:** Appropriations  
**Testimony on:** HB0437 - Transportation and Climate Alignment Act of 2026  
**Position:** Favorable  
**Hearing Date:** February 10, 2024

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of HB0437. I urge you to vote favorably on HB0437.

The bill would require the Maryland Department of Transportation (MDOT) and Metropolitan Planning Organizations (MPOs) to calculate and mitigate any increases in greenhouse gases (GHGs) and Vehicle Miles Traveled (VMT) caused by planned road expansion projects over \$10 million. Mitigation actions include a variety of projects including those that benefit biking, public transit, walking, and telework.

The general thrust of this bill is quite important and we believe it is the basis for what is needed to meet the net-zero emissions goals put forward by the legislature in the Climate Solutions Now Act of 2022. Vehicles make up the largest source of climate pollution from the state's transportation sector and a critical way to reduce that pollution is for our cars to spend less time on the road (i.e., reduce total VMT). We are supportive of the direction this bill takes.

Furthermore, this bill doesn't just look at electric vehicles as a panacea, but aims to tackle the issue of VMT. While electric vehicles emit no tailpipe GHG emissions, they have been found to produce equivalent or greater levels of particulate matter, thus continuing highly harmful air pollutant emissions.<sup>1,2</sup> Also, even with the current phaseout of gasoline vehicle sales by 2035 in Maryland, it will take time for existing gasoline vehicle to turn over, augmenting the need to tackle VMT. Reducing VMT not only lowers GHG emissions, but also reduces harmful air pollutants, and this bill will accomplish both of these important goals.

I recommend a **FAVORABLE** report in committee for HB0437.

Dave Arndt

CoChair Maryland Legislative Coalition Climate Justice Wing

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[1] Woo., et al. "Comparison of total PM emissions emitted from electric and internal combustion engine vehicles: An experimental analysis." 2022.

<https://www.sciencedirect.com/science/article/pii/S004896972204058X>

[2] Trimmers., et. Al. "Chapter 12 - Non-Exhaust PM Emissions From Battery Electric Vehicles." 2018. <https://www.sciencedirect.com/science/article/abs/pii/B9780128117705000121>

**Testimony TCA HB0437 Favorable DAC.pdf**

Uploaded by: Debbie Cohn

Position: FAV

**Committee:** Appropriations  
**Testimony on:** HB0437– Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)  
**Submitting:** Deborah A. Cohn  
**Position:** Favorable  
**Hearing Date:** February 10, 2026

Dear Chair Barnes and Committee Members:

Thank you for allowing my testimony today in support of HB0437, the Transportation and Climate Alignment Act (TCA). I have lived in Bethesda for over 40 years and have adult children and pre-school aged grandchildren who also live in Maryland. I am acutely aware of the difficulty many of their peers in Montgomery County face in making ends meet. Increased public transit options and transit oriented development will help. I also recognize that the greatest opportunity to reduce greenhouse gas emissions in Maryland and protect their health and economic future lies in the transportation sector. For many reasons we have made significantly less progress there than in other economic sectors. The Transportation and Climate Alignment Act addresses these concerns. We have failed to pass the TCA in prior sessions. This session is our best opportunity. Thank you for your Committee’s prior support of this bill. I urge you to issue you a favorable report again this year and work with your Senate colleagues to get the TCA passed this session.

MD residents are concerned about the high cost of living, and Maryland faces a tight budget, making business development and income growth top priorities. The Transportation and Climate Alignment Act addresses both concerns.

HB0437 calls for more investments in public transit, safe pedestrian and bike infrastructure and transit oriented development to ensure that major highway expansion projects costing over \$100 million and the Maryland Department of Transportation (MDOT)’s Consolidated Transportation Program are consistent with the Governor’s [executive order](#) to advance [Maryland’s Climate Pollution Reduction Plan](#). *As a result, HB0437 could shift the allocation of state transportation spending without a significant increase in total spending. It could also more quickly and with lower overall costs increase affordable transportation options for cash-strapped residents, businesses and governments than could new highway construction and maintenance.*

### **Benefits for Residents and Businesses**

Increased transit, biking and walking options would save an average Maryland household \$3,000 per year in fuel, maintenance and depreciation costs,<sup>1</sup> reduce injuries and death from automobile accidents, reduce health costs and lost workdays due to air pollution<sup>2</sup> and create more affordable transportation options for all residents. It would expand work and educational opportunities for households without

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<sup>1</sup> Transportation is the [second largest expense](#) for most people after housing, with low-income households that own or lease a car spending roughly 40 percent of their income on transportation. <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k/>, See “Types of Transportation Expenditures by Income Quintile, 2024”, the most recent available data.

<sup>2</sup> <https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/>

vehicles, increase their incomes, help businesses hire the workforce they need to expand, and grow state tax revenues.<sup>3</sup> These benefits would be particularly valuable in the Baltimore region, where only 8.5% of jobs are accessible within one hour by public transit.<sup>4</sup>

### **Benefits for State**

Investing in better bus, rail and cycling infrastructure in urban areas could save the state meaningful funds, while reducing highway congestion.<sup>5</sup> Maryland could realize *net savings* of \$550 million per year (roughly 8% of state transportation expenditures) by 2050 if by then the state built 400 miles of bus rapid transit, 2,900 miles of protected bike lanes and 51 miles of passenger rail.<sup>6</sup>

Nearly every district delegation in Maryland--urban, suburban and rural--included transit, commuter rail, segregated bike lanes, sidewalks, and similar initiatives in its list of FY2027 priorities submitted to MDOT. HB0437 would allow these types of projects to be funded so that communities would not need to wait multiple years to see safety improvements on busy state highways, increased funding for local buses, more frequent rail service, bus rapid transit or transit oriented development.<sup>7</sup>

Despite these benefits some will oppose HB0437 due to a concern about highway congestion in suburbs and exurbs. Investing in highways, however, does not eliminate congestion. Rather, it provides a short-term fix but ultimately encourages more driving and results in additional sprawl, increased pollution, loss of farmland, and loss of locally owned small businesses.

The Transportation and Climate Alignment Act allows us to shift gears. Without increasing the overall transportation budget, we can invest a higher percentage of existing transportation dollars in transit, commuter rail, safe bicycle and pedestrian lanes and transit-oriented development to create more affordable and safer transportation options for Marylanders, improved results for businesses, and higher tax revenues. Accordingly, I urge this committee to issue a FAVORABLE report.

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<sup>3</sup> Nationally, 13% percent of households have no vehicles, including 32% of households in the lowest quintile and higher amounts in urban areas. *Ibid.* See "Average Household Transportation Expenditures by Income Quintile."

<sup>4</sup> <https://bniajfi.org/indicators/Sustainability/novhcl/>; Percentages vary from 5.9% to 58.5%.

<sup>5</sup> <https://rmi.org/building-smarter-how-investing-in-more-transportation-choices-cuts-infrastructure-costs/> See Exhibit 1 which shows \$1 trillion net savings *nationally* compared with current urban investment patterns primarily resulting from reduced highway construction and maintenance costs, while increasing spending on bus, rail and bicycle infrastructure.

<sup>6</sup> *Ibid* at Exhibit 2; <https://ssti.us/know-your-state/#funding> which shows 16.2% of roads not in good repair

<sup>7</sup> See Appendix for representative examples.

Transportation and Climate Alignment Act  
Appendix to Testimony of Deborah A. Cohn

County and State	Project
Anne Arundel	<b>Parole Transportation Center</b> and locally operated transit system (LOTS) funds
Baltimore City	<b>Red Line Project</b> (east-west transit to connect Baltimore City and County residents to jobs and health care and promote economic growth); <b>BMORE Bus Plan</b> (expand service frequency and reliability, including weekend and late night service, connecting residents to jobs and school); <b>Vision Zero</b> (Baltimore City has the highest rates of pedestrian and cyclist-involved crashes in the state.)
Baltimore County	<b>Red Line Project</b> ; <b>Eastern Baltimore County Access Study</b> (to connect Essex, Dundalk and Turner’s Station to Red Line and jobs, and build long-term transit corridors with safe bike and pedestrian access); Reinstated <b>MTA LocalLink 35</b> to support economic growth by providing a single route to access new jobs in White Marsh and Tradepoint Atlantic; <b>Old Court Road Complete Streets Project</b> (design 3.3 miles of safety improvements from Liberty Road to Reisterstown Road including sidewalks, cross walks and bike lanes)
Calvert	<b>Calvert Transit Transfer Station</b> (a central transit hub to improve local bus connections and strengthen regional transit access)
Charles	<b>Southern Maryland Rapid Transit</b> (running from Branch Avenue Metro Station to White Plains, it connects Prince George’s and Charles Counties to expand access to jobs, fuel economic growth and reduce congestion)
Howard	<b>MARC Camden Line and Commuter Bus Service Expansion</b> to improve daily commutes to D.C. area; <b>US29 Corridor to Flash Bus Rapid Transit</b> (integrating Montgomery County’s BRT service with US29 transit to ease commuter traffic along this heavy commuter corridor); <b>US1 Safety Improvements</b> (targeted safety upgrades to reduce serious crashes and protect pedestrians and cyclists); <b>Support LOTS and safer pedestrian and biking routes</b> (supports low cost alternatives for access to local businesses)
Montgomery	<b>Bus rapid transit</b> along Viers Mill Road, MD 355 and New Hampshire Ave; <b>Expand UpCounty Bus Service</b> (extend Route 101 ExtRa service to Clarksburg, provide weekend service on Ride On Route 90 and more frequent service on Ride On Route 55); Expand East County <b>Purple Line Safe Access</b> (fund five Bicycle and Pedestrian Priority Area (BiPPA) upgrades to create safe access to the Purple Line and support surrounding local businesses and residents); <b>Vision Zero Upgrades</b> (Reduce the time it takes to fund road and intersection safety improvements to reduce high rates of death and life-changing injuries of pedestrians and bicyclists; MD28/MD198 Burtonsville business district pedestrian and biking safety improvements to connect neighborhoods and schools); <b>Expand Bi-Directional MARC Brunswick Line Service</b> (accelerate build-out of service turnaround at Silver Spring to enable mid-day and weekend service to reduce I-270 congestion)
Frederick	<b>LOTS expansion</b> (to increase capital and operating funds to provide 30 minute service frequency, longer Saturday service and new Sunday service); <b>Complete Streets</b> (add safety features, including segregated bike lanes, sidewalks and other design features along MD26 and MD 75 to connect Libertytown Elementary School and Libertytown Park); <b>MARC Brunswick Line Service</b> (to expand off-peak and weekend service to reflect commuting patterns and connect to Montgomery County); <b>Commuter Bus Service</b> (to connect with jobs in Frederick and Montgomery County to accelerate commuter service improvements).
Garrett	<b>Expanded public transportation</b> (funds to implement the county’s first fixed-route transit service); <b>Sidewalk Extension and Maintenance</b> (Grantsville Sidewalk Extension on Alt US 40 to River Road to improve pedestrian safety and economic development between the Town of Grantsville, Grantsville Elementary and key destinations in the Arts and Entertainment District; Crellin Sidewalk Replacement to enhance pedestrian safety near an elementary school); <b>MD 135 Shared Use Pathways</b> (to connect towns and neighborhoods with safe bike and pedestrian greenways on local roads); <b>Recreational Opportunities and Tourism</b> : Loch Lynn Trail Accessibility Enhancement to retrofit existing boardwalks to ensure ADA compliance on a recreational trail; Broadford Park Bike System Skills Park to allow bikers of all levels develop mountain bike skills and develop the county’s tourism workforce; Meadow Mountain Trail Enhancements to support economic development and outdoor recreational opportunities as part of the Eastern Continental Divide Loop Initiative.
Harford	<b>A shared use path along US 40 from Aberdeen Train Station to Erie Street</b> ; <b>LOTS funding for Harford Transit Operations Facility in Aberdeen</b> ; <b>Sidewalk Program</b> (several projects to connect neighborhoods and local destinations and support safe pedestrian routes); <b>Aberdeen MARC Train Station Improvements</b> (create safe underground ADA compliant pedestrian access)
Prince George’s	<b>Southern Maryland Rapid Transit</b> ; <b>Vision Zero</b> (Prince George’s County has the highest traffic fatality rate in Maryland. Safety upgrades for pedestrians and cyclists, including pedestrian refuge islands, lighting, sidewalks and segregated bike lanes can address this); <b>Martin Luther King Jr.</b> , <b>Highway Urban Reconstruction</b> (to improve safety along a high-injury corridor in Glenarden and Seat Pleasant by adding sidewalks, bike lanes and lighting); <b>MARC Service Expansion</b> (Expanding the Camden and Penn Lines, including upgrades at New Carrollton, Laurel and Bowie, increases access to jobs and improve regional connectivity); <b>Bus Rapid Transit</b> (Projects like the Silver Hill Road tactical bus lanes increase reliable, affordable transit); <b>Vision Zero Upgrades</b> at the intersection of US301 with MD197 and MD5, including bike and pedestrian infrastructure

**CLPP Testimony HB0437 2026 FAV.pdf**

Uploaded by: Donald M. Goldberg

Position: FAV

**Committee: Appropriations**

**Testimony on: HB0437 – Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

**Submitted by: Donald M. Goldberg, Executive Director**

**Position: Favorable**

**Hearing Date: February 10, 2026**

Dear Chairman and Co-chair:

Climate Law & Policy Project (CLPP) is a Maryland-based nonprofit research organization that works to develop and promote sound and safe policies to slow, stop, and ultimately reverse the buildup of greenhouse gases in the atmosphere and ensure that vulnerable communities are protected from climate impacts that cannot be avoided. As transportation is the main source of climate pollution in Maryland, CLPP supports HB0437.

Maryland has strong statutory climate pollution reduction targets, and it has developed a Climate Pollution Reduction Plan to help achieve those targets. HB0437 would simply align the state's transportation investments and projects with the state's climate objectives and require major highway expansion projects, which increase pollution, to have an accompanying portfolio of offsetting clean transportation options, including public transit, walking, and biking infrastructure, particularly in overburdened and underserved communities. In addition to greenhouse gas emissions from the state's transportation sector declining over time, such measures will also bring considerable health benefits and consumer savings.

This is a common-sense bill to bring health and economic benefits to Marylanders and to make sure that the state's largest source of greenhouse gas emissions is addressed.

CLPP respectfully urges a favorable report on this bill.

**EB\_TCA Testimony\_2026\_PDF.pdf**

Uploaded by: Elizabeth Bunn

Position: FAV

**February 6,2026**

**Committee: Appropriations**

**Testimony on: HB 0437 Transportation-Major Highway Capacity and Expansion Projects and Impacts Assessments (Transportation and Climate Alignment Act (2026))**

**Position: Support**

**Hearing Date: February 10, 2026**

I am a resident, voter, and taxpayer in Silver Spring (District 18). I write in support of HB 0437 (Transportation and Climate Alignment Act). This bill requires MDOT to perform an impact assessment of certain highway expansion projects and to develop an equivalent multi-modal transportation program to mitigate the impact of the greenhouse gas emissions caused by the project.

I live close to Georgia Avenue, just south of I-495 (the Beltway) and am confronted daily with the congestion and attendant pollution from gas powered vehicle tailpipe emissions. These emissions already threaten our health and well-being but their harmful effects will increase exponentially over time if we do not find a way to address them. We need to reduce single gas powered vehicle use and/or counterbalance the effects of the resultant pollution. We need to re-think the priority we place on cars as our primary means of transportation. We should invest in other more affordable transportation choices, including public transportation, walkable, and bikeable communities which would help reduce emissions but also lower transportation costs, improve access to jobs and create healthier lifestyle opportunities.

The TCA is a common-sense, cost-friendly, and balanced approach to accomplish these goals. It will provide a greater understanding of the potential harmful impacts of highway expansion projects, will prioritize maintaining our existing highway infrastructure over expansion and incentivize healthier and less expensive transportation choices including public transportation. Other states, like Colorado, that have utilized similar approaches have seen significant beneficial results.

I urge the Committee to issue a favorable report.

Thank you.

M. Elizabeth Bunn  
1607 Highland Dr. Silver Spring, Maryland

# **HB437.Transportation.Climate Act.pdf**

Uploaded by: Elizabeth Singer

Position: FAV



**Committee:** House Appropriations Committee  
**Testimony:** HB 437 - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)  
**Organization:** Jewish Community Relations Council of Howard County, MD  
**Submitting:** Laura Salganik, Chair  
**Position:** FAVORABLE  
**Hearing Date:** February 10, 2026

Dear Chair Barnes, Vice Chair Kaiser and Committee Members:

The Jewish Community Relations Council is submitting this testimony in support of HB 437, the Transportation and Climate Alignment Act of 2026. As Jews, we are obligated to try to fix the world (tikkun olam) and by supporting this bill to become law, we demonstrate our commitment to advancing this Jewish value.

Maryland's transportation sector continues to be the largest source of greenhouse gas emissions and one of the leading contributors to poor air quality in our state. This Act will require the Maryland Department of Transportation (MDOT) to fund public transit, bike and pedestrian infrastructure, transit-oriented development and solar energy on MDOT properties to offset pollution from new highway expansion projects over \$100 million.

Additionally, it would require MDOT to create accountability and transparency about projects that increase pollution and commuter costs by calculating the greenhouse gas emissions from all the major capital transportation projects in the state budget, and by investing in a greater mix of transit, walking, biking and other clean transportation projects to offset increased carbon pollution and align the budget with the state's climate goals.

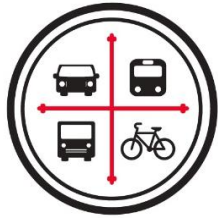
Funding traffic projects with no or low emissions will offset the increase in emissions. Building sidewalks, crosswalks, bike paths, and funding public transportation projects, will help balance spending with projects that can mitigate emissions and enhance air quality. These alternative transportation projects can promote a healthier, more equitable environment and are essential to balance the climate impact of major transportation projects in Maryland.

**We respectfully urge this committee to return a favorable report on HB 437.**

**HB0437\_Favorable\_CMTA.pdf**

Uploaded by: Eric Norton

Position: FAV



**Transportation  
Alliance**



**Bikemore**

February 10, 2026

**Testimony on HB 437 –  
*Transportation and Climate Alignment Act of 2026* –  
Appropriations Committee**

**Position: Favorable**

The Central Maryland Transportation Alliance and Bikemore support HB 437, which will help to ensure that the state's transportation investments align with its climate and transportation goals.

HB 437 requires 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 its 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.

This legislation supports Governor Moore's Executive Order directing a whole of government approach to addressing the climate crisis and the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals. A recent analysis from the University of Maryland's Center for Global Sustainability has found that the state is falling behind on reaching its emissions reduction targets and the transportation sector is lagging the most. Maryland must act immediately if it wants to meet its goals.

In addition to reducing climate pollution, HB 437 would save Marylanders money both personally and as taxpayers. For most households transportation is the second largest expense with car ownership costing over \$12,000 a year. Passing HB 437 could help save households over \$3,000 a year by giving them more affordable transportation options like transit, biking and walking. And the state would save money by making strategic investments with its transportation dollars that reduce long-term costs and deliver the outcomes Marylanders desire.

We strongly encourage a FAVORABLE report for House Bill 437.

**CR testimony on HB0437 TCA.pdf**

Uploaded by: Frances Stewart

Position: FAV



HB0437 - SUPPORT  
Frances Stewart, MD  
Climate Reality Greater Maryland  
[frances.stewart6@gmail.com](mailto:frances.stewart6@gmail.com)  
301-718-0446

HB 0437 Transportation and Climate Alignment Act

Meeting of the Environment and Transportation Committee

February 10, 2025

Dear Chair Korman, Vice Chair Guyton, and Members of the Committee, on behalf of Climate Reality Greater Maryland, I urge a favorable report on HB 0437.

Climate Reality Greater Maryland is the Maryland chapter of the [Climate Reality Project](#), a global network of 3.5 million people working to build a net-zero future where all of us can thrive. We urge you to vote in favor of HB0437.

Climate change is one of the greatest threats to our health. The health effects include more vector-borne diseases, more heat-related illnesses such as heat stroke, injuries from wildfires and extreme weather events such as hurricanes and floods, and mental health problems. These issues threaten the lives and health of all Maryland residents, particularly children and residents of overburdened communities.

One thing that is less often recognized is the close tie between air pollution and greenhouse gas emissions. 88% of Maryland residents live in areas that do not meet EPA air quality standards. Air pollution is a major contributor to absences from work and school, increased healthcare costs, and premature deaths. This can be seen clearly in the high rates of hospitalization for asthma in Maryland, especially in Baltimore. Research shows that reductions in air pollution lead to significant, rapid decreases in asthma hospitalizations. Improvements in health, especially in children and people living in overburdened communities, will be the first benefit we see from decreasing the use of fossil fuels.

HB0437 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options would include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, and implementing other smart-growth strategies. As [Maryland's Climate Pollution Reduction Plan](#) made clear, a 20% per-capita reduction in VMT by 2050 is needed to meet the state's climate goals. The measures spelled out in HB0437 are essential steps toward those goals.

The bill would also reduce traffic congestion, save consumers money - [an average of \\$3,271 per household each year on vehicle costs](#) - and make wise use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The **Transportation and Climate Alignment Act** will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options. For all of these reasons, we strongly urge a favorable report on this important bill.

Thank you for your time and consideration.

**HB 437 - MoCo - MCDOT\_Fitzgerald\_FAV (GA 26).pdf**

Uploaded by: Garrett Fitzgerald

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**HB 437**

**DATE: February 10, 2026**

**SPONSOR: Delegate Edelson**

**ASSIGNED TO: Appropriations**

**CONTACT PERSON: Garrett Fitzgerald (garrett.fitzgerald@montgomerycountymd.gov)**

**POSITION: Support (Departments of Transportation and Environmental Protection)**

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### **Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

House Bill 437 establishes an important connection between highway expansion projects and climate change. Modeled after state laws in Minnesota and Colorado, this bill requires consideration of the climate impacts of large highway projects and ties these to mitigation that would strengthen non-automobile transportation.

Transportation accounted for 35 percent of Maryland's greenhouse gas emissions as of 2020, mostly from vehicles powered by gasoline or diesel. Recent federal policies have moved backwards on fuel efficiency standards for new vehicles, which will slow our transition to low- and no-emission vehicles. This bill is an important tool to link increases in greenhouse gas emissions (from increased vehicle miles traveled through new roads) with investments to reduce transportation demand.

The bill only applies to highway capacity expansion projects of \$100 million or more, which would include new roadways, major bridges, and interstate widening. Other changes from 2025 narrow the applicability of this bill to new projects that have not already undergone environmental compliance and are likely to be earlier in planning and design. These changes improve planning feasibility and will help projects consider non-auto investments.

Montgomery County is investing a large percentage of our own Capital Improvement Program in bus rapid transit, zero emission buses, sidewalks and shared use paths. These capital projects are expensive as we retrofit a car-dominant environment to be safe and accessible to non-auto modes, modes that also support our climate goals. With these investments, more people can access convenient and safe transportation choices that reduce our greenhouse gas emissions. We support HB 437 as a way to broaden the investment in clean, safe, equitable, and affordable transportation.

We respectfully request that the Appropriations Committee issue a favorable report on House Bill 437.

# **HB 437 Healthy Climate Maryland\_FAV\_2026 Transport**

Uploaded by: Healthy Climate Maryland N/A

Position: FAV



**February 10, 2026**

**House Appropriations and Environment & Transportation Committees  
FAVORABLE HB 437 Transportation and Climate Alignment Act of 2026**

Chair Barnes, Chair Korman, and Members of the Committees:

About 35% of Maryland’s greenhouse gas (GHG) emissions are emitted from the transportation sector, making it the largest contributor to the state’s carbon footprint.<sup>1</sup> 85% of the pollution in this sector originates from personal vehicles and long-haul transportation trucks. Not only is this important in addressing the overall climate crisis, but also, the numerous health issues that are associated with exposure to vehicle emissions, especially those living near heavy traffic areas and highways. We must reduce our transit sector emissions to ensure the health of all Marylanders.

A key tool to achieve a healthy environment for all Marylanders will be to develop smart, emissions-conscious planning for our infrastructure projects. The Transportation and Climate Alignment Act of 2026 promotes this planning, supporting public health and environmental justice. As health professionals, we understand how important the link between the environment and health is, and that is why we support the passage of HB 437.

A key mechanism in this bill is to require the Maryland Department of Transportation to evaluate the projected impact of infrastructure projects. While highway widening is frequently touted as easing congestion and reducing emissions, these projects often result in induced demand and increased Vehicle Miles Traveled (VMT) following expansion of highway capacity.<sup>2</sup> With an increase in VMT there are increases in greenhouse gas (GHG) emissions and air pollution, including hazardous ultrafine particulate air pollution known as PM 2.5.<sup>3</sup>

Aside from acute concerns related to increased air pollution and GHG emissions, infrastructure projects that increase VMT can contribute to the development of chronic diseases. The expected increase in PM 2.5 is particularly concerning given it is known to increase the risk of stroke, heart disease, COPD, lung cancer, asthma, and other diseases.<sup>4</sup> This can most severely impact children, as they breathe faster than adults and their developing lungs are at a higher risk of damage and future lung disease. Moreover, increased air pollution negatively impacts brain health. Air pollution can affect developing children with prenatal pollution exposure associated with increased risk of impaired cognitive abilities, behavioral

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<sup>1</sup> Maryland’s Climate Pollution Reduction Plan. (2023). Maryland Department of Environment.

<sup>2</sup> Increasing highway capacity induces more auto travel | National Center for Sustainable Transportation. (2023, January 24). <https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-induces-more-auto-travel>

<sup>3</sup> SHIFT Calculator. (n.d.). <https://shift.rmi.org/>

<sup>4</sup> Roth, G. A., et al. (2018). Global, regional, and national age-sex-specific mortality for 282 causes of death in 195 countries and territories, 1980–2017: a systematic analysis for the Global Burden of Disease Study 2017. *The Lancet*, 392(10159), 1736–1788. [https://doi.org/10.1016/s0140-6736\(18\)32203-7](https://doi.org/10.1016/s0140-6736(18)32203-7)

problems, anxiety, depression, and autism.<sup>5,6,7</sup> Among older adults, air pollution is associated with increased risks of Alzheimer's disease, Parkinson's disease, and dementia.<sup>8,9</sup>

Through the Transportation and Climate Alignment Act, we are investing in our built environment being more conducive to walking and biking. As a result, we would expect decreased rates of cardiovascular disease, diabetes, depression and anxiety.<sup>10</sup> Using our limited funding for capital projects to improve access to mass transit and improving pedestrian safety we can reduce social isolation for those unable to drive, improving some of our most vulnerable community members' health and well-being.

We applaud the work of the authors of HB 437 for its forward thinking approach to infrastructure, climate, and health. Knowing how important the link between our infrastructure, the environment, and health is, we encourage a favorable report on the Transportation and Climate Alignment Act of 2026.

Thank you for your consideration.

#### About Healthy Climate Maryland

United by a shared commitment to the health and well-being of all Marylanders, Healthy Climate Maryland is a coalition of dedicated public health and medical professionals that seeks to address climate change and environmental challenges by focusing on their impacts on public health. We are working to educate, advocate, and build strong partnerships towards a healthier, more sustainable future for Maryland.

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<sup>5</sup> Imbriani G., et al. Early-Life Exposure to Environmental Air Pollution and Autism Spectrum Disorder: A Review of Available Evidence. *International Journal of Environmental Research and Public Health*. 2021; 18(3):1204. <https://doi.org/10.3390/ijerph18031204>

<sup>6</sup> Ellison, J. (2022, July 12). UW study strengthens evidence of link between air pollution and child brain development. <https://www.washington.edu/news/2022/07/12/uw-study-strengthens-evidence-of-link-between-air-pollution-and-child-brain-development/>

<sup>7</sup> Peterson BS, Rauh VA, Bansal R, et al. Effects of Prenatal Exposure to Air Pollutants (Polycyclic Aromatic Hydrocarbons) on the Development of Brain White Matter, Cognition, and Behavior in Later Childhood. *JAMA Psychiatry*. 2015;72(6):531–540. doi:10.1001/jamapsychiatry.2015.57

<sup>8</sup> Shi L, et al.. Long-term effects of PM2.5 on neurological disorders in the American Medicare population: a longitudinal cohort study. *Lancet Planet Health*. 2020 Dec;4(12):e557-e565.

<sup>9</sup> Livingston G, et al. Dementia prevention, intervention, and care: 2020 report of the Lancet Commission. *Lancet*. 2020 Aug 8;396(10248):413-446.

<sup>10</sup> Ding D, Gebel K, Phongsavan P, Bauman AE, Merom D. Driving: a road to unhealthy lifestyles and poor health outcomes. *PLoS One*. 2014 Jun 9;9(6):e94602. doi: 10.1371/journal.pone.0094602.

**HB 437 - supp - App - TCA Act of 2026.pdf**

Uploaded by: Henry Bogdan

Position: FAV

**Testimony on House Bill 437**  
**Transportation and Climate Alignment Act of 2026**  
**House Appropriations Committee**  
**February 10, 2026**

**Position: Support**

Maryland Nonprofits is a statewide association of almost 2000 nonprofit organizations and institutions. We strongly support House Bill 437 that would cut pollution from Maryland's highway system by investing in public transit, walking, and biking, and assist efforts to meet Maryland's goals of reducing vehicular emissions.

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.

House Bill 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.

While the crisis of global warming affects everyone, the health impacts of pollution tend to fall more heavily on people living in lower income communities, and particularly on people of color. In addition, transportation policy and choices seldom take account of their impact on the lives of persons with disabilities and those without easy access to personal vehicles to reach health care, education, jobs, or more.

**We strongly urge a favorable report on House Bill 437**

# Howard County Climate Action Testimony - HB437 Tra

Uploaded by: HoCo Climate Action Organization

Position: FAV



**HoCoClimateAction.org**  
Howard County, Maryland

Testimony: HB0437 - Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)

Hearing Date: February 10, 2026

Bill Sponsor: Delegate Edelson

Committee: Appropriations

Submitting: Monica O'Connor for Howard County Climate Action

Position: Favorable

Dear Chair Barnes, Vice Chair Kaiser and Committee Members:

[HoCo Climate Action](#) is a [350.org](#) local chapter and a grassroots organization representing approximately 1,400 subscribers. We are also a member of the [Climate Justice Wing](#) of the [Maryland Legislative Coalition](#). Our organization works with residents and ally organizations to promote a safe climate and clean energy future. Specifically, we have worked extensively on building electrification to help Maryland achieve its ambitious climate goals, including net-zero emissions.

We urge a favorable vote on HB437 - Transportation and Climate Alignment Act of 2026

The Transportation and Climate Alignment Act focuses on improving the way we plan transportation projects so people have more choices to take transit, walk, bike, or spend less time in their car. It aims to both cut pollution from highway projects and also give Marylanders better access to jobs, food, and healthcare while helping reduce gas and maintenance costs. 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 HB437

# **HB 437- Transportation and Climate Alignment Act-H**

Uploaded by: Ilona Kabara

Position: FAV



**February 2, 2026**

**House Appropriations and Environment & Transportation Committees  
FAVORABLE HB 437 Transportation and Climate Alignment Act of 2026**

Chair Edelson, Chair Solomon, Chair Watson, and Members of the Committee:

About 35% of Maryland’s greenhouse gas (GHG) emissions are emitted from the transportation sector, making it the largest contributor to the state’s carbon footprint.<sup>1</sup> 85% of the pollution in this sector originates from personal vehicles and long-haul transportation trucks. Not only is this important in addressing the overall climate crisis, but also, the numerous health issues that are associated with exposure to vehicle emissions, especially those living near heavy traffic areas and highways. We must reduce our transit sector emissions to ensure the health of all Marylanders.

A key tool to achieve a healthy environment for all Marylanders will be to develop smart, emissions-conscious planning for our infrastructure projects. The Transportation and Climate Alignment Act of 2026 promotes this planning, supporting public health and environmental justice. As health professionals, we understand how important the link between the environment and health is, and that is why we support the passage of HB 437.

A key mechanism in this bill is to require the Maryland Department of Transportation to evaluate the projected impact of infrastructure projects, specifically greenhouse gas emissions and vehicle miles traveled (VMT). While highway widening is frequently touted as easing congestion and reducing emissions, these projects often result in induced demand and increased vehicle miles traveled following expansion of highway capacity.<sup>2</sup> With an increase in VMT, there are also increases in greenhouse gas (GHG) emissions and air pollution, including hazardous ultrafine particulate air pollution known as PM 2.5.<sup>3</sup>

Aside from acute concerns related to increased air pollution and GHG emissions, infrastructure projects that increase VMT can contribute to the development of chronic diseases, as well as pose a significant health risk to sensitive population groups. An expected increase in PM 2.5 is particularly concerning given it is known to increase the risk of stroke, heart disease, COPD, lung cancer, asthma, and other diseases.<sup>4</sup> This can most severely impact children, as they breathe faster than adults and their developing lungs are at a higher risk of damage and future lung disease. Moreover, increased air pollution negatively impacts brain health. Air pollution can affect developing children with prenatal pollution exposure associated with increased risk of impaired cognitive abilities, behavioral problems, anxiety, depression,

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<sup>1</sup> Maryland’s Climate Pollution Reduction Plan. (2023). Maryland Department of Environment.

<sup>2</sup> Increasing highway capacity induces more auto travel | National Center for Sustainable Transportation. (2023, January 24). <https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-induces-more-auto-travel>

<sup>3</sup> SHIFT Calculator. (n.d.). <https://shift.rmi.org/>

<sup>4</sup> Roth, G. A., et al. (2018). Global, regional, and national age-sex-specific mortality for 282 causes of death in 195 countries and territories, 1980–2017: a systematic analysis for the Global Burden of Disease Study 2017. *The Lancet*, 392(10159), 1736–1788. [https://doi.org/10.1016/s0140-6736\(18\)32203-7](https://doi.org/10.1016/s0140-6736(18)32203-7)

and autism.<sup>5,6,7</sup> Among older adults, air pollution is associated with increased risks of Alzheimer’s disease, Parkinson’s disease, and dementia.<sup>8,9</sup>

Through the Transportation and Climate Alignment Act, we are investing in our built environment being more conducive to walking and biking. With fewer VMT, there could be a reduction in greenhouse gases. We would expect to then see a decrease in the rates of cardiovascular disease, diabetes, depression and anxiety.<sup>10</sup> Using our limited funding for capital projects to improve access to mass transit and improving pedestrian safety we can reduce social isolation for those unable to drive, improving some of our most vulnerable community members’ health and well-being.

We applaud the work of the authors of HB 437 for its forward thinking approach to infrastructure, climate, and health. Knowing how important the link between our infrastructure, the environment, and health is, we encourage a favorable report on the Transportation and Climate Alignment Act of 2026.

Thank you for your consideration.

#### About Healthy Climate Maryland

United by a shared commitment to the health and well-being of all Marylanders, Healthy Climate Maryland is a coalition of dedicated public health and medical professionals that seeks to address climate change and environmental challenges by focusing on their impacts on public health. We are working to educate, advocate, and build strong partnerships towards a healthier, more sustainable future for Maryland.

#### About the Maryland Public Health Association

The Maryland Public Health Association (MdPHA) is one of the oldest and most vibrant state affiliates of the American Public Health Association (APHA) and Maryland’s leading professional organization for those working in the field of public health. MdPHA remains dedicated to increasing health equity for Marylanders through advocacy and community collaborations. We are committed to engaging the public health community in networking and educational events, advocacy activities and in emerging issues affecting the health of Marylanders.

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<sup>5</sup> Imbriani G., et al. Early-Life Exposure to Environmental Air Pollution and Autism Spectrum Disorder: A Review of Available Evidence. *International Journal of Environmental Research and Public Health*. 2021; 18(3):1204. <https://doi.org/10.3390/ijerph18031204>

<sup>6</sup> Ellison, J. (2022, July 12). UW study strengthens evidence of link between air pollution and child brain development. <https://www.washington.edu/news/2022/07/12/uw-study-strengthens-evidence-of-link-between-air-pollution-and-child-brain-development/>

<sup>7</sup> Peterson BS, Rauh VA, Bansal R, et al. Effects of Prenatal Exposure to Air Pollutants (Polycyclic Aromatic Hydrocarbons) on the Development of Brain White Matter, Cognition, and Behavior in Later Childhood. *JAMA Psychiatry*. 2015;72(6):531–540. doi:10.1001/jamapsychiatry.2015.57

<sup>8</sup> Shi L, et al.. Long-term effects of PM2.5 on neurological disorders in the American Medicare population: a longitudinal cohort study. *Lancet Planet Health*. 2020 Dec;4(12):e557-e565.

<sup>9</sup> Livingston G, et al. Dementia prevention, intervention, and care: 2020 report of the Lancet Commission. *Lancet*. 2020 Aug 8;396(10248):413-446.

<sup>10</sup> Ding D, Gebel K, Phongsavan P, Bauman AE, Merom D. Driving: a road to unhealthy lifestyles and poor health outcomes. *PLoS One*. 2014 Jun 9;9(6):e94602. doi: 10.1371/journal.pone.0094602.

# **TCA 2026.pdf**

Uploaded by: Jamie DeMarco

Position: FAV



**TESTIMONY OF  
BRITTANY BAKER  
MARYLAND DIRECTOR**

—  
**JAMIE DEMARCO  
LOBBYIST**

—  
**MIKE TIDWELL  
EXECUTIVE DIRECTOR**

**HB437- TRANSPORTATION AND CLIMATE ALIGNMENT ACT  
APPROPRIATIONS COMMITTEE  
FEBRUARY 10TH, 2026  
FAVORABLE TESTIMONY**

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report on HB437, the Transportation and Climate Alignment Act.

The Transportation and Climate Alignment Act seeks to offset greenhouse gas emissions from the Maryland Department of Transportation's major capital projects by investing \$100 million in clean energy transportation. The state will also measure the current emissions of these projects to determine if the level of emissions are on track to align with the goals of the Climate Solutions Now Act and Maryland's Climate Pollution Reduction Plan.

The funding for clean energy transportation will prioritize infrastructure for bike and pedestrian lanes, solar projects on MDOT property, and expansion of public bus options in overburdened and underserved communities. By increasing mobility options for Marylanders beyond cars, we also increase their access to jobs, healthcare, and educational opportunities. This is especially vital for underserved populations including Black and Brown Communities, low-income families, seniors, and people with disabilities.

Colorado and Minnesota have both already passed similar legislation and seen huge benefits for commuters. Marylanders can expect to cut down the amount of hours they wait in traffic by 26 hours per year because of decreased vehicles on the road and will save \$3,000 per year with the option of more affordable mass transit.

The implementation of HB437 will result in less individual vehicle usage in the state, which comes with a myriad of health benefits for Marylanders. The encouragement of active transportation options like walking and biking improves physical health and results in cumulative healthcare savings of \$20 billion annually for Marylanders. Those who choose public transportation are generally safer from crash injuries than car users. This bill will help Maryland achieve its Vision Zero Goals. When the development of clean energy transportation options in HB437 achieves the state's goal of reducing vehicle miles traveled by 20% by 2050, roughly 171 crash fatalities per year could be avoided 3 .

The Transportation and Climate Alignment Act is a practical step toward a healthier and safer future for Maryland.

I respectfully request a favorable report on HB84

# **HB 437 TCA Testimony FAV Jane Lyons-Raeder.pdf**

Uploaded by: Jane Lyons-Raeder

Position: FAV

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

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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.

**Audubon\_HB437\_TCA\_Fav.pdf**

Uploaded by: Jim Brown

Position: FAV



**Maryland Office**  
2901 E. Baltimore St  
Baltimore, MD 21214

February 6, 2026

**To:** Chair Barnes, Vice-Chair Kaiser and members of the Maryland House Committee on Appropriations

**From:** Jim Brown, Policy Director, Audubon Mid-Atlantic

**Subject: Favorable Testimony for Maryland HB 437 - The Transportation and Climate Alignment Act of 2026**

Audubon Mid-Atlantic submits this testimony in support of House Bill 437. Audubon Mid-Atlantic is the regional office of National Audubon Society, representing over 35,000 Marylanders who advocate for the protection of birds, bird habitat, and policies aiming to protect both birds and human communities in the face of increasing environmental challenges, habitat loss, pollution, and climate change.

Science tells us birds are in decline due to habitat loss and pollution induced climate change. 1/3 of all Maryland bird species experienced significant population declines in the past 50 years. HB 437 will help Maryland to slow this habitat loss while also protecting the natural climate solutions and habitat provided by Maryland's landscapes. Transportation is Maryland's #1 source of climate pollution. Unmitigated highway expansion promotes a development typology which is harmful to bird habitat and the natural climate solutions that these habitats offer all of us. To meet the state's *Climate Solutions Now* targets, Maryland must change the way we plan and implement transportation projects.

Investments in active transportation, and mass transit promote land-use policies and development patterns which preserve open space, conserve habitat, and allow the landscape to provide natural climate solutions, all while promoting an increased quality of life and better mobility for all of our residents and visitors. Including these investments as part of large-scale highway projects is a practical and important transportation and environmental policy.

Audubon believes the provisions within the bill will enable transportation and land-use planners to address the state's most pressing environmental, transportation, economic, and climate challenges by:

- Investing in mass transit and active transportation to create more livable communities while reducing pressure on our natural resources and important bird habitat.
- Articulating the potential negative costs to Maryland's climate and our collective public health due to highway expansion, while offering avenues to mitigate those costs.
- Help Maryland achieve the goals laid out in the Climate Solutions Now act of 2022 and the newly adopted Sustainable Growth Principles enacted through legislation in 2025.
- Creating a realistic path to reduce harmful transportation related emissions.
- Considering environmental protection of land and water resources; conservation and restoration of natural systems, waterways and living resources in planning processes.
- And provide for public spaces that encourage social interaction and promote the value of cultural, historical and natural resources.

HB 437 will lay the framework for creating more climate-resilient communities for our residents and visitors. It will also continue to hold Maryland up as a leader in climate action, inclusive growth, ecosystem preservation, and the protection of birds now and in the future.

Audubon Mid-Atlantic respectfully urges a favorable review of this legislation.

Thank You,

Jim Brown

Policy Director  
Audubon Mid-Atlantic

# **HB437 Transportation and Climate Alignment Act (TC**

Uploaded by: Karl Held

Position: FAV



## **CLIMATE COALITION**

### **Montgomery County, MD**

**HB437 - Transportation and Climate Alignment Act of 2026 (TCA)**  
**Committee: House Appropriations Committee**  
**Organization: Climate Coalition of Montgomery County**  
**Submitting: Karl Held**  
**Position: FAVORABLE**  
**Hearing Date: February 10, 2026**

Dear Chair Ben Barnes, Vice Chair Anne Kaiser, and Committee Members,

The Climate Coalition of Montgomery County urges you to vote **favorably** on **HB 437** 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.

**TCA** would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas (GHG) 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.

Further benefits of TCA include the following:

#### **Climate Impacts**

- GHG emissions from transportation can be significantly reduced.
- TCA aligns transportation planning with Climate Solutions Now Act targets and Governor Moore's Executive Order on Climate Change.
- If Maryland achieves a 20% reduction in per-capita vehicle miles traveled compared to business as usual, the projected outcomes include:
  - 78 million metric tons of CO<sub>2</sub>e avoided (2024–2050)
  - 66 terawatt-hours of energy savings
  - 171 fewer traffic fatalities per year

- 1,251 fewer premature deaths per year due to improved air quality and increased physical activity

**Affordability impacts as an Environmental Justice issue:**

- Transportation is the **second largest household expense** for most Marylanders.
  - In some rural areas of the state, such as Frostburg, transportation is actually the largest household expenditure.
- Car ownership costs on average are over \$12,000 per year, per car, pricing many families out of basic mobility.
  - In the DC and Baltimore regions, Marylanders are spending over \$14,000 per year on transportation.
- **Maryland households could save \$3,000+ annually** with expanded transit, walking, and biking options ([Source: Smarter MODES Calculator, RMI](#))
  - Affordable transportation options reduce gas, maintenance, and insurance.

In addition to reducing climate pollution, this bill would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,200 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.

The Climate Coalition of Montgomery County strongly urges a **favorable report** on HB 437 as it will have a huge impact on affordability and health for all Marylanders and on the climate goals set by Montgomery County's Climate Action Report and the state of Maryland.

# **HB437 Transportation and Climate Alignment Act (TC**

Uploaded by: Karl Held

Position: FAV



## **CLIMATE COALITION**

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**HB437 - Transportation and Climate Alignment Act of 2026 (TCA)**  
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**Organization: Climate Coalition of Montgomery County**  
**Submitting: Karl Held**  
**Position: FAVORABLE**  
**Hearing Date: February 10, 2026**

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The Climate Coalition of Montgomery County strongly urges a **favorable report** on HB 437 as it will have a huge impact on affordability and health for all Marylanders and on the climate goals set by Montgomery County's Climate Action Report and the state of Maryland.

# **HB 437\_Union of Concerned Scientists\_fav.pdf**

Uploaded by: Kevin Shen

Position: FAV

**Testimony on HB 437**

**Transportation and Climate Alignment Act of 2026**

**House Appropriations Committee**

**February 6, 2026**

**POSITION: SUPPORT**

On behalf of The Union of Concerned Scientists (UCS) and our 7,200 supporters, activists, and Science Network members in Maryland who back science-based advocacy for a sustainable, healthy, and just future. UCS strongly supports **HB 437**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Recent UCS [analysis](#) found that investing in improved transportation options and reduced driving could save hundreds of billions of dollars in energy infrastructure and public health costs across the country, along with \$5.9 trillion in vehicle ownership costs through 2050. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will help 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.

[Decades of scientific research](#) have shown that highway expansion projects are financially unwise, harmful to the climate and detrimental to equity. They fail to decrease congestion and stymie local economic growth, while contributing to air pollution that hurts our hearts and lungs. Assessing and mitigating the harms of transportation projects is a key step in making sure the transportation system serves all Marylanders.

It's critical to prioritize spending the state's scarce transportation dollars on projects that align with its goals to reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand affordable transportation choices.

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

# **HB437\_SB59 - MDLCV SUPPORT\_ Transportation Climate**

Uploaded by: Kristen Harbeson

Position: FAV



**MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS**

**Maryland LCV  
Board of Directors**

Patrick Miller  
*Chair*

Honorable Nancy Kopp  
*Treasurer*

Bonnie Norman  
*Secretary*

Kimberly Armstrong

Caroline Baker

Joe Gill

Lynn Heller

Honorable Steve Lafferty

Kevin Loeb

Kim Coble

*Executive Director*

February 10, 2026

**SUPPORT: HB437 - Transportation Climate Alignment Act of 2026**

Chair Barnes, Chair Korman and Members of the Committees:

Maryland LCV strongly supports HB437 - Transportation Climate Alignment Act of 2026, and we thank Delegate Edelson for his ongoing leadership and commitment to this issue. This bill is a top priority for Maryland LCV as well as the community represented by the Maryland Community Coalition for the Environment (CCE).

Communities across the state face transportation challenges, whether it's high traffic and the pollution that accompanies vehicle emissions, or lack of access to public transit or infrastructure. As the state faces a significant budget shortfall for the second straight year, it is essential that every transportation dollar is spent in a way that best meets the needs of communities impacted by the projects.

**The Transportation Climate Alignment Act of 2026 ensures that communities impacts are considered in the planning of major transportation projects.**

HB 437 requires 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. These mitigation measures make the projects better, more responsive to community needs, and reduce our state's greenhouse gas emissions. The transportation sector remains the leading source of emissions in Maryland

In addition to improving air quality by reducing vehicle emissions, this bill ensures that more Marylanders will have access to more affordable, accessible, and sustainable transportation options, providing greater access to jobs, education, healthcare and other amenities that promote community cohesiveness. Simultaneously, this investment in public transit, walking and

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Phone: 410-280-9855

**[www.mdldcv.org](http://www.mdldcv.org)**

biking infrastructure offers relief to families for whom vehicle ownership is the second highest annual cost after housing. According to RMI, Maryland households [could save as much as \\$3,000](#) annually by reducing their reliance on single-passenger vehicles, and increasing their use of other transportation options. Beyond the cost benefits to individual Marylanders, investment in public transit, walking, and biking infrastructure supported by the Transportation Climate Alignment Act would make a meaningful contribution to addressing Maryland's fiscal health. [New analysis by the Institute for Transportation and Development Policy](#) (ITDP) shows Maryland could achieve approximately \$550 million per year in net savings by 2050 by building out a multimodal transportation network. Net savings account for both construction and ongoing maintenance costs.

HB437, the Transportation and Climate Alignment Act would make Maryland a leader, along with Minnesota and Colorado, in forward-thinking, sustainable, community-focused transportation policy. We appreciate the leadership of the Appropriations and Environment and Transportation Committees, as well as the House of Delegates, in passing this legislation in both 2024 and 2025. **We strongly urge swift action to issue a favorable report.**

# **HB437 TCA Act - Maryland Climate Partners Written**

Uploaded by: Laura Bartock

Position: FAV



**Testimony on HB 437**  
**Transportation and Climate Alignment Act of 2026**  
**House Appropriations Committee**

**Date: February 10, 2026**

**Position: SUPPORT**

[Maryland Climate Partners](#) strongly supports **HB 437**, which would cut pollution from Maryland’s highway system by investing in public transit, walking, and biking.

Maryland Climate Partners is a coalition of twenty environmental, faith, consumer advocacy, and social justice organizations focused on ensuring equitable implementation of the Climate Solutions Now Act (CSNA). The coalition formed in 2021 to support the passage of bold climate legislation, and we continue to advocate for policies that ensure full and equitable implementation of the CSNA.

Aligning transportation investments with Maryland’s climate goals is essential to achieving the state’s emissions reductions goals and ensuring that public dollars are spent in ways that advance equity, improve public health, and expand access to opportunity. The Transportation and Climate Alignment Act provides a clear framework to measure climate impacts, make more informed investment decisions, and ensure that major transportation spending moves Maryland closer to—not further from—its climate commitments.

Transportation is Maryland’s largest 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.

“When we invest in public transportation, walkable, and bikeable communities, we are not only investing in climate solutions but also in Maryland families. More diverse transit and biking options allow Marylanders to access essential services like healthcare, school, and work, while reducing tailpipe pollution that makes people sick and fuels the climate crisis,” **said Lindsey Mendelson, Senior Transportation Campaign Representative with the Maryland Sierra Club.**

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

# **HB0437–Transportation & Climate Alignment Act of 2**

Uploaded by: Laurie McGilvray

Position: FAV



**Committee:** Appropriations  
**Testimony on:** HB0437 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)  
**Organization:** Maryland Legislative Coalition Climate Justice Wing  
**Submitting:** Dave Arndt, Co-Chair  
**Position:** Favorable  
**Hearing Date:** February 10, 2026

Dear Chair Barnes and Committee Members:

Thank you for allowing our testimony today in support of HB0437, the Transportation and Climate Alignment Act. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of 32 grassroots and professional organizations, urges you to vote favorably on HB0437 and thanks you for your support of this legislation in prior years.

MD residents are concerned about the high cost of living, and Maryland faces a tight budget, making business development and income growth top priorities. The Transportation and Climate Alignment Act addresses both concerns.

HB0437 calls for more investments in public transit, safe pedestrian and bike infrastructure and transit oriented development to ensure that major highway expansion projects costing over \$100 million and the Maryland Department of Transportation (MDOT)'s Consolidated Transportation Program are consistent with the Governor's executive order to advance Maryland's Climate Pollution Reduction Plan. *As a result, HB0437 could shift the allocation of state transportation spending without a significant increase in total spending. It could also more quickly and with lower overall costs increase affordable transportation options for cash-strapped residents, businesses and governments than could new highway construction and maintenance.*

### **Benefits for Residents and Businesses**

Increased transit, biking and walking options would save an average Maryland household \$3,000 per year in fuel, maintenance and depreciation costs,<sup>1</sup> reduce injuries and death from automobile accidents, reduce health costs and lost workdays due to air pollution<sup>2</sup> and create more affordable transportation options for all residents. It would expand work and educational opportunities for

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<sup>1</sup> Transportation is the second largest expense for most people after housing, with low-income households that own or lease a car spending roughly 40 percent of their income on transportation. <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k/>, See "Types of Transportation Expenditures by Income Quintile, 2024", the most recent available data.

<sup>2</sup> <https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/>

households without vehicles, increase their incomes, help businesses hire the workforce they need to expand, and grow state tax revenues.<sup>3</sup> These benefits would be particularly valuable in the Baltimore region, where only 8.5% of jobs are accessible within one hour by public transit.<sup>4</sup>

### **Benefits for State**

Investing in better bus, rail and cycling infrastructure in urban areas could save the state meaningful funds while reducing highway congestion.<sup>5</sup> Maryland could realize *net savings* of \$550 million per year (roughly 8% of state transportation expenditures) by 2050 if by then the state built 400 miles of bus rapid transit, 2,900 miles of protected bike lanes and 51 miles of passenger rail.<sup>6</sup>

Nearly every district delegation in Maryland--urban, suburban and rural--included transit, commuter rail, segregated bike lanes, sidewalks, and similar initiatives in its list of FY2027 priorities submitted to MDOT. HB0437 would allow these types of projects to be funded so that communities would not need to wait multiple years to see safety improvements on busy state highways, increased funding for local buses, more frequent rail service, bus rapid transit or transit-oriented development.<sup>7</sup> (See appendix below for projects.)

Despite these benefits some will oppose HB0437 due to a concern about highway congestion in suburbs and exurbs. Investing in highways, however, does not eliminate congestion. Rather, it provides a short-term fix but ultimately encourages more driving and results in additional sprawl, increased pollution, loss of farmland, and loss of locally owned small businesses.

The Transportation and Climate Alignment Act allows us to shift gears. Without increasing the overall transportation budget, we can invest a higher percentage of existing transportation dollars in transit, commuter rail, safe bicycle and pedestrian lanes and transit-oriented development to create more affordable and safer transportation options for Marylanders, improved results for businesses and residents' incomes, and increase tax revenues.

Accordingly, we urge this committee to issue a FAVORABLE report.

350MoCo

Adat Shalom Climate Action

Cedar Lane Unitarian Universalist Church Environmental Justice Ministry

Chesapeake Earth Holders

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<sup>3</sup> Nationally, 13% percent of households have no vehicles, including 32% of households in the lowest quintile and higher amounts in urban areas. *Ibid*. See "Average Household Transportation Expenditures by Income Quintile."

<sup>4</sup> <https://bniajfi.org/indicators/Sustainability/novhcl/>; Percentages vary from 5.9% to 58.5%.

<sup>5</sup> <https://rmi.org/building-smarter-how-investing-in-more-transportation-choices-cuts-infrastructure-costs/> See Exhibit 1 which shows \$1 trillion net savings *nationally* compared with current urban investment patterns primarily resulting from reduced highway construction and maintenance costs, while increasing spending on bus, rail and bicycle infrastructure.

<sup>6</sup> *Ibid* at Exhibit 2; <https://ssti.us/know-your-state/#funding> which shows 16.2% of roads not in good repair

<sup>7</sup> See Appendix for representative examples.

Chesapeake Physicians for Social Responsibility  
Climate Parents of Prince George's  
Climate Reality Project  
ClimateXChange  
Coming Clean Network, Union of Concerned Scientists  
DoTheMostGood Montgomery County  
Echotopia  
Elders Climate Action Maryland  
Fix Maryland Rail  
Glen Echo Heights Mobilization  
Greenbelt Climate Action Network  
HoCoClimateAction  
IndivisibleHoCoMD  
Maryland Legislative Coalition  
Maryland Third Act  
Mizrahi Family Charitable Fund  
Mobilize Frederick  
Montgomery County Faith Alliance for Climate Solutions  
Montgomery Countryside Alliance  
Mountain Maryland Movement  
Nuclear Information & Resource Service  
Progressive Maryland  
Safe & Healthy Playing Fields  
Takoma Park Mobilization Environment Committee  
The Climate Mobilization MoCo Chapter  
Unitarian Universalist Legislative Ministry of Maryland

## Transportation and Climate Alignment Act

### Appendix to Testimony of The Maryland Legislative Coalition Climate Justice Wing

County and State	Project
Anne Arundel	<b>Parole Transportation Center</b> and increased locally operated transit system (LOTS) funds
Baltimore City	<b>Red Line Project</b> (east-west transit to connect Baltimore City and County residents to jobs and health care and promote economic growth); <b>BMORE Bus Plan</b> (expand service frequency and reliability, including weekend and late night service, connecting residents to jobs and schools); <b>Vision Zero</b> (Baltimore City has the highest rates of pedestrian and cyclist-involved crashes in the state.)
Baltimore County	<b>Red Line Project</b> ; <b>Eastern Baltimore County Access Study</b> (to connect Essex, Dundalk and Turner’s Station to Red Line and jobs, and build long-term transit corridors with safe bike and pedestrian access); Reinstated <b>MTA LocalLink 35</b> to support economic growth by providing a single route to access new jobs in White Marsh and Tradeport Atlantic; <b>Old Court Road Complete Streets Project</b> (design 3.3 miles of safety improvements from Liberty Road to Reisterstown Road including sidewalks, cross walks and bike lanes)
Calvert	<b>Calvert Transit Transfer Station</b> (a central transit hub to improve local bus connections and strengthen regional transit access)
Charles	<b>Southern Maryland Rapid Transit</b> (Running from Branch Avenue Metro Station to White Plains, it connects Prince George’s and Charles Counties to expand access to jobs, fuel economic growth and reduce congestion.)
Howard	<b>MARC Camden Line</b> and <b>Commuter Bus Service Expansion</b> to improve daily commutes to D.C. area; <b>US29 Corridor to Flash Bus Rapid Transit</b> (integrating Montgomery County’s BRT service with US29 transit to ease commuter traffic along this heavy commuter corridor); <b>US1 Safety Improvements</b> (targeted safety upgrades to reduce serious crashes and protect pedestrians and cyclists); <b>Support LOTS and safer pedestrian and biking routes</b> (supports low cost alternatives for access to local businesses)
Montgomery	<b>Bus rapid transit</b> along Viers Mill Road, MD 355 and New Hampshire Ave; <b>Expand UpCounty Bus Service</b> (extend Route 101 ExtRa service to Clarksburg, provide weekend service on Ride On Route 90 and more frequent service on Ride On Route 55); Expand East County <b>Purple Line Safe Access</b> (fund five Bicycle and Pedestrian Priority Area (BiPPA) upgrades to create safe access to the Purple Line and support surrounding local businesses and residents); <b>Vision Zero Upgrades</b> (reduce the time it takes to fund road and intersection safety improvements to reduce high rates of death and life-changing injuries of pedestrians and bicyclists); MD28/MD198 Burtonsville business district pedestrian and biking safety improvements to connect neighborhoods and schools); <b>Expand Bi-Directional MARC Brunswick Line Service</b> (accelerate build-out of service turnaround at Silver Spring to enable mid-day and weekend service to reduce I-270 congestion)
Frederick	<b>LOTS expansion</b> (to increase capital and operating funds to provide 30 minute service frequency, longer Saturday service and new Sunday service); <b>Complete Streets</b> (add safety features, including segregated bike lanes, sidewalks and other design features along MD26 and MD 75 to connect Libertytown Elementary School and Libertytown Park); <b>MARC Brunswick Line Service</b> (to expand off-peak and weekend service to reflect commuting patterns and connect to Montgomery County); <b>Commuter Bus Service</b> (to connect with jobs in Frederick and Montgomery County to accelerate commuter service improvements).
Garrett	<b>Expanded public transportation</b> (funds to implement the county’s first fixed-route transit service); <b>Sidewalk Extension and Maintenance</b> (Grantsville Sidewalk Extension on Alt US 40 to River Road to improve pedestrian safety and economic development between the Town of Grantsville, Grantsville Elementary and key destinations in the Arts and Entertainment District; Crellin Sidewalk Replacement to enhance pedestrian safety near an elementary school); <b>MD 135 Shared Use Pathways</b> (to connect towns and neighborhoods with safe bike and pedestrian greenways on local roads); <b>Recreational Opportunities and Tourism</b> : Loch Lynn Trail Accessibility Enhancement to retrofit existing boardwalks to ensure ADA compliance on a recreational trail; Broadford Park Bike System Skills Park to allow bikers of all levels develop mountain bike skills and develop the county’s tourism workforce; Meadow Mountain Trail Enhancements to support economic development and outdoor recreational opportunities as part of the Eastern Continental Divide Loop Initiative.
Harford	<b>A shared use path along US 40 from Aberdeen Train Station to Erie Street</b> ; <b>LOTS funding for Harford Transit Operations Facility in Aberdeen</b> ; <b>Sidewalk Program</b> (several projects to connect neighborhoods and local destinations and support safe pedestrian routes); <b>Aberdeen MARC Train Station Improvements</b> (create safe underground ADA Compliant pedestrian access)
Prince George’s	<b>Southern Maryland Rapid Transit</b> ; <b>Vision Zero</b> (Prince George’s County has the highest traffic fatality rate in Maryland. Safety upgrades for pedestrians and cyclists, including pedestrian refuge islands, lighting, sidewalks and segregated bike lanes can address this); <b>Martin Luther King Jr.</b> , <b>Highway Urban Reconstruction</b> (to improve safety along a high-injury corridor in Glenarden and Seat Pleasant by adding sidewalks, bike lanes and lighting); <b>MARC Service Expansion</b> (Expanding the Camden and Penn Lines, including upgrades at New Carrollton, Laurel and Bowie, increases access to jobs and improves regional connectivity); <b>Bus Rapid Transit</b> (Projects like the Silver Hill Road tactical bus lanes increase reliable, affordable transit); <b>Vision Zero Upgrades</b> at the intersection of US301 with MD197 and MD5, including bike and pedestrian infrastructure

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Position: FAV

★ GONZALES ★  
*Polls, Inc.*



MARYLAND POLL

January 2025

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## Background and Methodology

Patrick E. Gonzales graduated magna cum laude from the University of Baltimore with a degree in political science.

His career in the field of public opinion research began in the mid-1980s as an analyst with *Mason-Dixon Opinion Research*. During this time, Mr. Gonzales helped develop, craft and implement election surveys and exit polls for television and radio in the Baltimore-Washington D.C. metro area.

Mr. Gonzales has polled and analyzed thousands of elections in Maryland and across the country over the past forty years. Further, he and his associates have conducted numerous market research projects, crafting message development plans and generating strategy blueprints for businesses and organizations throughout the state.

Over his decades of conducting public opinion polls, Patrick Gonzales has been widely recognized by his peers for his ability to conduct unbiased surveys, and analyze the results in an impartial, evenhanded manner.

Mr. Gonzales appears frequently on radio and television in the Baltimore-D.C. region as a guest commentator.

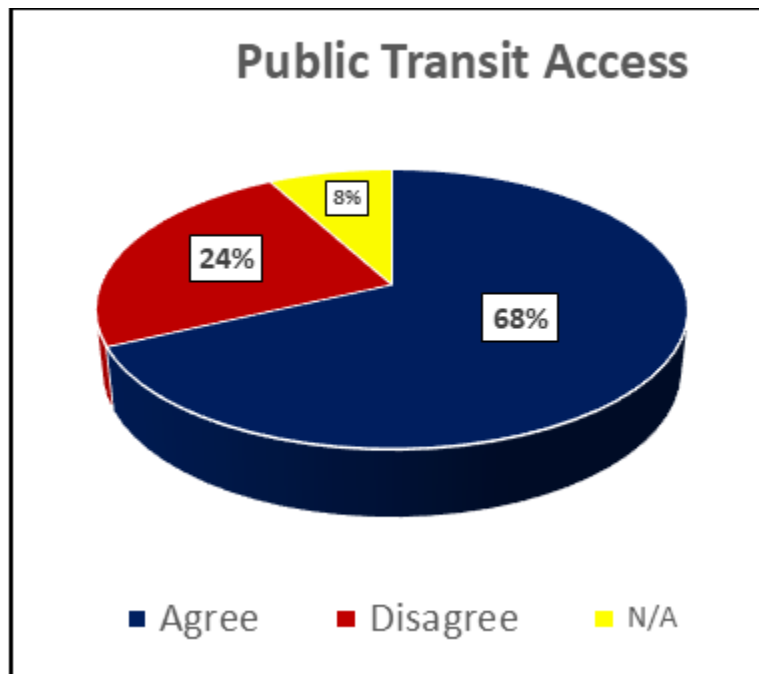
This poll was conducted by ***Gonzales Research & Media Services, Inc.*** from December 27<sup>th</sup>, 2024 through January 4<sup>th</sup>, 2025. A total of 811 registered voters in Maryland, who indicated they are likely to vote in the next election, were queried by live telephone interviews, utilizing both landline and cell phone numbers. A cross-section of interviews was conducted throughout the state, reflecting general election voting patterns.

The margin of error (MOE), per accepted statistical standards, is a range of plus or minus 3.5 percentage points. If the entire population was surveyed, there is a 95% probability that the true numbers would fall within this range.

## Gonzales Maryland Poll – January 2025 TCA Results

### Transportation Climate Alignment

Among Maryland voters, 68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses (41% strongly agree and 27% somewhat agree), while 24% disagree (14% strongly disagree and 10% somewhat disagree), with 8% offering no response.



Eighty-three percent of Democrats agree that having better public transit would help them and their families reduce time sitting in traffic or save money, as do 68% of unaffiliated voters.

Among Republicans, 40% agree and 44% disagree.

<b>Public Transit Access</b>	<b><u>Agree</u></b>	<b><u>Disagree</u></b>
Statewide	68%	24%
Democrat	83%	11%
Republican	40%	44%
Independent	68%	28%
White	65%	26%
African American	74%	20%
Other	69%	22%
Women	68%	25%
Men	68%	21%
18-34	74%	19%
35-49	70%	21%
50-64	65%	28%
65 and older	66%	24%
Rural Maryland	57%	29%
Baltimore City	82%	16%
Baltimore Suburbs	65%	27%
Washington Suburbs	73%	19%

Seventy-eight percent of Marylanders say that they support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by increased driving (52% strongly support and 26% somewhat support), while 19% oppose this (9% strongly oppose and 10% somewhat oppose).

<b>Invest in Public Transit</b>	<b><u>Support</u></b>	<b><u>Oppose</u></b>
Statewide	78%	19%
Democrat	84%	12%
Republican	63%	36%
Independent	83%	13%
White	78%	20%
African American	79%	16%
Other	79%	18%

An overarching 88% say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking (62% strongly support and 26% somewhat support), while only 10% oppose (3% strongly oppose and 7% somewhat oppose).

<b>Additional Choices</b>	<b><u>Support</u></b>	<b><u>Oppose</u></b>
Statewide	88%	10%
Democrat	96%	3%
Republican	72%	25%
Independent	89%	7%
White	87%	11%
African American	93%	6%
Other	84%	11%
Women	89%	9%
Men	88%	11%
18-34	94%	4%
35-49	90%	8%
50-64	85%	13%
65 and older	86%	11%
Rural Maryland	83%	12%
Baltimore City	94%	5%
Baltimore Suburbs	85%	14%
Washington Suburbs	93%	6%

# Appendix A: Data Tables

**QUESTION 1: Public Transit Access** *Please indicate whether you agree or disagree with the following statement:*

*“Having access to better public transit, and safer and more convenient walking and biking, would help me and my family reduce our time sitting in traffic or save us money on our transportation expenses?”*

<u>ACCESS TO BETTER PUBLIC TRANSIT</u>	<u>Number</u>	<u>Percent</u>
Agree	553	68.2 %
Disagree	191	23.6 %
No answer	67	8.3 %
Total	811	100.0 %

N=811

<u>ACCESS TO BETTER PUBLIC TRANSIT</u>		
<u>Agree</u>	<u>Disagree</u>	<u>No answer</u>

RESULTS

Statewide	553 68.2%	191 23.6%	67 8.3%
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N=811

<u>ACCESS TO BETTER PUBLIC TRANSIT</u>		
<u>Agree</u>	<u>Disagree</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	357 82.8%	48 11.1%	26 6.0%
Republican	90 40.2%	99 44.2%	35 15.6%
Unaffiliated	106 67.9%	44 28.2%	6 3.8%

N=811

<u>ACCESS TO BETTER PUBLIC TRANSIT</u>		
<u>Agree</u>	<u>Disagree</u>	<u>No answer</u>

RACE/ETHNICITY

White	309 64.9%	122 25.6%	45 9.5%
African American	181 74.2%	49 20.1%	14 5.7%
Other/No answer	63 69.2%	20 22.0%	8 8.8%

N=811

ACCESS TO BETTER PUBLIC TRANSIT			
	Agree	Disagree	No answer
<u>GENDER</u>			
Female	297 68.0%	111 25.4%	29 6.6%
Male	256 68.4%	80 21.4%	38 10.2%

N=811

ACCESS TO BETTER PUBLIC TRANSIT			
	Agree	Disagree	No answer
<u>AGE</u>			
18 to 34	107 73.8%	27 18.6%	11 7.6%
35 to 49	139 69.8%	42 21.1%	18 9.0%
50 to 64	156 65.3%	67 28.0%	16 6.7%
65 and older	151 66.2%	55 24.1%	22 9.6%

N=811

ACCESS TO BETTER PUBLIC TRANSIT			
	Agree	Disagree	No answer
<u>REGION</u>			
Rural Maryland	72 57.1%	37 29.4%	17 13.5%
Baltimore City	51 82.3%	10 16.1%	1 1.6%
Baltimore Suburbs	208 65.4%	86 27.0%	24 7.5%
Washington Suburbs	222 72.8%	58 19.0%	25 8.2%

**INTENSITY - Is that strongly or somewhat agree/disagree?**

ACCESS TO TRANSIT - INTENSITY	Number	Percent
Strongly agree	329	40.6 %
Somewhat agree	224	27.6 %
Somewhat disagree	80	9.9 %
Strongly disagree	111	13.7 %
No answer	67	8.3 %
Total	811	100.0 %

N=811

ACCESS TO TRANSIT - INTENSITY				
Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer

RESULTS

Statewide	329 40.6%	224 27.6%	80 9.9%	111 13.7%	67 8.3%
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N=811

ACCESS TO TRANSIT - INTENSITY				
Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer

PARTY REGISTRATION

Democrat	228 52.9%	129 29.9%	22 5.1%	26 6.0%	26 6.0%
Republican	51 22.8%	39 17.4%	33 14.7%	66 29.5%	35 15.6%
Unaffiliated	50 32.1%	56 35.9%	25 16.0%	19 12.2%	6 3.8%

N=811

ACCESS TO TRANSIT - INTENSITY				
Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer

RACE/ETHNICITY

White	180 37.8%	129 27.1%	51 10.7%	71 14.9%	45 9.5%
African American	114 46.7%	67 27.5%	21 8.6%	28 11.5%	14 5.7%
Other/No answer	35 38.5%	28 30.8%	8 8.8%	12 13.2%	8 8.8%

N=811

		ACCESS TO TRANSIT - INTENSITY				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
<u>GENDER</u>						
Female	171 39.1%	126 28.8%	44 10.1%	67 15.3%	29 6.6%	
Male	158 42.2%	98 26.2%	36 9.6%	44 11.8%	38 10.2%	

N=811

		ACCESS TO TRANSIT - INTENSITY				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
<u>AGE</u>						
18 to 34	68 46.9%	39 26.9%	12 8.3%	15 10.3%	11 7.6%	
35 to 49	87 43.7%	52 26.1%	13 6.5%	29 14.6%	18 9.0%	
50 to 64	80 33.5%	76 31.8%	31 13.0%	36 15.1%	16 6.7%	
65 and older	94 41.2%	57 25.0%	24 10.5%	31 13.6%	22 9.6%	

N=811

		ACCESS TO TRANSIT - INTENSITY				
		Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
<u>REGION</u>						
Rural Maryland	40 31.7%	32 25.4%	13 10.3%	24 19.0%	17 13.5%	
Baltimore City	37 59.7%	14 22.6%	5 8.1%	5 8.1%	1 1.6%	
Baltimore Suburbs	123 38.7%	85 26.7%	38 11.9%	48 15.1%	24 7.5%	
Washington Suburbs	129 42.3%	93 30.5%	24 7.9%	34 11.1%	25 8.2%	

**QUESTION 2: Investment In Public Transit** *Would you support or oppose the state investing in more public transit, walking and biking infrastructure to offset pollution caused by highway expansion projects that increase driving?*

<u>INVEST TO OFFSET POLUTION</u>	<u>Number</u>	<u>Percent</u>
Support	635	78.3 %
Oppose	152	18.7 %
No answer	24	3.0 %
Total	811	100.0 %

N=811

<u>INVEST TO OFFSET POLUTION</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

RESULTS

Statewide	635 78.3%	152 18.7%	24 3.0%
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N=811

<u>INVEST TO OFFSET POLUTION</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	363 84.2%	52 12.1%	16 3.7%
Republican	142 63.4%	80 35.7%	2 0.9%
Unaffiliated	130 83.3%	20 12.8%	6 3.8%

N=811

<u>INVEST TO OFFSET POLUTION</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

RACE/ETHNICITY

White	370 77.7%	97 20.4%	9 1.9%
African American	193 79.1%	39 16.0%	12 4.9%
Other/No answer	72 79.1%	16 17.6%	3 3.3%

N=811

	INVEST TO OFFSET POLLUTION		
	Support	Oppose	No answer
<u>GENDER</u>			
Female	341 78.0%	82 18.8%	14 3.2%
Male	294 78.6%	70 18.7%	10 2.7%

N=811

	INVEST TO OFFSET POLLUTION		
	Support	Oppose	No answer
<u>AGE</u>			
18 to 34	122 84.1%	22 15.2%	1 0.7%
35 to 49	160 80.4%	30 15.1%	9 4.5%
50 to 64	181 75.7%	50 20.9%	8 3.3%
65 and older	172 75.4%	50 21.9%	6 2.6%

N=811

	INVEST TO OFFSET POLLUTION		
	Support	Oppose	No answer
<u>REGION</u>			
Rural Maryland	94 74.6%	27 21.4%	5 4.0%
Baltimore City	53 85.5%	7 11.3%	2 3.2%
Baltimore Suburbs	239 75.2%	72 22.6%	7 2.2%
Washington Suburbs	249 81.6%	46 15.1%	10 3.3%

Invest to Offset Pollution **by** Access to Better Public Transit

N=811

INVEST TO OFFSET POLLUTION

	Support	Oppose	No answer
<u>ACCESS TO BETTER PUBLIC TRANSIT</u>			
Agree	503 91.0%	45 8.1%	5 0.9%
Disagree	97 50.8%	85 44.5%	9 4.7%
No answer	35 52.2%	22 32.8%	10 14.9%

**51% of those who initially “disagree” about access to better transit “support” investing to offset pollution**

**INTENSITY - Is that strongly or somewhat support/oppose?**

OFFSET POLUTION - INTENSITY	Number	Percent
Strongly support	421	51.9 %
Somewhat support	214	26.4 %
Somewhat oppose	78	9.6 %
Strongly oppose	74	9.1 %
No answer	24	3.0 %
Total	811	100.0 %

N=811

OFFSET POLUTION - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

RESULTS

Statewide	421 51.9%	214 26.4%	78 9.6%	74 9.1%	24 3.0%
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N=811

OFFSET POLUTION - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

PARTY REGISTRATION

Democrat	270 62.6%	93 21.6%	23 5.3%	29 6.7%	16 3.7%
Republican	76 33.9%	66 29.5%	45 20.1%	35 15.6%	2 0.9%
Unaffiliated	75 48.1%	55 35.3%	10 6.4%	10 6.4%	6 3.8%

N=811

OFFSET POLUTION - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

RACE/ETHNICITY

White	241 50.6%	129 27.1%	53 11.1%	44 9.2%	9 1.9%
African American	132 54.1%	61 25.0%	16 6.6%	23 9.4%	12 4.9%
Other/No answer	48 52.7%	24 26.4%	9 9.9%	7 7.7%	3 3.3%

N=811

	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>GENDER</u>					
Female	228 52.2%	113 25.9%	43 9.8%	39 8.9%	14 3.2%
Male	193 51.6%	101 27.0%	35 9.4%	35 9.4%	10 2.7%

N=811

	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>AGE</u>					
18 to 34	88 60.7%	34 23.4%	19 13.1%	3 2.1%	1 0.7%
35 to 49	112 56.3%	48 24.1%	14 7.0%	16 8.0%	9 4.5%
50 to 64	110 46.0%	71 29.7%	28 11.7%	22 9.2%	8 3.3%
65 and older	111 48.7%	61 26.8%	17 7.5%	33 14.5%	6 2.6%

N=811

	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>REGION</u>					
Rural Maryland	59 46.8%	35 27.8%	10 7.9%	17 13.5%	5 4.0%
Baltimore City	38 61.3%	15 24.2%	6 9.7%	1 1.6%	2 3.2%
Baltimore Suburbs	155 48.7%	84 26.4%	43 13.5%	29 9.1%	7 2.2%
Washington Suburbs	169 55.4%	80 26.2%	19 6.2%	27 8.9%	10 3.3%

**QUESTION 3: Investment In Additional Choices** *Would you support or oppose the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking?*

<u>INVEST FOR ADDITIONAL CHOICES</u>	<u>Number</u>	<u>Percent</u>
Support	716	88.3 %
Oppose	79	9.7 %
No answer	16	2.0 %
Total	811	100.0 %

N=811

<u>INVEST FOR ADDITIONAL CHOICES</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

RESULTS

Statewide	716 88.3%	79 9.7%	16 2.0%
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N=811

<u>INVEST FOR ADDITIONAL CHOICES</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	415 96.3%	12 2.8%	4 0.9%
Republican	162 72.3%	56 25.0%	6 2.7%
Unaffiliated	139 89.1%	11 7.1%	6 3.8%

N=811

<u>INVEST FOR ADDITIONAL CHOICES</u>		
<u>Support</u>	<u>Oppose</u>	<u>No answer</u>

RACE/ETHNICITY

White	413 86.8%	54 11.3%	9 1.9%
African American	227 93.0%	15 6.1%	2 0.8%
Other/No answer	76 83.5%	10 11.0%	5 5.5%

N=811

	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
<u>GENDER</u>			
Female	388 88.8%	39 8.9%	10 2.3%
Male	328 87.7%	40 10.7%	6 1.6%

N=811

	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
<u>AGE</u>			
18 to 34	136 93.8%	6 4.1%	3 2.1%
35 to 49	179 89.9%	15 7.5%	5 2.5%
50 to 64	204 85.4%	32 13.4%	3 1.3%
65 and older	197 86.4%	26 11.4%	5 2.2%

N=811

	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
<u>REGION</u>			
Rural Maryland	104 82.5%	16 12.7%	6 4.8%
Baltimore City	58 93.5%	3 4.8%	1 1.6%
Baltimore Suburbs	271 85.2%	43 13.5%	4 1.3%
Washington Suburbs	283 92.8%	17 5.6%	5 1.6%

**INTENSITY - Is that strongly or somewhat support/oppose?**

ADDITIONAL CHOICES - INTENSITY	Number	Percent
Strongly support	503	62.0 %
Somewhat support	213	26.3 %
Somewhat oppose	56	6.9 %
Strongly oppose	23	2.8 %
No answer	16	2.0 %
Total	811	100.0 %

N=811

ADDITIONAL CHOICES - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

RESULTS

Statewide	503 62.0%	213 26.3%	56 6.9%	23 2.8%	16 2.0%
-----------	--------------	--------------	------------	------------	------------

N=811

ADDITIONAL CHOICES - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

PARTY REGISTRATION

Democrat	325 75.4%	90 20.9%	8 1.9%	4 0.9%	4 0.9%
Republican	89 39.7%	73 32.6%	42 18.8%	14 6.3%	6 2.7%
Unaffiliated	89 57.1%	50 32.1%	6 3.8%	5 3.2%	6 3.8%

N=811

ADDITIONAL CHOICES - INTENSITY				
Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer

RACE/ETHNICITY

White	280 58.8%	133 27.9%	35 7.4%	19 4.0%	9 1.9%
African American	168 68.9%	59 24.2%	12 4.9%	3 1.2%	2 0.8%
Other/No answer	55 60.4%	21 23.1%	9 9.9%	1 1.1%	5 5.5%

N=811

	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>GENDER</u>					
Female	285 65.2%	103 23.6%	30 6.9%	9 2.1%	10 2.3%
Male	218 58.3%	110 29.4%	26 7.0%	14 3.7%	6 1.6%

N=811

	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>AGE</u>					
18 to 34	116 80.0%	20 13.8%	5 3.4%	1 0.7%	3 2.1%
35 to 49	124 62.3%	55 27.6%	7 3.5%	8 4.0%	5 2.5%
50 to 64	134 56.1%	70 29.3%	24 10.0%	8 3.3%	3 1.3%
65 and older	129 56.6%	68 29.8%	20 8.8%	6 2.6%	5 2.2%

N=811

	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
<u>REGION</u>					
Rural Maryland	64 50.8%	40 31.7%	12 9.5%	4 3.2%	6 4.8%
Baltimore City	45 72.6%	13 21.0%	2 3.2%	1 1.6%	1 1.6%
Baltimore Suburbs	191 60.1%	80 25.2%	29 9.1%	14 4.4%	4 1.3%
Washington Suburbs	203 66.6%	80 26.2%	13 4.3%	4 1.3%	5 1.6%

## Appendix B: Maryland Poll Sample Demographics

<u>AGE</u>	<u>Number</u>	<u>Percent</u>
18 to 34	145	17.9 %
35 to 49	199	24.5 %
50 to 64	239	29.5 %
65 and older	228	28.1 %
Total	811	100.0 %

<u>PARTY REGISTRATION</u>	<u>Number</u>	<u>Percent</u>
Democrat	431	53.1 %
Republican	224	27.6 %
Unaffiliated	156	19.2 %
Total	811	100.0 %

<u>RACE/ETHNICITY</u>	<u>Number</u>	<u>Percent</u>
White	476	58.7 %
African American	244	30.1 %
Other/No answer	91	11.2 %
Total	811	100.0 %

<u>GENDER</u>	<u>Number</u>	<u>Percent</u>
Female	437	53.9 %
Male	374	46.1 %
Total	811	100.0 %

<u>REGION</u>	<u>Number</u>	<u>Percent</u>
Rural Maryland	126	15.5 %
Baltimore City	62	7.6 %
Baltimore Suburbs	318	39.2 %
Washington Suburbs	305	37.6 %
Total	811	100.0 %

### **Regional Groupings**

***Rural Maryland*** – includes Allegany, Calvert, Caroline, Cecil, Dorchester, Garrett, Kent, Queen Anne’s, St. Mary’s, Somerset, Talbot, Washington, Wicomico, and Worcester counties.

***Baltimore City*** – includes Baltimore City.

***Baltimore Suburbs*** – includes Anne Arundel, Baltimore, Carroll, Harford, and Howard counties.

***Washington Suburbs*** – includes Charles, Frederick, Montgomery, and Prince George’s counties.

**HB437\_MDSierra\_FAV\_2\_10.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV

**Committee: Appropriations and Environment and Transportation****Testimony on: HB 437- Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)****Position: Support****Hearing Date: February 10, 2026**

The Maryland Chapter of the Sierra Club strongly supports HB 437. The Transportation and Climate Alignment Act of 2026 is a **priority bill** for Maryland Sierra Club for this legislative session. The bill would encourage state investment in public transit, pedestrian, and biking infrastructure to reduce tailpipe pollution and give Marylanders more safe and affordable options to get to work, school, healthcare, and other locations. Transportation is the largest source of greenhouse gas emissions and the [second largest expense](#) for most Americans after housing.

The Transportation and Climate Alignment Act would create more accountability and transparency about the state's six year capital transportation budget, the Consolidated Transportation Program (CTP) which currently totals over \$22 billion. The bill would require MDOT to evaluate the climate pollution from major capital projects in the budget and develop additional clean transportation projects, based on available funding, to align the budget with the state's targets to cut climate pollution. The legislation would also encourage a multimodal approach to transportation planning by requiring that new major highway expansion projects over \$100 million are designed from the beginning to offset pollution by funding public transit, bike and pedestrian infrastructure, and other projects that reduce pollution. These investments would need to be prioritized in overburdened and underserved communities.

The requirements of this bill are focused on future proposed highway expansion projects. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2026 would be exempt from this process.

[Colorado](#) and [Minnesota](#) passed legislation similar to the Transportation and Climate Alignment Act in the last few years. Colorado projects that their policy will [save commuters \\$40 billion](#) by 2050.

**Polling shows strong support for transit, pedestrian, and biking investments**

Marylanders want more investment in public transit, walking, and biking to cut pollution. Gonzales Research and Media Services, Inc. [conducted a poll](#) commissioned by Maryland Sierra Club that interviewed 811 registered voters in Maryland between December 27, 2024 and January 4, 2025. The poll indicates that:

- 78% of Marylanders say they support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by highway expansion projects that increase driving.
- 88% of Marylanders say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking.
- Among Maryland voters, **68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses.**

## **Advancing safety, protecting our climate and health**

Transportation is the largest source of climate pollution in Maryland. The Maryland Department of Environment (MDE)'s [new greenhouse gas inventory](#) indicated that the **transportation sector had the biggest reversal in emissions reductions**. In 2023, there was a 13% increase in emissions from on-road gasoline sources compared to 2020. In addition, vehicles are responsible for over 40% of Maryland's NOx emissions that contribute to ozone pollution. Currently, the Baltimore region and Cecil County are **in serious non-attainment of these ozone standards**. Residential neighborhoods located near major roads and highways face disproportionate burdens from transportation pollution and traffic. These neighborhoods are far more often communities of color due to decades of residential segregation, and bear a burden of unsafe pedestrian conditions, higher rates of asthma and other health conditions, and unremitting noise pollution. When the state plans new capacity expansion projects it is important that the impacts on our climate and public health are addressed.

Maryland's 2023 [Climate Pollution Reduction Plan](#) indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), by investing in public transit, transit oriented development, bike and pedestrian infrastructure is necessary for the state to meet its climate targets. The Plan includes a goal to reduce per capita VMT 20% by 2050, which the Rocky Mountain Institute finds would reduce climate pollution by [55 million metric tons](#) (the same as preventing the annual emissions of over 130 methane gas power plants). This legislation would also implement components of Governor Moore's 2024 executive order that called on MDOT to conduct a process for evaluating and reducing greenhouse gas emissions in the CTP, invest in new infrastructure to reduce VMT, and establish annual greenhouse gas reduction targets for the transportation sector.

For these reasons we urge a favorable report on HB 437.

Lindsey Mendelson  
Maryland Sierra Club  
[lindsey.mendelson@mdsierra.org](mailto:lindsey.mendelson@mdsierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

# **HB 437 - National Aquarium - Support.pdf**

Uploaded by: Maggie Ostdahl

Position: FAV



# NATIONAL AQUARIUM®

**Date:** February 6, 2026

**Bill:** HB 437- Transportation and Climate Alignment Act of 2026

**Position:** Support

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Dear Chair Barnes, Chair Korman, and Members of the Committees:

The National Aquarium respectfully requests a favorable report for HB 437. This legislation would improve planning and development of transportation projects by requiring that the Department of Transportation (DOT) evaluate major capital projects for their impact on greenhouse gas emissions, curb pollution and its associated costs from Maryland's current transportation systems, and increase investment in multimodal transportation.

One of the National Aquarium's three strategic conservation goals is to combat climate change. We do this through a holistic, solutions-focused approach, which includes communicating ocean and climate science, building resilience through community empowerment, implementing nature-based solutions, and reducing our own carbon footprint with a commitment to achieve net-zero Scopes 1 and 2 greenhouse gas (GHG) emissions by 2035. Our organization has also started compiling Scope 3 emissions data, and roughly one-third of our staff rely on modes of transport other than individual motor vehicles for commuting to work.

Transportation is the top driver of Maryland's GHG emissions, most of which result from on-road vehicles powered by gasoline or diesel<sup>1</sup>. Maryland's Climate Pollution Reduction plan notes that transportation emissions reductions will require increased use of transit and other modes of transport. Promoting pedestrian-centered transportation infrastructure, expanding access to public transit, and creating bike lanes would significantly reduce greenhouse gas emissions related to transportation while saving Maryland commuters time and money. The National Aquarium appreciates the prioritization of overburdened and underserved communities in determining what qualifies as climate mitigation for transportation projects. This legislation better aligns transportation planning in Maryland with the state's climate goals and ensures that transportation remains a critical component of advancing environmental justice.

Now more than ever, the state of Maryland can and should build on its climate leadership. This legislation will better align future transportation investments with our ambitious and necessary climate goals, as similar legislation in California, Colorado, and Minnesota has already done. Modernizing our transportation infrastructure will yield positive environmental outcomes, improve public health, shorten commutes, and reduce transportation costs for Marylanders.

**We urge the Committee to issue a favorable report on HB 437.**

Contact:

**Maggie Ostdahl**

Director of Conservation Policy

410-385-8275

mostdahl@aqua.org

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<sup>1</sup> [Maryland's Climate Pollution Reduction Plan – Transportation.](#)

# **HB 437 - 2026 TCAA Bill Testimony.pdf**

Uploaded by: Mark Clements

Position: FAV



The Honorable Ben Barnes  
Chair, House Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

February 4, 2026

**House Bill 437 – Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026) – Favorable**

Dear Chair Barnes and Members of the Appropriations Committee,

My name is Mark Clements and I serve as the Maryland Policy Manager for [Greater Greater Washington](#) (GGWash), a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 437, the Transportation and Climate Alignment Act**, which would allow the Maryland Department of Transportation (MDOT) to offset pollution from major highway expansion projects with investments in infrastructure for public transit, walking, and biking.

HB 437 would require MDOT to measure the greenhouse gas emissions of major transportation projects, and align the state's capital transportation budget with Maryland's climate goals. For 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.

These provisions will internalize the costs of the transportation sector that are not currently being accounted for. Maryland residents are currently bearing the costs of car-centric transportation infrastructure through increased transportation costs, air pollution, and reduced choice. Those who cannot or do not drive also pay in lost opportunities, reduced healthcare access, and in significantly increased transit time when public transit options are limited or unreliable.

By prioritizing projects that expand public transit and active transportation infrastructure, we can ensure that Marylanders have the ability to choose what mode of transportation suits their needs. The Transportation and Climate Alignment Act will support equitable access for every Marylander to job opportunities, education, and healthcare. We ask that the Appropriations Committee give this bill a favorable report.

With candor and respect,

A handwritten signature in black ink, appearing to read "Mark A. Clements, Jr.", with a long horizontal stroke extending to the right.

Mark A. Clements, Jr.  
Maryland Policy Manager  
Greater Greater Washington

**HB437.pdf**

Uploaded by: Marlene Durholz

Position: FAV

**Testimony on HB 437  
Transportation and Climate Alignment Act of 2026  
House Appropriations Committee**

**Marlene Durholz  
Hanover, MD**

**Date: February 6, 2026  
Position: SUPPORT**

Dear Appropriations Committee:

I strongly support **HB 437** 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.

**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.

Maryland needs to implement solutions to combat traffic congestion and provide alternate ways of getting from point a to point b without a car. This past fall my car was in the shop for a few weeks. I decided not to rent a car and to get around with borrowing my husband's car as needed, public transportation and Lyft. I am retired and have limited needs for a car so thought it would not be much of an issue. There were several appointments that would have been within walking distance but for the lack of sidewalks and ways to safely navigate across highways I did not try. I never realized public transportation was so limiting and consumed so much time so I ended up using the Lyft service a few times for my convenience when not using my husband's car. I am glad I tried going without a rented car for that limited amount of time as it helped me to better understand how our transportation system makes travel without a car difficult at best. Improving options for travel without a car would be a benefit for all.

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**.

Marlene Durholz  
Hanover, MD

# **HB 437\_Group\_Transportation and Climate Alignment**

Uploaded by: Maryland Clean Transportation Advocates

Position: FAV



**Committee: Appropriations**

**Testimony on: HB 437- Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

**Hearing Date: February 10, 2026**

**Position: Favorable**

Transportation is the [second largest expense](#) for most Americans after housing. Maryland needs to invest in more affordable transportation choices, including public transit, walkable and bikeable communities, and development that bring jobs and amenities closer to where people live. **This would lower household transportation costs, improve people’s access to opportunities, cut tailpipe pollution, and reduce the time people spend sitting in traffic.**

Endless highway expansion doesn’t solve congestion and promotes sprawl development that increases pollution and [the cost of housing and utilities](#). Highway expansion in Maryland contributes to the loss of farmland and has hollowed out historic downtowns and main streets in rural areas by diverting traffic away from local businesses. Instead of building new noisy and expensive highway projects that place further strain on the state’s budget deficit, the state should focus on maintaining our existing highway infrastructure to make it safer while also investing in less polluting and more affordable transportation choices that reduce traffic. **This approach could save the state \$550 million per year** in net construction and maintenance costs, even after accounting for the creation of hundreds of miles of new bus, rail, and active transport networks.

**The TCA would require the Maryland Department of Transportation (MDOT) to:**

- ❖ **Fund public transit, bike and pedestrian infrastructure**, transit oriented development, and solar energy on MDOT property or other projects to offset pollution from new highway expansion projects over \$100 million. The investments must be prioritized in overburdened and underserved communities impacted by the project. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2026 would be exempt from this process.
- ❖ **Create accountability and transparency about projects that increase pollution and commuter costs** by calculating the greenhouse gas emissions from all the major capital transportation projects in the state budget and investing in a greater mix of transit, walking, biking, and other clean transportation projects to offset increased carbon pollution and align the budget with the state’s climate goals.

*\*Building Smarter: How Investing in More Transportation Choices Cuts Infrastructure Costs. RMI, 2025*

## Did you know?

- ❖ [Colorado](#) and [Minnesota](#) passed legislation similar to the Transportation and Climate Alignment Act in 2021 and 2023, respectively. In Colorado, the legislation shifted investment into 5 new Bus Rapid Transit Corridors and other clean transportation choices. The state projects that this policy will [save commuters \\$40 billion](#) by 2050.
- ❖ According to a 2025 poll conducted by [Gonzales Research & Media](#), **68% of Marylanders think having better access to public transit, walking, and biking would help them and their families reduce time sitting in traffic or save money on transportation expenses.**

## Benefits of investing in transit, active transportation, and sustainable land use

**Saves households time and money.** The average Maryland household would save over \$3,000 a year from the build out of new, affordable transportation choices, like more transit, walking, and biking and shorter automobile trips. These new options would save each Maryland resident from 26 hours of traffic per year on average.\*

**Equitable access to opportunities.** Every Marylander should have affordable and reliable access to jobs, housing, education, food, healthcare, and recreation no matter where they live. It is critical that populations with less access to vehicles, especially Black and Brown communities, low-income communities, people with disabilities, students, and seniors have better mobility options. Only 7.5% of jobs in the Baltimore region [are accessible within one hour by public transit](#).

**Reduces climate and air pollution.** Vehicles make up the largest source of climate and health-damaging air pollution from transportation in Maryland and are a major contributor to ozone pollution. The state's climate plan includes a goal to reduce per capita vehicle miles traveled (VMT) 20% by 2050, which RMI finds would reduce climate pollution by [55 million metric tons](#) (the same as preventing the annual emissions of over 130 methane gas power plants). Governor Moore's executive order on climate change required the state to invest in measures that reduce VMT.

**Improves our health.** A [report](#) by Rails to Trails Conservancy found that the health savings from increased physical activity due to active transportation (e.g., cycling, walking) is \$20 billion annually.

**Increased safety.** Traveling by public transportation is [10 times safer per mile](#) than traveling by car. If Maryland were to meet its goals to reduce VMT 20% by 2050, it would reduce automobile crashes in Maryland and prevent on average 171 crash fatalities per year in Maryland.\*

**Create jobs.** Every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs. According to a [study](#) by the Political Economy Research Institute, bicycle-only projects created more jobs compared to road-only projects (11.41 jobs vs. 7.75 jobs per \$1 million invested).

**Contact:** Lindsey Mendelson, [lindsey.mendelson@mdsierra.org](mailto:lindsey.mendelson@mdsierra.org); Casey Hunter, [chunter@lwmvd.org](mailto:chunter@lwmvd.org)  
**For More Information Visit:** <https://tmtcoalition.org/tca>



**HB 437 - CBF - FAV.pdf**

Uploaded by: Matt Stegman

Position: FAV



# CHESAPEAKE BAY FOUNDATION

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## House Bill 437

### Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)

<b>Date:</b> February 10, 2026	<b>Position:</b> <b>FAVORABLE</b>
<b>To:</b> Appropriations Committee Environment & Transportation Committee	<b>From:</b> Gussie Maguire, MD Staff Scientist

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The Chesapeake Bay Foundation (CBF) **SUPPORTS House Bill 437** which requires analysis of all major highway expansion projects to quantify increases in greenhouse gas (GHG) emissions and vehicle miles traveled. The Department of Transportation (MDOT) must fund offsets to bring net GHG emissions incurred by highway expansion down to zero. The bill also requires that a multimodal transportation program be developed alongside each major highway expansion project to offset net vehicle miles traveled due to highway expansion.

Maryland's Climate Pathway document identifies the transportation sector as second only to energy as a source of greenhouse gases. Highway expansion projects usually proceed from an analysis of transportation deficiencies such as traffic congestion, travel times, and general environmental impact of the project footprint without consideration of the vehicle miles traveled (VMT) or induced demand from the expanded transportation network. Increased ease of travel by personal vehicle then inadvertently leads to increased harmful emissions. Under this bill, if major highway projects cause a net increase in GHG emissions, the state is required to fund offsetting practices, such as transit and alternative transportation options, alternative energy generation, and land use changes.

Requiring each project plan to include multimodal transport options will strengthen the state's transit network, reduce the number of vehicles on the road, and lessen GHG emissions and other pollutants entering the environment from highway travel. This additional focus will evaluate whether highway expansion is the proper choice for addressing transportation deficiencies. Finally, establishing a baseline of GHG emissions and then an annual declining target for emissions ensures that MDOT will continue to move in a direction consistent with the state's climate goals.

**CBF urges the Committee's FAVORABLE report on HB 437.**

For more information, please contact Matt Stegman, Maryland Staff Attorney, at [mstegman@cbf.org](mailto:mstegman@cbf.org).

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 200,000 members and e-subscribers, including 71,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

**hb437.docx.pdf**

Uploaded by: Melody Hession

Position: FAV



**Delaware-Maryland Synod**  
**Evangelical Lutheran Church in America**

Testimony Prepared for the  
Appropriations Committee  
on  
**House Bill 0437**  
February 6, 2026  
Position: Favorable

Mr. Chairman and members of the Committee, thank you for the opportunity to testify. I am Reverend Melody Hession, assistant to the bishop for public policy in the Delaware-Maryland Synod of the Evangelical Lutheran Church in America, a faith community with congregations in every part of the state. We are historical supporters of the Transportation and Climate Alignment Act. In the past, my predecessor Reverend Lee Hudson offered a favorable testimony, and I submit this testimony to reiterate that support.

We hold that lowering carbon emissions is a social, economic, and moral necessity for obvious reasons; fire, drought, flood, sea rise, human displacement, storm catastrophe, infrastructure vulnerability, and human safety.

The Climate Solutions Act of 2022 accelerated GGR targets in Maryland, which we supported. The urgency is that we must do more, sooner. Projections of GHG-caused temperature rise have fallen short of what is actually occurring. And, apparently, the federal government will now operate with a policy of eliminating GGR goals and accelerating rapidly approaching worst case effects.

**House Bill 437** supports an intent of the Climate Solutions Act of 2022 by requiring, before public approval and finance, that there be an assessment of the increase in vehicle miles traveled it would facilitate, together with prospects for other, less carbon intense transportation projects to be considered.

The worst fire and flood to come cannot be averted by expanding the carbonized economy. **House Bill 437** serves necessary State policy performance in current and future State transportation proposals, spending, and projects to avoid more of the same.

We exhort a favorable report for the sake of all Maryland's people.

Reverend Melody Hession

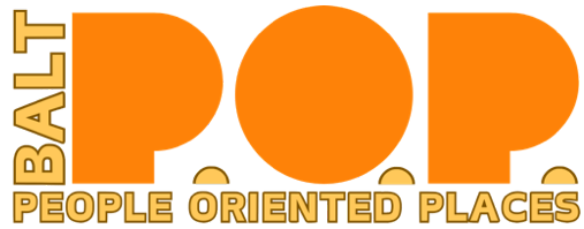
# **MGA 2026 Testimony Bill HB0437 (Transportation and**

Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0437

Bill Title: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)



Position: **Favorable**

Members of the House Appropriations Committee,

As a group which views public transit and active transportation as being preferred modes of transportation for maximizing the appeal and productivity of Baltimore and its closest-in suburbs, we feel that HB0437 is a very necessary bill whose time has come.

Over the course of the past couple general assembly sessions, it has become obvious that dollars available for our transportation system are proving to be scarce. We need to make the best use of these infrastructure dollars. To do that, it is important to focus our investments on projects that meet state and regional goals to strengthen our economy, advance equity, improve mobility, and fight climate change.

This bill follows in the footsteps of similar legislation enacted in Colorado (2021) and Minnesota (2023), building off of lessons learned from their years of implementation. Colorado has had several years now to see their legislation yield tangible, positive impacts. It has guided their transportation investment decision-making in significant, needle-moving ways and has proven key to them breaking out of the perpetual and self-defeating cycle of highway expansions.

Highway expansions have proven to be a wasteful use of public dollars. According to a Central Maryland Transportation Alliance analysis of data from the Texas Transportation Institute, between 1982 and 2011, the Baltimore region increased highway lane miles by 76%. During that time, the region's population grew by 48% (from 1.7 million to 2.5 million). Even though road expansion far **outpaced** population growth (76% vs. 48%), traffic congestion got **worse**. One key measure, known as congested lane miles, increased from 31% to 58%, and the annual hours of delay per automobile commuter more than quadrupled from 9 hours a year to 41 hours a year. [1] This bill will prove critical in helping us break free of this self-destructive behavior, focusing our limited funds on only the most worthy and highest-yielding transportation projects.

This bill supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in vehicle miles traveled (VMT) by 2050 is necessary to meet the state's climate goals. Transformation of our transportation sector has proven to be slow and elusive. To be clear, vehicle electrification is only one part of the solution. Increasing our investments in public transit,

bikeways, pedestrian infrastructure, and other strategies that reduce automobile-based travel is needed to meet our climate goals.

This bill will require the Maryland Department of Transportation and regional transportation planning agencies to measure and **mitigate** any increases in VMT and climate pollution caused by any highway expansion project under consideration that will cost more than \$5 million.

The menu of possible mitigation actions is expansive, and will need to be prioritized for implementation in the overburdened and underserved communities (as defined by the Climate Solutions Now Act) most impacted by past highway projects. Such mitigation efforts will help expand people's transportation choices, offer high returns on investment, improve the ability of everyone in our communities to be happy and productive Marylanders, and strengthen the state's economy - all while reducing the long-term costs of our transportation system and reducing climate and other harmful air pollution.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0437**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

[1] Eric Norton and Brian O'Malley. "Opinion: More Roads Mean More Congestion". September 4, 2019.

<https://www.marylandmatters.org/2019/09/04/opinion-more-roads-mean-more-congestion/>

**HB0437 Michelle Carras Ellicott City Favorable.pdf**

Uploaded by: Michelle Carras

Position: FAV

**HB0437 Transportation –**  
**Major Highway Capacity Expansion Projects and Impact Assessments**  
(Transportation and Climate Alignment Act of 2026)  
**Hearing Date 2/10/26**  
**Position: Favorable**

Dear Honorable Chair Barnes, Vice Chair Kaiser, and members of the Committee:

As a public health scientist and a person who values preventive approaches to maintaining health, I am shocked at how difficult it is to foster health through transportation in the built environment we live in here in Maryland.

HB0437 is essential because it strengthens public health and long-term workforce stability. Expanding sustainable transportation choices reduces air-pollution-related illness, traffic injuries, and preventable healthcare costs. Shifting investments from costly highway expansion to a balanced mix of transit, rail, sidewalks, and protected bike lanes provides more cost-effective ways to address congestion and helps the state avoid the induced traffic and long-term maintenance liabilities that accompany continual highway widening.

The bill also appropriately aims to improve transportation affordability and efficiency without increasing the state's overall transportation budget. Transportation is the second-largest household expense after housing, and low- and moderate-income families spend an outsized share of their income on transportation. By allowing the state to prioritize investments outside of highways, HB0437 helps reduce these burdens while expanding access to jobs, education, and services, particularly for residents who do not have reliable access to a vehicle.

Providing Marylanders with more opportunities to walk, ride and take public transportation will be hugely beneficial not just to our health, but to the state's overall expenditures. Thank you for your consideration of this important legislation. I respectfully urge a **favorable** report.

Michelle Carras  
Ellicott City, MD

U.S. Bureau of Transportation Statistics, Transportation Economic Trends: Transportation Spending by Income Quintile, 2024. <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k/>

Rocky Mountain Institute, States Can Quantify the Benefits of Climate-Friendly Transportation Options with RMI's Smarter Modes Calculator. <https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/>

# **Transportation and Climate Alignment Act TCA.pdf**

Uploaded by: nanci Wilkinson

Position: FAV

## **Transportation and Climate Alignment Act of 2026 (HB437)**

**Committee: House Appropriations Committee**

**Date: February 10, 2026**

**Organization: The Climate Mobilization MoCo (TCM)**

**Position: FAVORABLE**

**Dear Chair Ben Barnes and Vice Chair Anne r Kaiser,**

**The Climate Mobilization MoCo** strongly supports **HB 437** and companion **SB59**, 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.

**TCA** 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.

Further benefits of TCA include the following:

### **Climate Impacts**

- Transportation is Maryland's #1 source of climate pollution.
- TCA aligns transportation planning with Climate Solutions Now Act targets and Governor Moore's Executive Order on Climate Change.
- If Maryland achieves a 20% reduction in per-capita vehicle miles traveled compared to business as usual, the projected outcomes include:
  - 78 million metric tons of CO<sub>2</sub>e avoided (2024–2050)
  - 66 terawatt-hours of energy savings
  - 171 fewer traffic fatalities per year
  - 1,251 fewer premature deaths per year due to improved air quality and increased physical activity

### **Affordability impacts as an Environmental Justice issue:**

- Transportation is the **second largest household expense** for most Marylanders.
  - In some rural areas of the state like Frostburg, transportation is actually the largest household expenditure.
- Car ownership costs over \$12,000 per year, per car, pricing many families out of basic mobility.
  - In the DC and Baltimore regions, Marylanders are spending over \$14,000 per year on transportation.
- **Maryland households could save \$3,000+ annually** with expanded transit, walking, and biking options ([Source: Smarter MODES Calculator, RMI](#))

○ Affordable transportation options reduce gas, maintenance, and insurance costs. 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.

The Climate Mobilization MoCo strongly urge a **favorable report on HB 437** as it will have a **huge impact on affordability and health for all Marylanders and on the climate goals set by the County's Climate Action Report and the state of Maryland.**

**Nanci Wilkinson**  
**The Climate Mobilization MoCo (TCM)**

# **HB0437\_IndivisibleHoCo\_FAV.pdf**

Uploaded by: Peter Alexander

Position: FAV



**HB0437**

**Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

**Testimony before Appropriations Committee**

**Hearing February, 10 2026**

**Position: Favorable**

Dear Chair Barnes and Vice-Chair Kaiser, and members of the committee, my name is Peter Alexander, and I represent the 1700+ members of Indivisible Howard County. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today **in support of HB0437**, which would require the MDOT to perform an impact assessment for certain major highway expansion projects, to consider implementing a corresponding multimodal transportation program, and evaluate certain major projects for their impact on greenhouse gas emissions and vehicle miles traveled. We thank Delegate Edelson, Solomon, and Watson for their co-sponsorship of this important legislation.

**Climate Impacts:** Transportation is Maryland's #1 source of climate pollution. TCA aligns transportation planning with Climate Solutions Now Act targets and Governor Moore's Executive Order on Climate Change.

**Affordability:** Transportation is the **second largest household expense** for most Marylanders and in some rural areas, transportation is the largest household expense. Car ownership costs over \$12,000 per year, per car, pricing many families out of basic mobility. **Maryland households could save \$3,000+ annually** with expanded transit, walking, and biking options. (Source: Smarter MODES Calculator, RMI); <https://rmi.org/insight/smarter-modes-calculator-smarter-mobility-options-for-decarbonization-equity-and-safety/>

**Access to Opportunity:** Every Marylander should have affordable and reliable access to jobs, housing, education, food, healthcare, and recreation, no matter where they live, and overburdened, underserved communities are being left behind. In the Baltimore region, only 7.5% of jobs are reachable within one hour by public transit (Source: CMTA Transportation Report Card); <https://cmtalliance.org/report-card/>

**Public Health & Safety:** Transportation decisions directly affect public health and safety. Highway expansion increases vehicle pollution, which contributes to asthma, heart disease, cancer, and other chronic illnesses. Fossil fuel pollution remains a major health risk in the U.S., contributing to hundreds of thousands of premature deaths each year, while public transportation is 10-times safer per mile than driving.

Thank you for your consideration of this important legislation.

**We respectfully urge a favorable report.**

Peter Alexander, PhD  
Woodbine, MD 21797

# **HB 437 Transportation and Climate Alignment - Supp**

Uploaded by: Phil Webster

Position: FAV



# Unitarian Universalist Legislative Ministry of Maryland

## Testimony in Support of HB 437 Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act)

TO: Chair Barnes and Members of the Appropriations Committee  
FROM: Phil Webster, PhD, Lead Advocate for the Climate  
Unitarian Universalist Legislative Ministry of Maryland.  
DATE: February 10, 2026

The Unitarian Universalist Legislative Ministry of Maryland (UULM-MD) strongly supports **HB 437 - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act)**. We are a faith-based advocacy organization based on Unitarian Universalist (UU) Values, including Interdependence (honoring the interdependent web of all existence) and Justice (where all feel welcome and can thrive). Working to mitigate, adapt to, and build resilience for climate change is central to our beliefs.

The **Transportation and Climate Alignment Act** aligns with both of the values by ensuring that Maryland's transportation planning aligns with the state's climate, social, health, and economic goals; and is fiscally responsible. Expanding public transportation will benefit underserved communities with quicker and more reliable access to employment, education, health care services, and shopping. Reducing vehicle miles driven will contribute to meeting the greenhouse gases mandated in the **Climate Solutions Now Act of 2022**.

The **Transportation and Climate Alignment Act** advances more affordable, safe, and clean transportation while reducing Maryland's largest source of greenhouse gas emissions—cars. Transportation accounts for roughly 35-40 percent of the state's total emissions and represents a major cost burden for Maryland families.

From a budget perspective, transportation is also one of the state's largest areas of spending. While there will be pressure to continue expanding highway construction, decades of research show that highway expansion does not solve congestion and instead drives up long-term construction and maintenance costs.

A recent analysis by RMI (formerly the Rocky Mountain Institute) found that transitioning to a robust multimodal transportation system would save Maryland approximately **\$550 million per year**, by reducing construction and maintenance costs. These savings come primarily from reduced investment in new roadway lane miles and include targeted investments in Bus Rapid Transit (BRT), protected bike lanes, and passenger rail.

**UULM-MD c/o UU Church of Annapolis 333 Dubois Road Annapolis, MD 21401 410-266-8044,**

[www.uulmmd.org](http://www.uulmmd.org) [info@uulmmd.org](mailto:info@uulmmd.org) [www.facebook.com/uulmmd](https://www.facebook.com/uulmmd) [www.Twitter.com/uulmmd](https://www.Twitter.com/uulmmd)

Beyond cost savings, a 20 percent reduction in per-capita vehicle miles traveled would deliver significant benefits: lower household transportation costs, reduced emissions, improved air quality, and fewer traffic fatalities.

**The Transportation and Climate Alignment Act** passed the House in both 2024 and 2025 with bipartisan support and previously advanced out of Budget and Tax before running out of time on the Senate floor. Moving the bill out of committee is the key step needed for full Senate consideration.

We urge a FAVORABLE report on **SB 345**.

*Phil Webster, PhD*

Lead Advocate for the Climate UULM-MD

**UULM-MD c/o UU Church of Annapolis 333 Dubois Road Annapolis, MD 21401 410-266-8044,**

[www.uulmmd.org](http://www.uulmmd.org) [info@uulmmd.org](mailto:info@uulmmd.org) [www.facebook.com/uulmmd](http://www.facebook.com/uulmmd) [www.Twitter.com/uulmmd](http://www.Twitter.com/uulmmd)

# **HB 437\_Maryland Catholics for Our Common Home\_FAV.**

Uploaded by: Robert Simon

Position: FAV



Hearing before the House Appropriations Committee  
Maryland General Assembly  
February 10, 2026

**Statement of Support (FAVORABLE)  
of Maryland Catholics for Our Common Home on  
HB 437, Transportation and Climate Alignment Act of 2026**

Maryland Catholics for Our Common Home (MCCH) is a lay-led organization of Catholics from parishes in the three Catholic dioceses in Maryland: the Archdiocese of Baltimore, the Archdiocese of Washington, and the Diocese of Wilmington. It engages in education about, and advocacy based upon, the teachings of the Catholic Church relating to care for creation and respect for all life. MCCH is a grassroots voice for the understanding of Catholic social teaching held by a wide array of Maryland Catholics. In the 2025 Legislative Session, over 700 Maryland Catholics from 45 different Catholic parishes and religious communities across the State joined together through MCCH to support several key environmental bills under consideration by the General Assembly. MCCH is independent, though, and should be distinguished as an organization from the Maryland Catholic Conference, which represents the public policy positions of the bishops who lead these three dioceses.

MCCH would like to express its strong support for passage of House Bill 437, the Transportation and Climate Alignment Act of 2026. As Catholics, we view care for God's creation and care for vulnerable groups in society as an integral part of our faith, as taught by recent Popes, including the forceful statements of Pope Francis in his encyclical, *Laudato Si': On Care for Our Common Home*<sup>1</sup> (2015), and in his more recent apostolic exhortation, *Laudate Deum*<sup>2</sup> (2023). Pope Leo XIV has made clear that he is continuing the priority that Pope Francis and his predecessors gave to environmental protection.

The provisions of House Bill 437 are responsive to the challenges of building a strong, dependable, less-polluting, and equitable transportation system, consistent with the moral call to action that is part of Catholic social teaching.

It would require the Maryland Department of Transportation (MDOT) to estimate the increased emissions resulting from major capital projects, such as highway widenings and the associated increase in vehicle traffic, fund projects to offset that increase in emissions, and balance spending on transportation projects with low or no associated emissions (sidewalks, crosswalks, bike paths, transit) with projects that increase emissions.

These new policies and requirements will expand and improve transportation choices, which will contribute to an integral improvement to the quality of human life, especially for those who are poor.

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<sup>1</sup> The English text of the encyclical, to which the paragraph numbers in the parentheses, can be found at: [https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco\\_20150524\\_enciclica-laudato-si.html](https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_enciclica-laudato-si.html).

<sup>2</sup> The English text of the apostolic exhortation, to which the paragraph numbers in the parentheses refer, can be found at: [https://www.vatican.va/content/francesco/en/apost\\_exhortations/documents/20231004-laudate-deum.html](https://www.vatican.va/content/francesco/en/apost_exhortations/documents/20231004-laudate-deum.html).

These improvements include reduction in traffic congestion (which contributes to air pollution) and reduced traffic injuries and fatalities, in addition to reducing the climate pollution that leads to harmful environmental consequences that are borne disproportionately by vulnerable citizens and communities. These provisions of House Bill 437 will help our State to meet the environmental and moral imperatives of aligning our transportation and climate policies.

In *Laudato Si'*, Pope Francis identifies transportation as a key factor in the quality of life in urban areas. He describes transportation's interlocking challenges of reducing pollution, developing humane urban design, and improving access to and the quality of public transportation as follows:

Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves.... (*Laudato Si'*, no. 153)

In *Laudate Deum*, Pope Francis emphasizes the need to act now—and to act courageously and decisively—to correct our relationship with our common home. We cannot afford a failure of “conscience and responsibility.” (*Laudate Deum*, no. 52)

Finally, Pope Leo XIV has continued the emphases placed on environmental stewardship by Pope Francis, calling on us to shift “from environmental discourse to an ecological conversion that transforms both personal and communal lifestyles.”<sup>3</sup>

For these reasons we strongly urge your support for this bill. Thank you for your consideration of our views and our respectful request for a **favorable** report on House Bill 437.

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<sup>3</sup> “Address of The Holy Father Leo XIV to the Participants in the ‘Raising Hope’ Conference on the Tenth Anniversary of the Encyclical *Laudato Si'*,” 1 October 2025, available at <https://www.vatican.va/content/leo-xiv/en/speeches/2025/october/documents/20251001-conferenza-mariapoli.html>.

# **Transit Choices Support Letter (HB 437) 21026.pdf**

Uploaded by: Robin Budish

Position: FAV



**516 N. Charles Street, Suite 312 - Baltimore, Maryland 21201**

**Testimony on HB 437 / SB59**

**Transportation and Climate Alignment Act of 2026**

**House Appropriations Committee / Senate Budget & Taxation Committee**

**Date: February 10, 2026**

**Position: SUPPORT**

Transit Choices strongly supports **HB 437 / SB59**, 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.

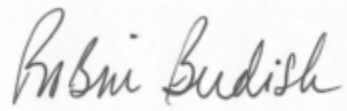
**HB 437 / SB59** would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway 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.

We believe that Transportation is a major contributor to greenhouse gas emissions, which are harmful to the environment and human health. Our goal for every Marylander is to protect human health, preserve the environment for present and future generations, and ensure sustainable development.

In addition to reducing climate pollution, **HB 437 / SB59** 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 / SB59**.

Sincerely,

A handwritten signature in cursive script that reads "Robin Budish". The signature is written in dark ink on a light-colored background.

Robin Budish  
Director

410.528.8696

**HB0437\_TCA2026\_FAV\_ClimateCC.pdf**

Uploaded by: Sonia Demiray

Position: FAV



**HB0437 - SUPPORT**

Sonia Demiray  
Climate Communications Coalition  
[sonia@demirayink.com](mailto:sonia@demirayink.com)  
202-744-2948

**HB 0437**

**Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

Environment and Transportation  
February 10, 2026

Dear Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee:

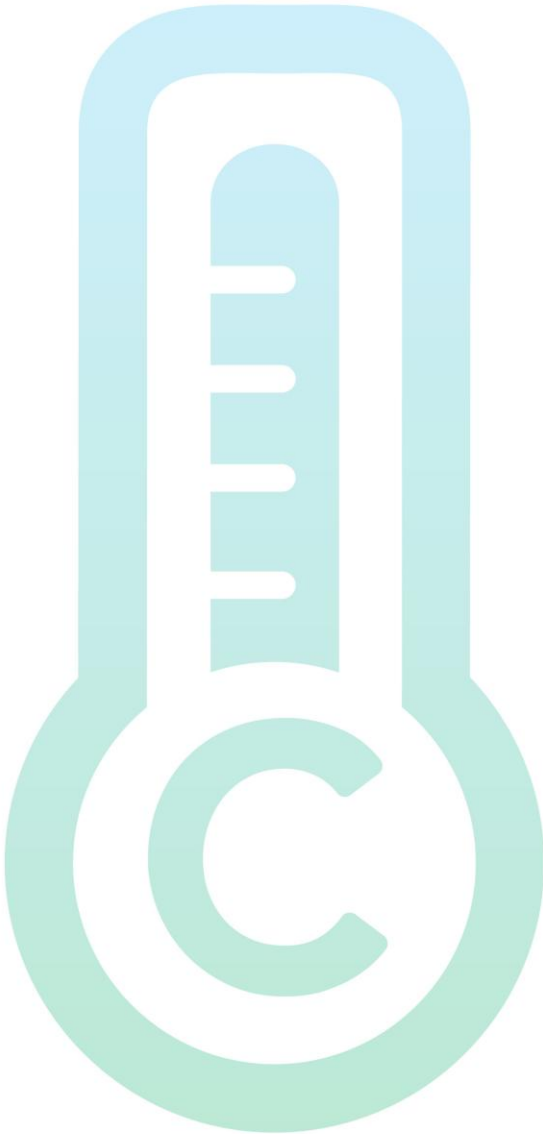
The Climate Communications Coalition is a Maryland-based grassroots climate and environmental justice non-profit, a member of the Mid-Atlantic Justice Coalition, and of the Maryland Climate Justice Wing, among others. The Climate Communications Coalition strongly supports HB 0437.

Maryland must develop a more efficient transportation infrastructure. Transportation is Maryland's largest source of climate pollution, accounting for 35% of Maryland's Greenhouse Gas emissions in 2020 with most emissions (82%) in this sector coming from on-road vehicles powered by gasoline or diesel. These emissions contribute directly and significantly to the biggest threat of our times: the climate crisis. As of February 6, 2026 the average level of carbon dioxide (CO<sub>2</sub>) in the atmosphere was 427.7 parts per million (ppm), up from 280 ppm under which humanity was able to safely evolve. Accumulating additional greenhouse gases impacts our physical and mental health, our environment, our food and water, biodiversity, and exacerbates deadly and expensive weather events.

The Transportation and Climate Alignment Act (TCA) improves transportation planning to increase healthier and less polluting means of mobility while helping reduce pollution from the proliferation of highway projects and vehicle emissions. 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 – funding that the state could redirect to improving climate resiliency.

The Climate Communications Coalition respectfully requests a favorable report on HB 0347.

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**MEPPN HB437 TCA.pdf**

Uploaded by: Steve Holt

Position: FAV



**Testimony in support of HB437 Transportation and Climate Alignment Act of  
2026**

**FAVORABLE**

**TO: House Appropriations Committee**

**FROM: The Rev. Steve Holt, member of the Maryland Episcopal Public Policy  
Network (MEPPN)**

**DATE: February 10, 2026**

**Dear Honorable Chair Barnes, Vice Chair Kaiser, and Members of the  
Committee,**

**The Maryland Episcopal Public Policy Network offers favorable testimony in  
support of HB437 Transportation and Climate Alignment Act of 2026.  
Transportation is the largest source of climate pollution in Maryland, and  
residential neighborhoods located near major roads and highways - more  
frequently communities of color - bear a disproportionate amount of the  
burden from this pollution. It is also the second largest expense for most  
Americans after housing, creating a significant financial burden for households  
with lower incomes. When the state plans new capacity expansion projects, it  
is important that we make sure we understand what impacts these projects are  
having on the climate, our public health, and the affordability of  
transportation.**

**The Transportation and Climate Alignment Act would help us achieve all of  
those goals by creating more accountability and transparency in our  
Consolidated Transportation Program (CTP). The bill would require MDOT  
to evaluate the climate pollution from all major capital projects in the budget  
and develop additional clean transportation projects, if necessary, to align the  
budget with the state's targets to cut climate pollution. The legislation would  
also encourage more affordable transportation options by requiring that new  
highway expansion projects over \$100 million offset their pollution by funding  
public transit, bike and pedestrian infrastructure, and other alternative**

*The Maryland Episcopal Public Policy Network (MEPPN) is a ministry of The Episcopal Diocese  
of Maryland, The Episcopal Diocese of Washington, and The Delaware-Maryland Synod ELCA*



transportation options, with a priority for overburdened and underserved communities.

As representatives of faith communities across Maryland, it is important to us that our transportation planning takes into account the effect on future generations, as we seek to care for our planet and its climate. It is also important that we fully consider the impact of our actions on those who have been left out of transportation decisions, and as a result, have dealt with the negative consequences of pollution in their communities and a lack of affordability in their transportation options. The Transportation and Climate Alignment Act would ensure that we include those considerations in our Consolidated Transportation Program (CTP), and as such, we urge you to support its passage.

The Maryland Episcopal Public Policy Network (MEPPN) requests a **FAVORABLE** report

# **Earthjustice HB 437 Support Comments .pdf**

Uploaded by: Susan Miller

Position: FAV



February 6, 2026

Chair Delegate Ben Barnes and Chair Delegate Marc Korman  
Members of the House Appropriations Committee and the Environment and Transportation  
Committee

Re: Earthjustice **support** of HB 437: Transportation – Major Highway Capacity  
Expansion Projects and Impact Assessments  
(Transportation and Climate Alignment Act of 2026)

Earthjustice<sup>1</sup> supports the passage of HB 437, Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026). HB 437 requires 1) the Maryland Department of Transportation (MDOT), as part of the planning and implementation of a major highway capacity expansion project (project) to perform an impact assessment of the project and develop a corresponding multimodal transportation program; 2) the multimodal transportation program shall identify investments in transit, pedestrian and bicycle facilities and other activities to offset the increase in greenhouse gas emissions associated with the project; 3) the multimodal transportation program is required to offset the greenhouse gas emissions associated with the project; and 4) MDOT is required to fund elements of the Multimodal transportation program concurrently with funding for the construction of the project. Enacting HB 437 will reduce harmful pollution, improve access to jobs and essential services, and create affordable and clean transportation choices for Maryland residents. The investments required by HB 437 will result in a transportation infrastructure that works for everyone in Maryland.

Transportation is the largest contributor to greenhouse gas emissions in Maryland, accounting for approximately 36% of the total emissions. The pollution associated with transportation disproportionately impacts communities of color and low-income communities. Tailpipe emissions are filled with carcinogens, particulate matter, and soot. These emissions significantly increase the lifetime risk of cancer, asthma, and heart disease, exacerbating health disparities in vulnerable populations. The Transportation and Climate Alignment Act of 2026 provides a solution to these problems by ensuring Maryland’s transportation investments prioritize clean and affordable multimodal options that benefit all residents, thus addressing both environmental and equity concerns.

The Transportation and Climate Alignment Act of 2026 requires MDOT to measure and reduce net greenhouse gas emissions from transportation projects. This requirement will align

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<sup>1</sup> Earthjustice is a non-profit public interest environmental law organization that represents other non-profits free of charge. Earthjustice uses the power of law and the strength of partnerships to advance clean energy, combat climate change, protect people’s health and preserve magnificent places and wildlife.

transportation funding investments with the State’s climate goals. Critically, the Transportation and Climate Alignment Act of 2026 ensures that overburdened and underserved communities—those most affected by highway projects and pollution associated with those projects—are prioritized for clean transportation investments. The approach set forth in HB 437 will reduce the disproportionate impacts of air pollution and traffic congestion on these communities while creating healthier, more connected neighborhoods.

Finally, Earthjustice thanks Delegates Edelson, Solomon, and Watson for their leadership on this important issue.

Earthjustice urges a favorable report for HB 437.

Thank you in advance for your support. Should you have any questions, please contact me at [smiller@earthjustice.org](mailto:smiller@earthjustice.org).

Respectfully submitted,

A handwritten signature in blue ink that reads "Susan Stevens Miller". The signature is written in a cursive style.

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Susan Stevens Miller  
Senior Attorney  
Earthjustice

**2025 Cmptrlr Rprt CLIMATE COSTS.pdf**

Uploaded by: Terrence Fitzgerald

Position: FAV



# STATE SPENDING SERIES: CLIMATE CHANGE COSTS

APRIL 2025



As Maryland's Chief Fiscal Officer and a member of the state spending board – the Board of Public Works – the Comptroller of Maryland is supportive of cost-effective investments that grow the economy and advance economic opportunity for all Marylanders.

This report is part of a series that explains state expenses and shares lessons learned from across the United States and the world about cost drivers of critical infrastructure and other public goods that are essential to inclusive and resilient growth.

Climate change is significantly impacting people, communities, and economies worldwide through rising sea levels, prolonged heat waves, and more frequent and intense extreme weather events. **The costs of inaction are severe, encompassing economic disruption, worsening health disparities, and long-term, irreversible environmental damage.** Addressing the effects of climate change requires a range of smart investments, from mitigation projects that include efforts to reduce planet warming greenhouse gas emissions (GHG) to the development of resilient infrastructure capable of withstanding future climate impacts.

**It is essential to measure the costs of climate change in order to inform effective policies, strategies, and budget decisions for building a sustainable future.** This involves complex economic modeling, incorporating direct expenses and indirect impacts over time, such as lost productivity, damage to natural ecosystems, and the long-term benefits of avoided harm. From there, policymakers and others will be better positioned to understand and make decisions that balance these costs for the benefit of Maryland.

This report outlines the categories and types of costs associated with climate change, followed by an examination of the costs of both action and inaction on climate change and its impacts. Finally, the report explores potential funding strategies to pay for new investments to address climate change. This report serves as a precursor to a larger project to calculate actual cost estimates, which the Comptroller's Office will undertake over the next two years.

## Current State of the Climate

Anthropogenic climate change is caused by human activities, principally, the burning of fossil fuels. This has propelled Earth's climate system toward a critical threshold that, when crossed, can lead to abrupt and potentially irreversible changes. Immediate and decisive action is imperative. To ensure that responses are both strategic and cost-effective, it is essential to understand the costs of climate change as well as the most efficient and effective mitigation and resilience measures.



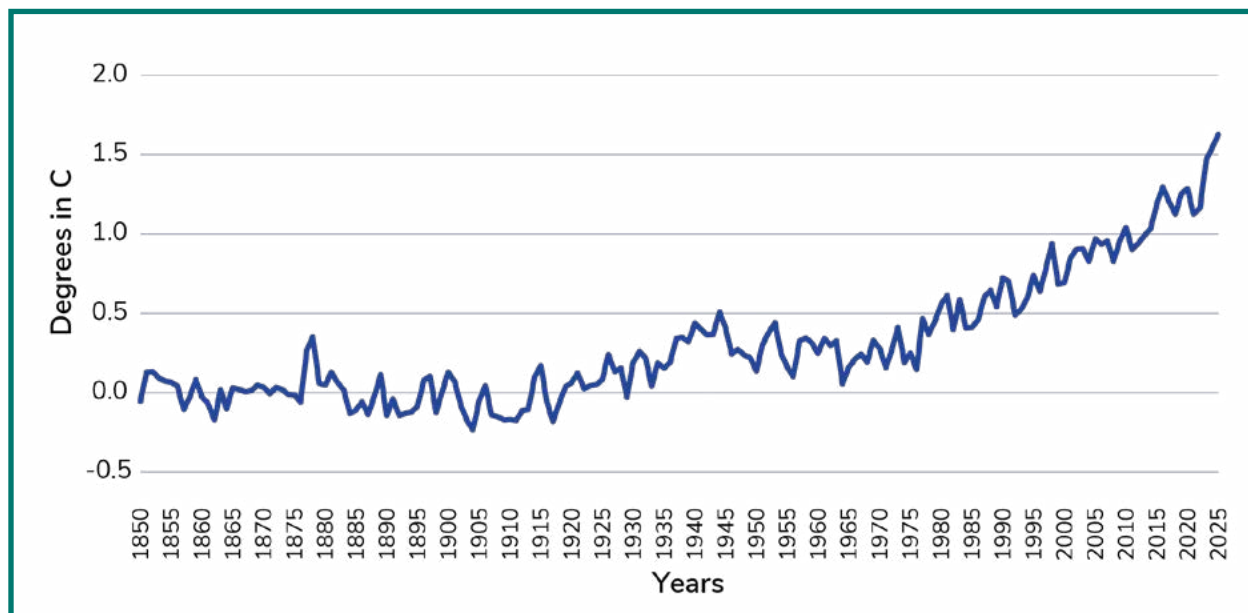


## A look at the rise in global temperatures and sea levels explains the urgency of immediate action.

A look at the rise in global temperatures and sea levels explains the urgency of immediate action. Global temperatures are rising faster now than 2010 to 2020 which was the warmest decade on record. (See Figure 1).

**Figure 1: Global Warming: Annual Temperature Anomaly 1880-2024**

The difference in average land-sea surface temperature compared to the 1861-1890 mean, in degrees Celsius.



Source: Met Office Hadley Centre - HadCRUT5 (2025)

[View Chart Data](#)

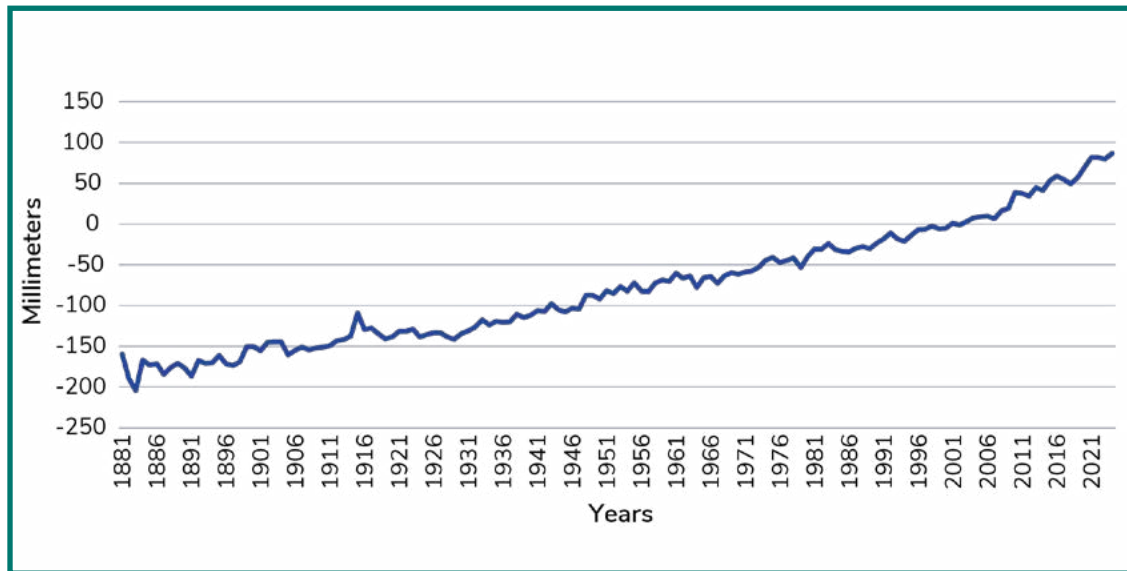
The rate of global sea level rise has also accelerated since the 1990s with levels rising faster than anticipated. (See Figure 2). The primary driver is the thermal expansion of ocean water as the ocean is warming faster than expected. Maryland is seeing a long-term upward trend of sea level rise that is double the rate of global sea level rise.<sup>1</sup> In the Chesapeake Bay, water levels have risen over one foot during the past century and are projected to rise another 1 to 5 feet over the next 100 years.<sup>2</sup> The Chesapeake Bay is predicted to have a higher rate of sea level rise compared to other parts of the East Coast.

Nearly all of Maryland's 2.2 million coastal properties are vulnerable to damage.<sup>3</sup> Researchers with the University of Maryland's Coastal Climate Program found that Baltimore experienced 11 high-tide-flooding days in 2019 due to sea-level rise and will experience between 50-155 days of flooding by 2050. In addition, more than 100 communities in Maryland may be at risk of chronic inundation from sea-level rise and storm surges by the end of the century.<sup>4</sup> A conservative cost estimate of what it will take to safeguard businesses, homes, roads, and entire communities in Maryland from chronic flooding alone (not including other climate hazards) by 2040 under a moderate sea-level-rise scenario is \$27.4 Billion.<sup>5</sup>



## Figure 2: Global Sea Level Rise

Global mean sea level rise is measured relative to the 1993 - 2008 average sea level. Church & White and University of Hawaii Sea Level Center (UHLSC)



Source: National Oceanic Atmospheric Administration, Climate.gov (2022)

[View Chart Data](#)

Sea level rise and other climate hazards create a significant financial cost to residents and governments. By making smart investments in climate mitigation and resilience projects, it is possible to reduce harm and control costs. Vulnerable communities are and will continue to bear an unprecedented financial burden to adapt and rebuild in the face of unrelenting climate impacts.

## Cost of Climate Change

One of the most noticeable aspects and costs of climate change is the escalating severity of extreme weather events. As the impacts of this severe weather intensify, it becomes increasingly important to evaluate the challenges that state and local governments and communities face. Climate change will further impact already difficult budget decisions at every level of government. **Although responding to climate change requires significant upfront costs, the long-term return on investment may justify the initial costs.** Accurately quantifying the impacts and costs can help state and local governments plan effectively, respond proactively, and manage these financial pressures more responsibly.

**The U.S. has sustained** 403 weather and climate disasters since 1980. The total cost of these events, which includes drought and flooding events, wildfires and severe storm events exceeds **\$2.9 trillion.**<sup>6</sup> In 2024 alone, there were 27 confirmed weather or climate disaster events in the U.S. with losses exceeding \$1 billion per event and totaling nearly \$400 billion overall, with at least 568 direct or indirect fatalities.

**Maryland experienced** 85 extreme weather events between 1980 and 2024. According to the National Oceanic Atmospheric Administration, the total recovery costs for Maryland were between \$10 billion to \$20 billion dollars.<sup>7</sup> Some of these costs included property and infrastructure damage, crop loss, and loss of revenue to businesses. Maryland will not be immune from more disasters in the coming decades; the costs of recovery will grow in tandem.





Through the rapidly developing area of science called “attribution science,” researchers can now estimate how much human-generated (anthropogenic) emissions from fossil fuel activity have shifted the odds of extreme weather events occurring.

Although extreme weather events have always occurred, scientists can now quantify how much more intense and frequent they have become due to climate change. Through the rapidly developing area of science called “attribution science,” researchers can now estimate how much human-generated (anthropogenic) emissions from fossil fuel activity have shifted the odds of extreme weather events occurring. This research can enable economists to calculate the share of extreme weather costs that is attributable to fossil fuels versus historically natural causes. Maryland can use this emerging science to assess the additional expenditures the state is spending due to anthropogenic climate change.

## Cost of Inaction

To fully account for the true cost of climate change, it is crucial to consider not only the immediate impacts, such as disaster cleanup from extreme weather, but also the broader, compounding economic pressures it creates. Climate-related hazards drive up costs of materials, strain public health systems, deplete natural resources, inflate housing prices, and trigger insurance spikes — all of which pose significant obstacles to economic growth. **Over time, the failure to invest in climate resilience and mitigation amplifies these financial burdens.** While the state has yet to quantify the price of inaction, the following are key factors driving up costs as climate risks escalate.

### Economy wide

Climate change places significant strain on the state’s economy and budget, disrupting key sectors such as agriculture, infrastructure, tourism, and more. These disruptions lead to higher costs, reduced productivity, and widespread damage from extreme weather events. Specific economic impacts include:

- **Workforce disruptions:** Extreme heat and severe weather reduce worker productivity, especially in outdoor and labor-intensive industries.
- **Agricultural losses:** Intense heat, heavy rainfall, and stronger storms lower crop yields, reduce tillable farmland, increase water demand, and cause livestock and poultry losses. Sea level rise leads to saltwater intrusion on farmland, while rising production costs and supply challenges contribute to higher grocery prices.
- **Tourism decline:** Fewer pleasant weather days, reduced snowfall for winter sports, harmful algal blooms limiting water recreation, and the costly need for beach sand replenishment all diminish tourism revenue.
- **Supply chain disruptions and rising resource costs:** Climate impacts increase the costs of water, land, and raw materials, complicating supply chains across industries.
- **Infrastructure damage:** Flooding and severe storms damage roads, buildings, marinas, docks, waterfront businesses, and protective structures like riprap. Roads, bridges, and power lines often require costly rebuilding.



- **Loss of essential services:** Power outages, water and sewer system failures, and internet disruptions — including damage to undersea cables and coastal interconnection points — threaten basic services and economic continuity.
- **Increased financial burdens:** The growing need for state-funded disaster relief and recovery grants further strains public resources.

## Health (Morbidity and Mortality)

Climate change poses direct and indirect threats to human health. The severity of these risks largely depends on the capacity of public health and safety systems to anticipate and respond to evolving dangers. Individual factors — such as behavior, age, gender, and socioeconomic status — as well as geographic location, vulnerability to health hazards, level of exposure to climate impacts, and the ability of individuals and communities to adapt, will all influence outcomes. For Maryland residents, the health impacts of climate change include:

- **Heat-related illnesses:** More frequent and intense heat waves increase risks of heat exhaustion, heat stroke, cardiac events, and even spikes in violence during extreme heat.
- **Air quality degradation:** Emissions from fossil fuel power plants and vehicles, wildfire smoke, and rising levels of pollen and mold contribute to asthma and other respiratory conditions.
- **Power outages:** Disruptions to the electrical grid jeopardize the refrigeration of medications and the operation of life-saving medical devices.
- **Critical infrastructure systems:** Temporary loss of power, water, communications, and transportation systems impact services provided by health care facilities.
- **Food and waterborne illnesses:** Shifts in weather patterns and extreme events heighten the risk of infections and zoonotic diseases.
- **Vector-borne diseases:** Warming temperatures expand the habitat of disease-carrying insects like mosquitoes and ticks, increasing the spread of illnesses.
- **Injuries from extreme weather:** Severe storms and flooding lead to a rise in nonfatal injuries and necessitate more frequent search and rescue operations.
- **Mental health impacts:** The trauma of experiencing, or the fear of, extreme weather events contribute to PTSD, anxiety, and depression.

## Insurance and Housing

Climate change-driven extreme weather events are displacing people from their homes and further straining the already critical shortage of safe, stable, and affordable housing. As sea levels rise and severe storms become more frequent, more properties face heightened risks of damage or total loss. Nationwide, disasters — from catastrophic flooding to wildfires — are also driving up insurance premiums and leading to policy cancellations in vulnerable areas. These impacts include:

- **Rising repair costs** for damaged homes and buildings.
- **Replacement costs** for personal belongings and building contents lost to disasters.
- **Home loss** due to mortgage foreclosures when insurance policies are canceled or not renewed.
- **Barriers to development** as businesses and housing projects struggle to secure necessary insurance coverage.



A new report from the Maryland Insurance Administration reveals that insurance companies are increasingly refusing to renew policies statewide, a decision that impacts homeowners, renters, and businesses.<sup>8</sup>

## Natural Resources

Maryland is home to a rich array of natural resources — from the Chesapeake Bay and its iconic crab and oyster fisheries to expansive forests, fertile soils, and valuable minerals. However, climate change is placing these resources under severe threat, jeopardizing both ecological health and the services these ecosystems provide. Key impacts include:

- **Loss of biodiversity:** Shifting habitats and species decline reduce vital ecosystem services such as water filtration, pollination, and natural pest control.
- **Degradation of land and soil:** Saltwater intrusion from rising seas and declining soil health threaten agriculture and natural landscapes.
- **Forest decline:** Heat stress, prolonged drought, increased wildfire risk, and the spread of pests and diseases endanger Maryland's forests.
- **Wetland loss:** Rising sea levels are drowning wetlands, eroding natural buffers that protect coastlines and support biodiversity.
- **Freshwater fishery declines:** Warmer temperatures and algal blooms degrade freshwater habitats, harming fish populations.
- **Marine fishery declines:** Ocean acidification and warming seas disrupt marine ecosystems and fisheries critical to maintaining Maryland's seafood industry and economy.
- **Coastal impacts:** Sea level rise accelerates flooding and erosion, reshaping ecosystems and severely affecting agriculture, fisheries, and coastal communities.

## Hidden Costs

Additional, “hidden” costs of climate change are numerous and include secondary and tertiary effects on people, places, and nature. Some examples include:

- **Essential services disruption:** Loss of service to the community when fire and police stations, hospitals and other public buildings are damaged.
- **Isolation:** Being stranded due to coastal and road and bridge flooding, isolating homes.
- **Mobility:** Damage to or temporary loss of transportation - ambulances, school buses, fire/police vehicles, and transit services.
- **Workforce disruptions:** The effects of climate-induced economic damage and rising morbidity results in lost jobs, lower labor force numbers, reduced economic production, and missing income.
- **Revenue loss:** Loss of revenue and other business interruption costs resulting from property damage.
- **Loss of life:** Due to initial loss and inability to reach those who need assistance.



## Impact on underserved and overburdened communities

Under Maryland law in Environment Article 1-701, the state must ensure equal protection from environmental and public health hazards for all people regardless of race, income, culture, and social status.<sup>9</sup> Many low-income households and communities of color, particularly those located next to polluting industries, have been disproportionately burdened with pollution and already face increased health issues, like long term health conditions and diseases due to that pollution. Extreme weather events also disproportionately impact these vulnerable communities, which are more likely to lack the financial resources to evacuate threatened areas and recover from disasters, thereby exacerbating existing inequality leading to increased economic hardship.

Climate change also factors into the increased costs of daily household expenses like groceries, energy, and insurance. Extreme weather impacts crop yields, leading to higher food prices. An increase in hot days leads to the need for more air conditioning, raising energy bills. Climate related disasters increase the risk to property and leads to higher insurance premiums.

## Cost of Action

The cost of rebuilding homes, businesses, equipment, and infrastructure after disasters is enormous — and growing. However, with smart, proactive planning, state and local governments can significantly reduce these expenses. **According to the U.S. Chamber of Commerce's 2024 Climate Resiliency Report, every \$1 invested in resilience and disaster preparedness returns \$13 in avoided damages and recovery costs.**<sup>10</sup>



**Every \$1 invested in resilience and disaster preparedness returns \$13 in avoided damages and recovery costs**

Climate change is already costing Maryland millions of dollars annually. Investing in resilience and mitigation now is essential to manage long-term costs for both the state and its residents. Delaying action will only make the damage — and the price tag — worse.

Investments in resilience not only protect communities but also ensure their survival. With thoughtful planning, including coordination between public and private authorities, there is the potential to reduce the impact of climate change and improve the resilience of Maryland at a community scale. Strengthening infrastructure — from roads, bridges, and ports to dams, railways, marinas, and airports — will bolster Maryland's ability to withstand climate hazards. These steps are crucial to safeguarding the state's economy and securing its long-term sustainability.

Maryland conducted a cost benefit analysis of mitigation policies in 2023 as part of the Maryland Climate Pollution Reduction Plan.<sup>11</sup> The plan includes modeling to reduce statewide greenhouse gas emissions (GHG) by 60% from 2006 levels by 2031 and net zero by 2045. Implementing the necessary mitigation measures, such as transitioning to cleaner power, transportation, and buildings, calls for an increased state investment of approximately \$8 billion by 2031. The modeling in the plan estimates \$135 billion in global economic societal benefits by reducing emissions by 646 million tons by 2050. This figure incorporates the social cost of carbon which is a monetary estimate of economic damages to society and the economy from GHG emissions, including impacts to human health and property damage.<sup>12</sup> As

detailed in the plan, implementing these mitigation policies in Maryland will add an estimated 27,000 jobs and grow the economy. There will also be improvements in air quality and public health outcomes especially for people living in underserved and overburdened communities.<sup>13</sup>

Examples of effective resilience and adaptation strategies include conserving and restoring natural ecosystems, protecting habitats, and safeguarding vital natural resources. Strengthening state and local economies involves reinforcing critical infrastructure, adopting climate-resilient construction practices, and improving the sustainability of food systems. Social resilience can be enhanced by developing and implementing comprehensive adaptation plans, establishing community resilience hubs, and expanding public education and outreach efforts. The following outlines the specific investments required to build climate resilience across these areas, organized by climate hazard.

## Precipitation and Flooding

A warmer planet holds more water vapor in its atmosphere leading to heavier precipitation. This results in more rain per event, which leads to flooding. Resilience measures to consider include:

- **Flood proofing:** Relocate or elevate infrastructure (buildings, roads, bridges, transit, wastewater plants) especially in flood prone areas.
- **Reduce flood risk:** Improve drainage systems and flood control structures.
- **Restore natural flood protection:** Preserve floodplains, stream restoration, wetlands restoration, parks to absorb urban water and green stormwater.
- **Planning:** Develop and implement comprehensive flood management plans, emergency protocols, flood warning system, community education and preparedness campaigns, and safe evacuation routes.
- **Septic systems:** Divert water from septic systems and improve bermed infiltration ponds.
- **Build** Barrier walls, sea walls, flood gates, levees, and stormwater catchment systems.
- **Shore up** Ports, marinas, and public docks.

## Storms

Climate change will intensify storms with heavier rainfall, stronger winds, and increased storm surges in Maryland, making storms more destructive and costly. Resilience measures to consider include:

- **Structure and infrastructure projects:**
  - Proactive defensive upgrades to roads, bridges, rail and transit systems.
  - Raising electrical components in buildings to above the base flood elevation.
  - Use of sump pumps and backflow valves.
  - Sewer systems/wastewater treatment plant upgrades.
- **Power:**
  - Protect power lines by pruning trees.
  - Update parts of the electrical grid to increase stability and resilience including supporting creation of self-sufficient microgrids.

- o Bury overhead power lines or install systems that ensure failure of only small sections of power lines rather than cascading failures.
- o Increase power storage capacity to enhance grid reliability.

## Temperature

Global warming is most often associated with overall hotter temperatures. However, it is only one component of climate change; Maryland will experience increased likelihood and intensity of heatwaves, making them hotter, longer and more frequent. Resilience measures to consider include:

- **Electrification:** Transition to electric heat pumps that heat and cool buildings.
- **Energy Efficiency:** Increased energy efficiency in buildings with insulation, reflective surfaces, and tinted windows.
- **Cooling:** Establishing community cooling centers.
- **Trees:** Planting trees to reduce urban heat islands.
- **Drinking water:** Protecting drinking water supplies from heat induced algal growth.

## Sea Level Rise

With nearly 3,100 miles of shoreline, Maryland is highly vulnerable to the effects of rising sea levels. Seas will rise substantially over the next several decades and continue for at least several centuries. As temperatures warm and coastal tides creep inland, communities across the country face billion-dollar price tags for basic coastal defense. Resilience measures to consider include:

- **Planning:** Updating state guidance associated with coastal development in order to keep up with rapidly changing conditions.
- **Gray infrastructure:** Includes building sea walls, flood gates, and levees; and raising roads and bridges, to prevent road flooding and protect against rising water under roadways creating sink holes.
- **Green infrastructure:** Includes creating more natural wetlands, and natural shoreline stabilization and restoration.
- **Managed retreat:** Includes moving buildings away from the coast or bay.

## Drought

While Maryland has an average rainfall of 43.6 inches, the state does experience droughts and climate models suggest that Maryland will experience more heat-related stress that could contribute to drought. Resilience measures to consider include:

- **Fire:** Prevention measures like controlled burns, and removal of dead brush.
- **Water:** Efforts to ensure water security through improved water infrastructure, monitoring, catchment, and conservation.
- **Agriculture:** Protecting agricultural assets including crops and livestock, improved irrigation, increased water storage capacity, and use of drought resistant crops.



- **Ecosystems:** Protect, expand and connect existing forests to ensure healthy balanced naturally drought tolerant natural places.

While investments in mitigation, resilience, and preparedness cannot prevent all losses associated with climate-related hazards, they can significantly reduce them. Over time, these preparedness investments generate savings and have economic benefits.

## Paying for Climate Change Mitigation and Resilience

Although mitigation and resilience efforts are far more cost-effective than inaction, they still require substantial investment. State and local governments are using a range of strategies to finance these efforts. A crucial first step for state and local leaders is to quantify both the current and projected impacts of climate change, along with related expenditures. State investments are often intended to increase private investments and influence behavior by businesses and individuals, and they are also often directed to public sector projects that do not always receive private investment.<sup>14</sup>

This section outlines how Maryland is currently funding climate action, explores additional funding opportunities, and highlights how smart planning and policy decisions can help manage and reduce long-term climate costs.

### Funding Sources

Maryland primarily funds climate action through a combination of the state budget, special funds and the Rainy-Day Fund. Prior to 2025, Maryland received supplemental appropriations from Congress with the Federal Emergency Management Agency playing a key role in providing federal funding and assistance. The future of these funds is unknown due to recent claw backs of funding by the Trump Administration. Maryland uses several sources, including grants, loans, equity investments, and various forms of debt financing to fund climate action.

Maryland is taking steps to enhance resilience of a broad spectrum of natural and human-based systems to the consequences of climate change. The state is investing in resilience with various initiatives funded by local, state, and federal sources totaling more than \$300 million.<sup>15</sup>

Currently Maryland uses the following sources to fund climate work:

- The Strategic Energy Investment Fund (SEIF) allocates proceeds from the Regional Greenhouse Gas Initiative (RGGI) and other sources to distribute revenues from new or expanded climate pollution reduction programs.<sup>16</sup>
- The Resilient Maryland Revolving Loan Fund provides low or no interest loans to local governments to help finance for resilience projects.<sup>17</sup>
- The Department of Natural Resources has a variety of grants for resilience including, but not limited to: Watershed assistance, Program Open Space, Rural Legacy, Keep Maryland Beautiful, Conservation easement, Forest Conservation and Green Space Equity programs.<sup>18</sup>
- The Maryland State Disaster Recovery Fund provides assistance in disaster-stricken areas.<sup>19</sup> Money for the fund comes from the state budget, interest on loans from the fund, and federal reimbursement.
- Green banks are mission-driven financial institutions that leverage private capital to promote clean energy projects. The mission of the state’s green bank, the Maryland Clean Energy Center



is to encourage the transformation of the energy economy with programs that support local jurisdictions, regional green banks, catalyze business growth, increase related green-collar jobs, and make clean energy technologies, products, and services affordable, accessible, and easy to implement.

Maryland could consider additional funding sources to pay for climate-related work, many of which are employed by other states, including:

- Green Revenue Bonds, are a debt instrument issued to raise capital to cover the costs of climate resilience and mitigation projects and initiatives. Revenue bonds are repaid primarily from the cash flows generated by the specific projects they finance, and do not impact taxes or the state's capacity to use general obligation bonds to fund other state priorities.
- Some states and municipalities are seeking monetary damages, generally accusing fossil fuel companies of violating laws by concealing from the public for decades the fact that burning fossil fuels would lead to climate change.
- Create a State Resilience Finance Plan, as California has done and Massachusetts is pursuing, to provide Maryland with a strategic roadmap for funding critical resilience initiatives. Such a plan would identify existing and future costs, map out potential funding sources, and explore innovative financing strategies. It would also provide a statewide estimate of costs for key resilience measures, and analyze which investments offer the greatest returns.

Currently, taxpayers are responsible for the entirety of climate change impact costs: past, present and future. Some states are considering (or have passed) legislation to share the burden of financing these costs with oil and gas companies that are the biggest GHG emitters. In 2025, the Maryland General Assembly passed legislation to assess the cost of climate change adaptation and mitigation projects in Maryland as a result of GHG emissions. The legislation requires the state to conduct a study to assess the total cost of GHG emissions in Maryland.

The study will include a summary of various cost-driving effects of GHG emissions on the state and to residents, the costs incurred and projected to incur for each of those effects, as well as an economic analysis to determine if there would be a cost impact passed on to taxpayers should responsible parties be held accountable to cover these costs.

The Comptroller's Office will be the lead entity – in coordination with state agencies and stakeholders - in developing this study which is due for release in December 2026.

## Conclusion

The costs of climate change are unavoidable, but implementing thoughtful plans, policies and mitigation, resilience and adaptation solutions now will generate savings over the long-term. Waiting to implement solutions only makes damage and solutions more costly and resource intensive. Maryland should take a preventative approach to climate action. As climate-related economic damages continue to grow, so too will their strain on the state's budget. Committing to equitable emissions reduction and climate and resilience today is an investment in reducing climate costs that can compound over time. National studies have shown that resilience, preparedness, and pre-disaster mitigation investments pay big returns. Resilience measures cannot prevent or erase the direct, post-climate hazard damage, but can reduce the harm caused, lessen the human toll and economic costs over the long term. The time to act is now.



## Appendix – Data Tables for Charts

Figure 1: Global warming: annual temperature anomaly 1880-2024 in Celsius

Year	Temperature
1850	-0.05541366
1851	0.12894794
1852	0.13289867
1853	0.0919433
1854	0.07077692
1855	0.065381
1856	0.04194403
1857	-0.1049323
1858	-0.026467945
1859	0.08103258
1860	-0.027867433
1861	-0.06681519
1862	-0.17407164
1863	0.018053684
1864	-0.10316732
1865	0.029816423
1866	0.021010254
1867	0.005303625
1868	0.010470603
1869	0.0457058
1870	0.034370217
1871	-0.006265011
1872	0.03418717
1873	0.021000836
1874	-0.010953452
1875	-0.013328191

Year	Temperature
1876	-0.06181216
1877	0.2611889
1878	0.35098255
1879	0.05866343
1880	0.0464657
1881	0.13005222
1882	0.06676767
1883	0.015823338
1884	-0.13002232
1885	-0.108825825
1886	-0.058605876
1887	-0.13648802
1888	-0.017081138
1889	0.11240219
1890	-0.14456043
1891	-0.039017197
1892	-0.14526078
1893	-0.13232148
1894	-0.12146618
1895	-0.08645385
1896	0.07829047
1897	0.102497585
1898	-0.12349438
1899	0.006864104
1900	0.12780385
1901	0.06888751



Year	Temperature
1902	-0.07665878
1903	-0.17098936
1904	-0.23521331
1905	-0.045495477
1906	0.043188963
1907	-0.14177856
1908	-0.15152195
1909	-0.1733894
1910	-0.16861174
1911	-0.17678127
1912	-0.11324089
1913	-0.10471334
1914	0.09986118
1915	0.17062555
1916	-0.057725396
1917	-0.18052194
1918	-0.062066343
1919	0.037008677
1920	0.06394268
1921	0.121853404
1922	0.023284052
1923	0.04461587
1924	0.050496046
1925	0.08015577
1926	0.23974274
1927	0.13318415
1928	0.15583193
1929	-0.030145284

Year	Temperature
1930	0.18549232
1931	0.25890008
1932	0.21683604
1933	0.039953325
1934	0.1879609
1935	0.15623851
1936	0.1927768
1937	0.3430988
1938	0.350097
1939	0.32150054
1940	0.43823355
1941	0.40042704
1942	0.36370382
1943	0.36871934
1944	0.5064029
1945	0.4053861
1946	0.24348314
1947	0.27109215
1948	0.23763648
1949	0.21849552
1950	0.13567594
1951	0.3011438
1952	0.3776523
1953	0.4399285
1954	0.24554752
1955	0.1649878
1956	0.09913213
1957	0.32696283

Year	Temperature
1958	0.3446652
1959	0.31429294
1960	0.24683817
1961	0.34229797
1962	0.29825503
1963	0.32548714
1964	0.056436215
1965	0.15787727
1966	0.21340014
1967	0.24475846
1968	0.19365019
1969	0.33091152
1970	0.27723366
1971	0.1564087
1972	0.26850644
1973	0.4122479
1974	0.18977118
1975	0.25154352
1976	0.14646085
1977	0.46538624
1978	0.3675537
1979	0.45315588
1980	0.5583698
1981	0.6123098
1982	0.39656603
1983	0.5861076
1984	0.41029125
1985	0.41202748

Year	Temperature
1986	0.45798472
1987	0.60532415
1988	0.6444495
1989	0.5415481
1990	0.7228801
1991	0.7011943
1992	0.48719457
1993	0.52800494
1994	0.59584755
1995	0.7391639
1996	0.6389871
1997	0.7846063
1998	0.93963945
1999	0.6867827
2000	0.6933825
2001	0.8515781
2002	0.9057643
2003	0.9064679
2004	0.82966846
2005	0.96916026
2006	0.93485045
2007	0.9539991
2008	0.8279476
2009	0.9590794
2010	1.0426692
2011	0.8999955
2012	0.9399048
2013	0.9858731



Year	Temperature
2014	1.0351694
2015	1.1874121
2016	1.2952248
2017	1.207472
2018	1.1249518
2019	1.2533703
2020	1.2852182
2021	1.1242033
2022	1.1636031
2023	1.4626105
2024	1.5430979
2025	1.6256422

Source: Met Office Hadley Centre -  
HadCRUT5 (2025) – processed by Our World  
in Data

[View Chart](#)



Figure 2: Global sea level rise

Year	Global Sea Level
1881	-159.68073
1882	-189.48073
1883	-204.38072
1884	-166.61406
1885	-173.3474
1886	-171.11406
1887	-184.18073
1888	-175.88072
1889	-171.08073
1890	-176.5474
1891	-186.48073
1892	-167.5474
1893	-170.81406
1894	-170.08073
1895	-161.11406
1896	-171.4474
1897	-173.38072
1898	-169.24739
1899	-150.58073
1900	-150.31406
1901	-155.4474
1902	-145.58073
1903	-144.81406
1904	-144.78073
1905	-160.5474
1906	-154.9474
1907	-151.1474

Year	Global Sea Level
1908	-154.48073
1909	-152.31406
1910	-150.8474
1911	-149.1474
1912	-142.9474
1913	-142.0474
1914	-137.5474
1915	-108.7474
1916	-129.58073
1917	-127.78073
1918	-134.41406
1919	-141.0474
1920	-138.31406
1921	-131.91406
1922	-131.9474
1923	-128.58073
1924	-138.71407
1925	-135.61406
1926	-133.21407
1927	-133.5474
1928	-138.51407
1929	-141.3474
1930	-134.6474
1931	-130.8474
1932	-126.714066
1933	-117.54739



Year	Global Sea Level
1934	-123.8474
1935	-119.3474
1936	-120.51406
1937	-119.714066
1938	-110.91406
1939	-114.58073
1940	-111.91406
1941	-106.01406
1942	-107.2474
1943	-97.88073
1944	-105.2474
1945	-107.64739
1946	-103.54739
1947	-104.28073
1948	-87.3474
1949	-87.314064
1950	-92.28073
1951	-82.01406
1952	-85.08073
1953	-76.8474
1954	-82.18073
1955	-72.38073
1956	-82.38073
1957	-83.01406
1958	-72.2474
1959	-68.714066
1960	-70.38073
1961	-60.247395

Year	Global Sea Level
1962	-66.68073
1963	-63.88073
1964	-77.947395
1965	-66.18073
1966	-64.28073
1967	-72.91406
1968	-63.48073
1969	-59.71406
1970	-61.239754
1971	-59.363434
1972	-57.45813
1973	-53.006943
1974	-44.539375
1975	-41.241356
1976	-47.445915
1977	-44.83496
1978	-41.263718
1979	-53.21401
1980	-39.625687
1981	-30.473028
1982	-30.790474
1983	-24.037432
1984	-31.579437
1985	-33.6156
1986	-34.12176
1987	-29.50557
1988	-27.977766
1989	-29.964073



Year	Global Sea Level
1990	-23.400215
1991	-18.155539
1992	-11.176675
1993	-18.138348
1994	-21.28105
1995	-13.530466
1996	-7.0586605
1997	-6.436465
1998	-2.1894345
1999	-5.997317
2000	-5.175822
2001	0.737351
2002	-1.0583739
2003	3.2469401
2004	7.560922
2005	9.023991
2006	9.364914
2007	6.524319
2008	16.568615
2009	18.866402
2010	38.776936
2011	37.34795
2012	34.20025
2013	44.80457
2014	41.268642
2015	53.264576
2016	58.723286
2017	54.96168

Year	Global Sea Level
2018	49.370857
2019	56.607487
2020	68.81163
2021	81.6
2022	81.74
2023	80.05
2024	86.62

Source: Source: NOAA Climate.gov (2022) – processed by Our World in Data

[View Chart](#)

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**2026 Testimony HB 437 - TCA.pdf**

Uploaded by: Terrence Fitzgerald

Position: FAV



**Testimony on HB 437  
Transportation and Climate Alignment Act of 2026  
House Appropriations Committee**

**Date: February 10, 2026**

**Position: FAVORABLE**

Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of over 800 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and toxic chemicals, as seen through the intersectional lens of environmental, racial and social justice.

**CPSR strongly supports HB 437**, which would address the damaging effects of expanding Maryland’s highway system by investing in public transit, walking, and biking.

Any discussion about the health impacts of highway expansion is a discussion about the health impacts of fossil fuels. Too often, debates about the energy transition focus on economics, security, or consumer choice. But we must not ignore the devastating health burden of fossil fuels, especially when cleaner, more affordable alternatives are available.

Each stage of the fossil fuel life cycle – extraction, processing, transportation of the fuel, combustion and waste - creates significant health harms. When we burn gasoline and diesel fuel in our cars and trucks we are contributing to the health harms at every one of those stages.

Everyone in the U.S. is exposed to many toxic pollutants from fossil fuels. These exposures accumulate in our bodies over time and cause long-term health harms. They affect every stage of human life, from before birth through old age. There is no safe threshold for fossil fuel pollution exposure – even very low levels of exposure may be harmful.<sup>1</sup>

While national and state air quality standards have led to significant improvements in air quality over several decades, air pollution remains a leading environmental health risk in the U.S. Globally, studies estimate that fossil fuel pollution is responsible for between 5 and 8 million deaths each year - including an estimated 350,000 premature deaths in the U.S. alone.<sup>23</sup>

Beyond deaths, fossil fuel pollution is making people sick, including through heart and lung disease, cancer, adverse reproductive outcomes, neurological disorders and other chronic conditions. The healthcare, economic and societal costs of illness and deaths attributable to fossil fuel pollution are immense. These illnesses and deaths are preventable, which is why strong, evidence-based policy action like the TCA is essential.

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<sup>1</sup> Harvard Health Publishing. Harvard Medical School. Even low-level air pollution may harm health. February 2022. [Even low-level air pollution may harm health - Harvard Health](#)

<sup>2</sup> Harvard T.H. Chan School of Public Health. Fossil fuel air pollution responsible for 1 in 5 deaths worldwide. February 2021. [Fossil fuel air pollution responsible for 1 in 5 deaths worldwide | Harvard T.H. Chan School of Public Health](#)

<sup>3</sup> Lelieveld, J., Evans, J. S., Fnais, M., Giannadaki, D., & Pozzer, A. (2019). Effects of fossil fuel and total anthropogenic emission removal on public health and climate. *Proceedings of the National Academy of Sciences*, 116(15), 7192–7197. [Effects of fossil fuel and total anthropogenic emission removal on public health and climate | PNAS](#)

And **who** is most likely to suffer these consequences of burning fossil fuels ? In general, children, the elderly, people with pre-existing chronic illnesses. But especially those who live near the sources of this pollution – the poor and people of color, reflecting a combination of environmental, social, and physiological inequities that place greater health burdens on already at-risk groups. And this is true through every step in the fossil fuel life cycle – extraction, processing, transportation, combustion, and waste.<sup>4</sup>

Perhaps more significant – in the long term - than all of the above are the powerful effects of Greenhouse Gas Emissions [GHG] on the climate crisis threatening us. On behalf of CPSR I would like to place special emphasis on this. The hurricanes and massive fires in our country are only a part of the picture. Droughts, heat emergencies, desertification, floods, sea level rise – all these lead to terrible human suffering, destabilize societies, and lead to mass migration, destabilizing other societies and triggering wars. As these impacts multiply, there is a real risk of catastrophic changes to our civilization. These are very real dangers, but as a society we are just not taking them seriously. You, however, have an opportunity to take action to address this and make Maryland a leader against climate chaos.

So how does this relate to the Transit and Climate Alignment Act ? According to the Maryland Department of Transportation, the current statewide emissions inventory “shows that on-road transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions.”<sup>5</sup> The TCA requires that MDOT offset greenhouse gas emissions from highway expansion projects over \$100 million by providing clean transportation alternatives to affected residents. Those alternatives include public transit, bicycle infrastructure, and walking infrastructure. A vibrant public transit system removes cars from the road, and those cars do not contribute to all the damages I described above. Making it safe to walk and cycle enables citizens to run short errands or commute without a car and encourages exercise. It is hardly necessary to explain why that is good for public health.

Making this mitigation mandatory helps change the mindset of planners and citizens alike, which is important because what we really need is a change in culture – from car-centric planning to human-centric planning. Not only is highway expansion bad for our health, it also does not solve congestion. More highway miles just bring more traffic. It is called induced demand and it is a real thing.

We cannot continue to approach transportation the way we have up to now. It is truly killing us. As stated in the 2025 report “Climate Change Costs” from the Office of the Comptroller of Maryland, “The costs of inaction are severe, encompassing economic disruption, worsening health disparities, and long-term, irreversible environmental damage.”<sup>6</sup>

Our motto at CPSR, and a principle of public health, is **WE MUST PREVENT WHAT WE CANNOT CURE**. That is why we support the Transit and Climate Alignment Act and urge you to give a **favorable report on HB 437**.

Terrence T. Fitzgerald, MD

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<sup>4</sup> Karn Vohra et al., The health burden and racial-ethnic disparities of air pollution from the major oil and gas lifecycle stages in the United States. *Sci. Adv.* 11, eadu2241 (2025). DOI:10.1126/sciadv.adu2241

<sup>5</sup>[https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=88#:~:text=The%20current%20statewide%20emissions%20inventory,rail\)%20represents%20another%204%20percent](https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=88#:~:text=The%20current%20statewide%20emissions%20inventory,rail)%20represents%20another%204%20percent)

<sup>6</sup> Comptroller of Maryland, April 2025 • State Spending Series: Climate Change Costs

# **HB0437 - FWA - Transportation - Major Highway Capa**

Uploaded by: Patricia Westervelt

Position: FWA

February 10, 2026

The Honorable Ben Barnes  
Chair, House Appropriations Committee  
120 Taylor House Office Building  
Annapolis MD 21401

***RE: Letter of Support with Amendments – House Bill 437 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)***

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 437, with amendments to reflect the systems development and phased-implementation necessary to successfully achieve the project-level review and mitigation activities that are core to the bill. MDOT fully supports the intent of the Transportation and Climate Alignment Act as the Department works to more closely align Maryland’s transportation investments and climate goals. Transportation is a significant contributor to greenhouse gases in the State, and the Maryland Climate Solutions Now Act requires reductions from the transportation sector. The Moore-Miller Administration believes the State can both meet its climate commitments while growing the economy and addressing the transportation needs of its citizens. This bill can move us toward accomplishing these goals.

HB 437 requires MDOT to evaluate major highway expansion projects for their impacts on vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) and to develop and implement a corresponding multimodal transportation program to offset any increases in GHGs due to corridor capacity expansion. The bill also requires MDOT to evaluate its full portfolio of major expansion projects in the Consolidated Transportation Plan (CTP) for total impacts on vehicle miles traveled (VMT) and GHGs and, to the maximum extent practicable and subject to appropriations, to fund projects and programs that offset any impacts such that the total impact of the expansion portfolio reduces GHG emissions to be in line with reductions identified as needed from the transportation sector in the State’s Carbon Pollution Reduction Plan. Finally, the bill directs MDOT to create the technical capacity and internal processes to carry out the work including updating the Maryland Statewide Transportation Model.

Since last session, MDOT has advanced a pilot effort to evaluate the CTP for its impact on VMT and GHGs, as directed by Governor Moore’s Executive Order 01.01.2024.19 on implementing the Climate Pollution Reduction Plan. This pilot effort will inform MDOT’s approach to implementing this legislation.

MDOT recommends a set of amendments that it believes will provide a workable path to full implementation of HB 437. These amendments are designed to provide the Department with a

structured, phased approach to implementation to reflect the change in long-standing planning processes that will be required. They are also designed to make clear the intermediate steps in that phased approach to reflect the Department's commitment to implementation.

- The provisions in Section 2-902 and 2-903 of the legislation should have their implementation delayed to January 1, 2029. MDOT believes that the CTP portfolio analysis should be conducted before individual project analysis, and additional time will be required to integrate this evaluation process into MDOT's project-specific workflows. There is also the consideration of the current federal landscape in the timing of implementation.
- To support the transition to project-specific analysis and mitigation, MDOT recommends two new provisions for HB 437. The first would reflect a commitment to continued efforts to advance an accurate estimate of emissions in the CTP by requiring MDOT to continue its pilot evaluation of the CTP in its next iteration. The second would require MDOT to identify annually those highway capacity expansion projects that have reached a 15% design stage to indicate whether they are subject to the project-specific evaluation under 2-903.

For these reasons, MDOT requests that the Committee provide HB 437 a favorable report with these proposed amendments.

Respectfully submitted,

Joe McAndrew  
Assistant Secretary for  
Project Development and Delivery  
Maryland Department of Transportation  
410-865-1006

Matthew Mickler  
Director of Governmental Affairs  
Maryland Department of Transportation  
410-865-1090

**2026 HB0437 Testimony against 2026-02-10.pdf**

Uploaded by: Alan Lang

Position: UNF

# Testimony Against HB0437

Honorable Delegates

Please enter an unfavorable decision about HB0437.

I oppose

- requiring the Department of Transportation, as part of the planning and implementation of certain major highway expansion projects, to perform an impact assessment of the project and develop and implement a corresponding multimodal transportation program;
- requiring the Department, beginning with a certain Consolidated Transportation Program, to evaluate certain major capital projects for their impact on greenhouse gas emissions and vehicle miles traveled.

Please enter an unfavorable decision about HB0437.

Alan Lang  
45 Marys Mount Road  
Harwood, Maryland 20776  
Legislative District 30B  
410-336-9745  
[Alanlang1@verizon.net](mailto:Alanlang1@verizon.net)

February 6, 2026

# **HB 437\_MDCC\_Transportation and Climate Alignment A**

Uploaded by: Hannah Allen

Position: UNF



## House Bill 437

Date: February 10, 2026

Committee: House Appropriations

**Position: Unfavorable**

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Founded in 1968, the Maryland Chamber of Commerce (the Chamber) is the leading voice for business in Maryland. We are a statewide coalition of more than 7,000 members and federated partners, and we work to develop and promote strong public policy that ensures sustained economic growth for Maryland businesses, employees, and families.

House Bill 437 (HB 437) would require the Maryland Department of Transportation (MDOT) to perform an impact assessment of major highway expansion projects with a total cost exceeding \$100,000,000. MDOT would also have to develop and implement a multimodal transportation program.

HB 437 establishes a new, unfunded mandate by requiring MDOT to invest in corresponding multimodal projects without identifying any dedicated funding source to support these additional costs. Multimodal investments, such as transit expansions and pedestrian and bicycle infrastructure, can involve substantial capital expenditures and ongoing maintenance obligations, significantly increasing the overall cost of major highway projects. These requirements would be absorbed within MDOT's existing Transportation Trust Fund budget, reducing the number of transportation projects the state can afford to deliver and forcing difficult tradeoffs among safety improvements, congestion relief, and freight mobility. Ultimately, this approach risks delaying or eliminating needed infrastructure investments while failing to provide a sustainable funding path to meet the bill's new mandates.

The practical effect of this bill is not simply improved project evaluation, but a reduction in the number of transportation projects Maryland can afford to deliver. Maryland's Consolidated Transportation Program is already constrained by rising construction costs, growing maintenance needs and a trust fund that is relying on dwindling revenue sources. HB 437 imposes new programmatic requirements without accounting for these fiscal realities. Without dedicated funding, the bill shifts new policy mandates onto MDOT without the resources necessary to implement them responsibly. Additionally, existing processes established under the National Environmental Policy Act and the state's Consolidated Transportation Program already guide state and local decision-making, ensuring a balance between essential transportation projects and climate objectives.

Highway congestion imposes significant costs on businesses due to increased transportation time and delays in the delivery of goods and services. These delays can disrupt supply chains, leading to increased operational costs and decreased efficiency. It is also important to consider that employees spend more and more time commuting to and from work. Unreliable commute times lead to lower worker productivity, hinder attraction of talent, and make access to jobs difficult for those lacking transport options. Maryland ranks in the bottom third nationally for per capita transportation infrastructure investment. As Maryland continues to grapple with persistent transportation infrastructure challenges that impact commute times and business operations, HB 437 will further negatively impact our highway system. Instead, the Chamber advocates for a multi-pronged transportation system.

As commutes lengthen and infrastructure funding lags behind, Maryland businesses and residents are facing barriers to inclusive economic growth and reduced quality of life. Efficient, dependable transportation unlocks growth opportunities for Maryland businesses and workers. Maryland's transportation infrastructure serves the backbone of our economy, facilitating access to jobs, supplies and services for individuals, and enabling businesses to reach more customers while also benefiting from the efficient movement of goods, services and people. The Chamber believes that improved transportation networks boost economic opportunity, and we work to advance short- and long-term solutions to statewide transportation needs. Highway expansion projects create jobs, generate economic activity and transform Maryland into a leader in 21<sup>st</sup>-century transportation solutions.

For these reasons, the Chamber respectfully requests an **unfavorable report** on **HB 437**.

**HB 437\_MTBMA\_UNF.pdf**

Uploaded by: Michael Sakata

Position: UNF



February 10, 2026

Delegate Ben Barnes, Chair  
Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

Delegate Marc Korman, Chair  
Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: HB 437 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

Dear Chair Barnes, Chair Korman and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

MTBMA respectfully opposes House Bill 437. As drafted, the bill imposes significant new financial and administrative obligations at a time when both federal and State transportation funding are highly uncertain and Maryland faces growing fiscal constraints. HB 437 assumes the availability of new funding streams to support expanded greenhouse gas modeling and mitigation programs that do not exist today. Federal discretionary transportation programs have become increasingly competitive and unreliable for routine highway, safety, and preservation needs. At the State level, the Transportation Trust Fund is already under pressure from rising construction, energy, and fuel costs. Requiring additional compliance activities would further stretch limited resources and reduce the purchasing power of transportation dollars.

The bill would effectively divert funding away from core infrastructure needs—such as maintaining bridges, pavements, interchanges, and traffic control systems—and redirect it toward modeling and mitigation requirements that do not repair, operate, or preserve the transportation system. This shift risks starving state-of-good-repair and safety investments at the very moment they are most critical. Maryland’s transportation system is aging, and the cost of maintaining it continues to rise.

Importantly, Maryland recently recorded its lowest number of traffic fatalities in ten years. Those gains were not accidental; they were the result of sustained investment in safety programs, operational improvements, and infrastructure preservation. HB 437 introduces new financial and administrative barriers that could directly undermine these proven, life-saving investments by slowing or displacing safety and operational projects.

HB 437 also places new delivery risk on highway, safety, and operational projects by allowing projects to be deferred until mitigation requirements are met. This creates a real possibility that urgently needed improvements—such as interchange reconstructions, corridor safety enhancements, and freight bottleneck fixes—could be delayed for reasons unrelated to engineering readiness, public safety, or procurement.

At a time of an energy crisis and rising construction costs, Maryland cannot afford additional programmatic mandates that increase project complexity and administrative overhead. The bill's project-level greenhouse gas offset requirements are disconnected from fiscal reality and assume a level of funding certainty that does not exist under current State budget conditions.

Finally, Marylanders are facing an affordability crisis. Transportation investment is one of the most effective tools for supporting economic stability, job access, and goods movement. Delays and higher project costs directly affect commuting costs and the price of everyday goods. In short, HB 437 would force Maryland to choose between climate compliance mandates and core transportation infrastructure.

Given federal funding uncertainty, State fiscal constraints, rising costs, and ongoing affordability challenges, MTBMA urges the Committee to **oppose HB 437** and preserve limited transportation dollars for the safety, preservation, and operational investments that are already delivering measurable public benefit.

Thank you,

A handwritten signature in black ink, appearing to read 'Michael Sakata', with a long, sweeping horizontal line extending to the right.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

# **ACECMD - 2026 Testimony - HB437SB59 — Major Highwa**

Uploaded by: Rory Murray

Position: UNF



February 6, 2026

The Honorable Benjamin S. Barnes, Esq.  
Appropriations Committee  
Maryland House of Delegates  
120 Taylor House Office Building  
Annapolis, Maryland 21401

**RE: HB437/SB59 — Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**  
**Position: Opposed**

Dear Delegate Barnes:

The American Council of Engineering Companies Maryland (ACEC/MD) represents Maryland's private-sector engineering firms that design and deliver the transportation, water, environmental, and public works infrastructure that local governments and the State rely upon every day. **We appreciate the openness of the Sponsor to discuss this bill with us and amending last year's bill to increase the threshold of the projects cost; however, if the viability of the capacity expansion project remains contingent on the offsetting project, this bill will have catastrophic results.**

ACEC Maryland understands Maryland's climate goals and the State's commitment to reducing greenhouse gas (GHG) emissions; however, HB 437/SB 59 layers on an additional, rigid planning and mitigation structure that will significantly increase costs, introduce uncertainty into the Consolidated Transportation Program (CTP), and slow delivery of critical safety and mobility projects without clear evidence of proportional climate benefit. **Additionally, this bill fails to recognize that increasing congestion (slower, more stop-and-go traffic) generally increases GHG emissions. With the unlikelihood of a monumental uptake in public transportation users, without roadway expansion, GHG emissions from congestion will continue to increase.** This bill has several major issues.

First, the bill requires the Maryland Department of Transportation (MDOT) to develop a new impact assessment tool for GHG emissions and vehicle miles traveled (VMT), **at an estimated one-time Transportation Trust Fund (TTF) cost of \$1.5 million in fiscal 2026 and ongoing consultant costs of \$50,000 per assessment or evaluation thereafter.** Those are dollars that will not be available for design, construction, system preservation, or safety improvements.

Second, this bill defines “major highway capacity expansion project” as a project that increases capacity through new lanes, interchanges, or extended lanes and exceeds \$100 million, and then requires MDOT to both (1) perform a detailed GHG/VMT impact assessment and (2) design and implement a corresponding multimodal transportation program that fully offsets the project’s GHG emissions such that net emissions are zero or negative. While we appreciate the threshold increase to \$100 million, as we requested last year, the cost to fully offset these projects will be catastrophic.

As the fiscal and policy note acknowledges, this obligation **will significantly increase total project costs** because the multimodal programs must include transit, transit-oriented development, transportation demand management, bicycle/pedestrian facilities, and other activities, prioritized first in overburdened and underserved communities.

From an engineering and project-delivery standpoint, requiring that elements of the multimodal program be funded “concurrently with funding for the construction of the major highway capacity expansion project” or that the highway project be deferred until the offset program is sufficient introduces substantial schedule and financial risk. The fiscal note explicitly notes that mitigation efforts to counteract induced demand from a hypothetical 20 “lane-miles” expansion in the Baltimore Statistical Area could reach **“hundreds of millions or even billions of dollars,”** depending on the strategies used. For our member firms and their clients, such open-ended, potentially multi-hundred-million-dollar mitigation obligations will have a chilling effect on the State’s willingness to advance capacity and safety projects at all.

We are especially concerned that this bill could unintentionally impair Maryland’s ability to deliver projects that are essential for safety, freight movement, and economic competitiveness, particularly in fast-growing corridors that already experience severe congestion. While the bill exempts certain projects that are in the Statewide Transportation Improvement Program (STIP) with construction funding, funded for construction in the CTP, or have completed the NEPA process, any future major capacity projects outside those limited conditions will be subject to the new regime.

In a constrained TTF environment, the practical result will be that projects serving growth areas, new industrial sites, and key logistics nodes are either delayed indefinitely or never programmed because **MDOT cannot afford both the project and the required offsets.**

This bill also injects a new layer of modeling and evaluation atop existing federal and State planning frameworks without clear alignment. MDOT is already required to develop and update the Maryland Transportation Plan (MTP), maintain a six-year CTP, and participate in the federally mandated Statewide Transportation Improvement Program (STIP) in cooperation with seven Metropolitan Planning Organizations. At the same time, the State must comply with the Climate Solutions Now Act, which already mandates statewide GHG reductions of 60% from 2006 levels by 2031 and net-zero emissions by 2045 and has prompted development of Maryland's Climate Pollution Reduction Plan and MDOT's 2023 Climate Pollution Reduction Plan. This bill overlays yet another set of annual statewide and regional GHG targets and requires that the CTP's portfolio of major capital projects and "offsetting activities" be modeled to be consistent, "to the maximum extent practicable," with a specific roads modeling appendix in the Climate Pollution Reduction Plan.

From a practical engineering perspective, this framework raises several concerns:

- It relies heavily on complex travel demand modeling and induced-demand assumptions that are evolving and not yet standardized at the project level, yet those models will now drive go/no-go decisions for large capital investments.
- **It effectively penalizes any project that adds capacity, regardless of whether the project also addresses safety "hot spots," corrects design deficiencies, or improves resiliency, because the induced VMT must be fully offset through separate programs to achieve net-zero GHG.**

As firms that design both highway and multimodal projects, ACEC Maryland members strongly support integrating transit, active transportation, and demand management strategies, and we routinely help MDOT and local governments craft context-sensitive, multimodal solutions.

However, this bill prescribes a rigid, accounting-style approach, requiring that each major highway expansion project be balanced by an offsetting program such that net GHG emissions from that project plus its program are zero or negative, that may not align with how projects are scoped, sequenced, and funded in the real world.

Our concern is not with measuring or reducing transportation GHG emissions; **it is with a statutory construct that could force MDOT to either (a) bundle unaffordable mitigation portfolios onto major projects or (b) stop advancing those projects altogether. The fiscal note already anticipates that "State revenues and expenditures are likely to be significantly affected" and that project deferrals could impact both TTF finances and federal revenues.**

That level of uncertainty will discourage long-term engineering investment in Maryland and may drive up bid prices as firms' price in risk associated with delays and re-scoping.

For these reasons, the American Council of Engineering Companies Maryland respectfully requests an unfavorable report on HB437/SB59. We would welcome the opportunity to work with the bill sponsor, MDOT, and the Committees on a more flexible framework that advances Maryland's climate commitments while preserving the State's capacity to deliver safe, reliable, and economically vital transportation infrastructure.

Respectfully,

*Maria K. Donovan*

Maria K. Donovan

Executive Director

American Council of Engineering Companies Maryland (ACEC/MD)

**HB 437\_MAA\_UNF.pdf**

Uploaded by: Tim Smith

Position: UNF



February 10, 2026

Delegate Ben Barnes, Chair  
Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

Delegate Marc Korman, Chair  
Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: HB 437 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

Dear Chair Barnes, Chair Korman, and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland’s multimodal transportation system.

MAA strongly supports environmental safeguards and the responsible stewardship of Maryland’s natural resources. Our members are committed to reducing emissions, improving efficiency, and incorporating innovative practices that lower the environmental footprint of roadway construction and maintenance. However, House Bill 437 misses that goal by focusing on a narrow and incomplete view of transportation emissions while failing to consider the full lifecycle of the roadway system.

HB 437 takes a myopic approach by emphasizing modeling and mitigation requirements without accounting for the proven environmental benefits of maintaining roads in a state of good repair. Well-maintained pavements reduce vehicle fuel consumption, lower emissions, and improve safety. Policies that divert limited transportation resources away from preservation and maintenance ultimately increase congestion, vehicle wear, and emissions—undermining the very environmental outcomes the bill seeks to advance.

Equally concerning, the bill does not meaningfully evaluate lifecycle emissions associated with roadway materials, construction methods, and long-term performance. Asphalt pavements already support recycling, reuse, and lower-temperature technologies such as warm-mix asphalt, which significantly reduce emissions during production and placement. A comprehensive lifecycle approach would recognize these benefits rather than impose requirements that discourage practical, cost-effective infrastructure investment.

If the General Assembly’s objective is to reduce transportation-sector emissions, the focus should shift toward solutions that deliver measurable results. Encouraging alternative fuels, supporting cleaner construction equipment, expanding the use of recycled materials, and investing in pavement strategies that reduce vehicle emissions would be far more effective than policies that restrict roadway investment or increase regulatory burdens without corresponding environmental gains.



HB 437 risks unintentionally harming roadway safety and system reliability by prioritizing new analytical and mitigation mandates over maintaining the infrastructure Marylanders rely on every day. Environmental stewardship and safe, efficient transportation are not competing goals—and this bill fails to align them.

For these reasons, the Maryland Asphalt Association respectfully urges the Committee to issue an **unfavorable report** on House Bill 437.

Sincerely,

A handwritten signature in black ink that reads 'Tim Smith'.

Tim E. Smith. P.E.  
President  
Maryland Asphalt Association

**HB 437 - NAIOP -Testimony Letter - UNF - APP - 2-1**

Uploaded by: Tom Ballentine

Position: UNF



MARYLAND CHAPTERS



THE ASSOCIATION FOR  
COMMERCIAL REAL ESTATE

February 6, 2025

The Honorable, Ben Barnes, Chair  
House Appropriations Committee  
120 Taylor House Office Building  
Annapolis, Maryland 21401

**Unfavorable - HB 437 – Transportation Climate Alignment Act**

Dear Chair, Barnes, and Committee Members:

The NAIOP Maryland Chapters represent approximately 700 companies involved in all aspects of commercial, industrial, and mixed-use real estate. On behalf of our member companies, I am writing to recommend your unfavorable report on HB 437.

Proponents assert HB 437 is similar to Colorado legislation that shifted transportation spending into five new Bus Rapid Transit Corridors. Colorado’s transportation law is fundamentally different in structure, scope, intent, and feasibility. HB 437 imposes project-blocking conditions on large projects, ties all transportation funding to dated climate-plan modeling assumptions. Colorado’s approach contains none of these provisions instead emphasizing land-use integration by creating new high density zoning capacity capable of supporting multimodal transportation infrastructure. Comparisons to Colorado illustrate the differences and shortcomings in HB 437’s proposals for management of Maryland’s transportation spending.

➤ **Overview of HB 437**

HB 437 would impose a new regulatory structure on major highway capacity expansion projects and other projects in the Consolidated Transportation Program. (CTP) The bill includes the following requirements.

- Project-specific analyses of (1) projected changes in greenhouse gas emissions (GHG), (2) vehicle miles traveled (VMT), and (3) explicit mitigation of induced travel demand are required for large highway expansion projects.
- Each highway expansion project must achieve net-zero or negative GHG emissions by offsetting vehicle emissions through expanded use of multimodal infrastructure such as bicycle lanes, pedestrian walkways, and transit service.
- The offsetting multimodal infrastructure must be funded before or concurrent with the highway project or the highway project must be deferred.
- MDOT is also required to align spending in the Consolidated Transportation Program (CTP) with the modeling assumptions in the state’s Climate Pollution Reduction Plan.

➤ **Colorado Does Not Impose a Project Specific Net-Zero Requirement**

HB 437 mandates that every qualifying major project must reach “net-zero or negative” GHG emissions through offsets. This is a hard constraint, not a planning principle. The result will be that projects that cannot mathematically reach net-zero will not be built. Accomplishing net zero emissions for a large highway project

would require massive and sustained shifts in miles traveled from automobiles to bicycle, pedestrian, and transit. The investment in infrastructure would be extraordinarily expensive with no assurance that the public would be willing or able to shift modes of transportation to utilize the new facilities.

By contrast, Colorado’s statewide transportation rules are planning-based. They do not require each major highway project to individually achieve net-zero emissions. The primary policy lever to mode switch is a requirement that local governments provide zoning capacity near transit that achieves a baseline average density of 40 units per acre. This level of density supports frequent bus and rail transit service and creates walkable communities. Adequate zoning density is the key to mixed use neighborhoods, achieving multimodal goals and reducing emissions from the transportation sector. That element is missing in HB 437.

➤ **Colorado Does Not Tie Highway Project Approvals to Funding Multimodal Offsets**

HB 437 requires that MDOT fully fund multimodal offsets either before or concurrent with highway construction or defer the highway project.

Colorado required counties and Metropolitan Planning Organizations to upzone transportation corridors and contains enforcement mechanisms for local zoning compliance but nothing comparable to the no offsets no project veto over transportation capacity.

➤ **HB 437 Legally Binds MDOT to Align the CTP to the State’s Climate Modeling Assumptions**

This provision would tie the CTP to modeling assumptions that with the passage of time and recent events are becoming outdated and unrealistic. These assumptions, developed by the consulting team and MDE staff, would have an outsized influence over the content and implementation of the CTP.

The bill requires MDOT to manage the CTP GHG reductions that are consistent with the emissions reductions “modeled for roads” in Maryland’s Climate Pollution Reduction Plan: Modeling Appendix. But the model measures emissions from the transportation sector – not roads. Reduced SUV and automobile trips are assumed to be taken up by other modes, with motorcycles and high-speed rail increasing faster on a percentage basis than other modes in both 2030 and 2050. Without high-speed rail in place providing accessible timely transportation options to commuters, the modeled results cannot realistically be achieved in the way expected by HB 437.

NAIOP believes Maryland should continue the managed expansion of multimodal transportation infrastructure and climate-conscious planning with an emphasis on integrated land use decision making. From our point of view, HB 437 would codify spending requirements that will misuse public funds, threaten cancellation of important road construction projects like the Key Bridge, and prevent MDOT from responding to important public transportation needs.

**For these reasons, NAIOP respectfully requests your unfavorable report on HB 437.**

Sincerely,



Tom Ballentine, Vice President for Policy

NAIOP – Maryland Chapters, *The Association for Commercial Real Estate*

cc: Appropriations Committee Members  
Nick Manis – Manis, Canning Assoc.

# **MD\_Calc\_Detailed\_Results\_ACC2\_Scenario.pdf**

Uploaded by: Miguel Moravec

Position: INFO

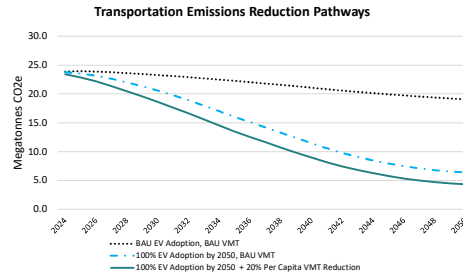
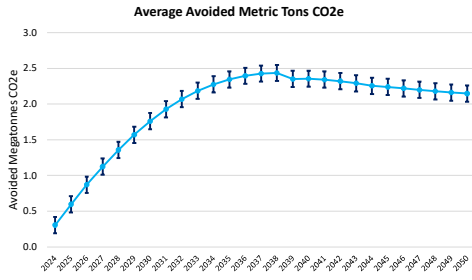
# Benefits of a 20% Per Capita VMT reduction by 2050 in Maryland, given 100% EV Adoption by 2050

## DETAILED RESULTS

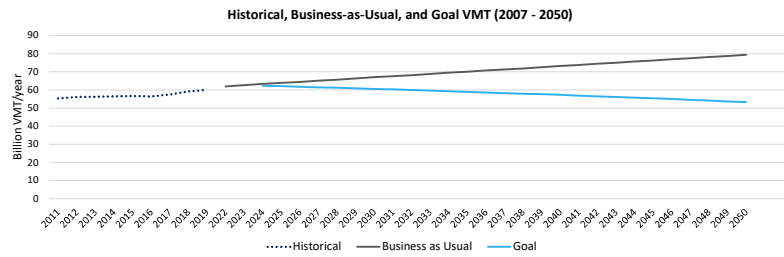
### CLIMATE IMPACT

Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Method 1: Avoided Emissions From Fuel & Charging (metric tons CO2e)	2,039,782	55,074,102	By 2050, the cumulative metric tons CO2e savings from both avoided fuel combustion and charging would be equivalent to preventing the annual emissions of 15 coal plants.
Method 1a: ICE Fuel ONLY Avoided Emissions (metric tons CO2e)	1,244,016	33,588,432	Internal Combustion Engine, or ICE, vehicles burn gasoline fuel. Tailpipe emissions from ICE vehicles will impact pollution for decades to come, even as engines become more efficient.
Method 1b: EV Charging ONLY Avoided Emissions (metric tons CO2e)	795,766	21,485,671	Battery Electric Vehicles (EV's) produce no tailpipe emissions and use energy very efficiently. However, until the Maryland grid fully decarbonizes, charging EV's will produce some emissions.
Method 2: 'Net' Avoided Emissions (metric tons CO2e)	1,833,242	49,497,521	VMT reduction may cause trips to 'shift' to other modes that produce emissions. Method 2 conservatively estimates 'net' emission impacts on the transportation system.

Scroll down →

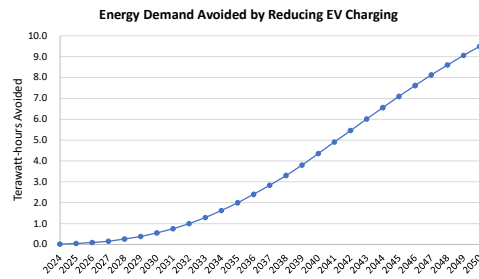
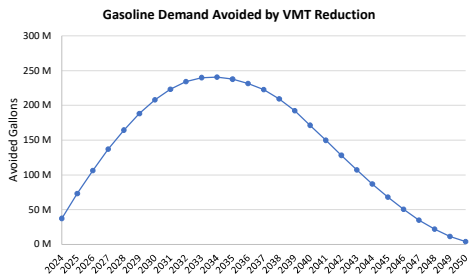


Avoided VMT (miles)	13,187,890,550	356,073,044,862	By 2050, the cumulative reduction in VMT would be the same as 745,235 round trips from the earth to the moon.
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Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Avoided Gasoline Demand (total gallons)	139,934,308	3,778,226,312	This is the same reduction as avoiding the use of 79,342,753 barrels of oil.
Avoided Energy Demand (total TWhs)	3.6	97.7	Cumulatively, this is the same reduction as the energy used by 13,487,464 average American homes in one year.
Avoided Gasoline Demand (gallons per household)	61	1,652	Using today's average gas price of \$3.24/gal, households would save \$5,351.0 from 2024 - 2050. Adjusting for future & local prices, this value becomes \$6,900.57. This result only considers the gas avoided by VMT reduction, rather than gas avoided by electrification.
Avoided Energy Demand (kWhs per household)	1,577	42,578	Cumulatively, this is the same kWh usage as it takes to power 4.3 average US homes in the course of a year. Using Maryland's rate data and projections, this could save a household \$10,341.75 between 2024 - 2050.

Scroll down →

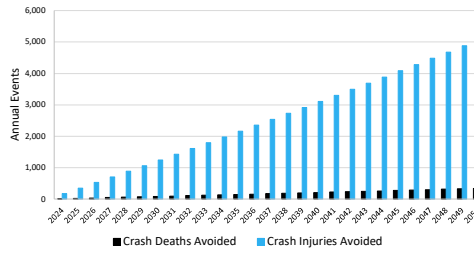
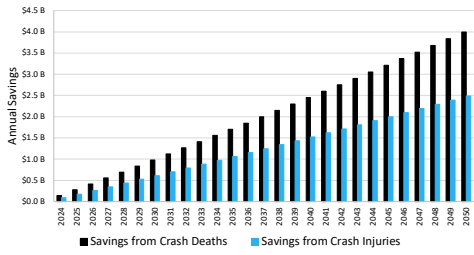


### AVOIDED CRASHES

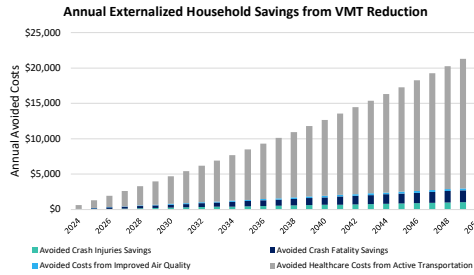
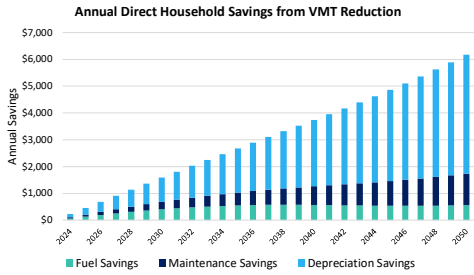
Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Crash Fatalities	171	\$2,023,022,410	4,629	\$54,621,605,082	Avoiding fatalities presents value, both for individual lives and for the economy. This Calculator uses the US DOT Statistical Value of Life (SVL) to estimate savings to Maryland.
Avoided Crash Injuries	2,572	\$1,260,102,942	69,434	\$34,022,779,437	Avoiding injuries presents value, both for individual lives and for the economy. The average savings from avoiding injuries on a per household basis is \$549 per year from 2024 - 2050.

Savings from Avoided Crash Injuries and Deaths

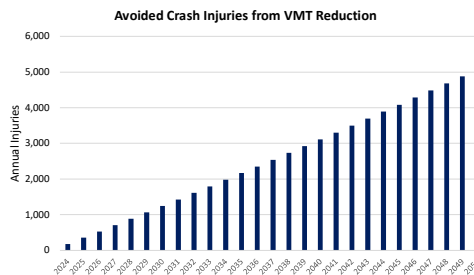
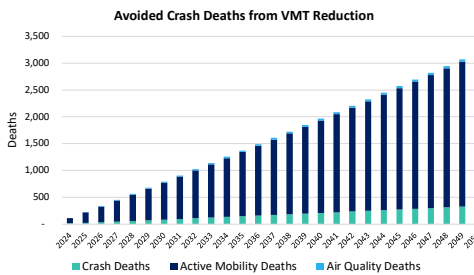
Avoided Crash Injuries and Deaths



OPERATING COSTS			
Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Avoided Fuel & Charging Costs (total dollars)	\$1,070,967,142	\$28,916,112,821	Avoiding fuel costs can help families save money for other priorities, including local economic activity.
Avoided Maintenance Costs (total dollars)	\$1,330,039,978	\$35,911,079,394	Avoiding maintenance costs can help families save money for other priorities, including local economic activity.
Avoided Depreciation Costs (total dollars)	\$4,766,810,275	\$128,703,877,436	Less odometer miles means more money in your wallet when its time to sell or trade-in your vehicle. In other words, shorter trips means cars depreciate slower & retain value longer.
Avoided Fuel & Charging Costs (dollars per household)	\$467	\$12,618	The average fuel costs saved would equate to \$38.95 a month, which presents an opportunity to help alleviate strain in household budgets.
Avoided Maintenance Costs (dollars per household)	\$536	\$1,173	The average maintenance costs saved would equate to \$44.69 a month, which presents an opportunity to help alleviate strain in household budgets.
Avoided Depreciation (dollars per household)	\$2,078	\$56,094	Less odometer miles means more money in your wallet when its time to sell or trade-in your vehicle. In other words, shorter trips means cars depreciate slower & retain value longer.
<b>SUM: Avoided Operating Costs (total dollars)</b>	<b>\$7,167,817,394</b>	<b>\$193,531,069,651</b>	The total avoided operating costs is a sum of avoided depreciation, maintenance costs, and fuel expenses.
<b>SUM: Avoided Operating Costs (dollars per household)</b>	<b>\$3,081</b>	<b>\$69,885</b>	The total avoided operating costs is a sum of avoided depreciation, maintenance costs, and fuel expenses. It demonstrates significant financial opportunities for households.



**ROAD SAFETY**



**ACTIVE TRANSPORT**

Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Deaths from Increased Biking	299	\$4,332,549,387	9,258	\$134,309,030,999	Regular exercise presents a significant health savings opportunity through avoided mortality and adverse health outcomes. By shifting a portion of VMT to biking, societal health costs would decrease \$2,168.04 a year on average per household.
Avoided Deaths from Increased Walking	942	\$13,664,194,221	29,198	\$423,590,020,842	Regular exercise presents a significant health savings opportunity through avoided mortality and adverse health outcomes. By shifting a portion of VMT to walking, societal health costs would decrease \$6,837.65 a year on average per household.

**AIR QUALITY**

Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Fatalities from NOx, SOx, PM2.5	8.15	\$116,948,509	758	\$10,876,211,323	Cutting air pollution from transportation prevents fatalities, valued here using the US DOT Statistical Value of Life. Air quality impacts are disproportionately felt by low-income communities, impacting health, financial opportunities, and overall well-being.

**CONGESTION**

Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
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Scroll down →

	Hours	Savings (\$)	Hours	Savings (\$)	
<b>Avoided Traffic</b>	172,293,409	\$3,495,130,291	5,341,095,673	\$108,349,039,023	Reducing time spent in the traffic is the same as saving residents 609,714 cumulative years of travel time between 2024 and 2050.

# **RMI MD TCA Testimony 2026 House February.pdf**

Uploaded by: Miguel Moravec

Position: INFO



RMI  
1850 M St NW, Suite 280  
Washington, DC 20036

**Committee:** Appropriations Committee  
**Testimony on:** HB 437, “Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)”  
**Position:** Informational  
**Hearing Date:** February 10, 2026

Members of the Committee,

RMI is a nonpartisan, nonprofit organization working to secure a clean, prosperous, zero-carbon future for all by leveraging market-driven solutions.

This year, Maryland faces a \$1.4 billion budget deficit. According to RMI analysis, if the state prioritized multimodal projects to meet future urban travel demand, **the Maryland budget could see average net savings of \$550 million per year** from more efficient construction and maintenance spending.

Transportation is the 2<sup>nd</sup> largest expense for Maryland households. According to a 2024 report from BLS, **Baltimore metro area households spent \$14,538 a year buying and maintaining private vehicles**. Per APTA, households that have the option to commute via transit can save more than \$13,000 per year.

Maryland is also not on track to meet its climate goals. According to the Department of Transportation’s (MDOT) 2023 Carbon Pollution Reduction Plan, the state’s current strategies will not reduce Vehicle Miles Traveled (VMT) by the 20% per capita required to achieve climate alignment in 2050.

The enclosed results show our analysis of the impacts to Marylanders if MDOT were to achieve its 20% per capita VMT reduction goal with multimodal investments. These potential impacts include:

- **\$3,081 of average household savings per year** from reduced vehicle operating costs and depreciation, adding up to **\$62 billion in direct cost savings** for Marylanders by 2050
- **400 miles of new Bus Rapid Transit Service**, 2,900 miles of new Protected Bike Lanes, and 51 miles of new Passenger Rail
- **26 hours of annual time savings per resident** from congestion relief
- 55 million metric tons of cumulative CO<sub>2</sub>e savings
- 171 fewer car crash fatalities on average per year
- 1,420 fewer deaths on average per year from cleaner air & increased physical activity

Our peer-reviewed methodology is available online at the RMI ‘Smarter MODES Calculator’ and ‘Building Smarter’ webpages for the Committee’s convenience.

Signed,

Miguel Moravec  
Senior Associate, RMI