



Official Testimony - Science Policy and Diplomacy Group (SPDG) at Johns Hopkins*

Transportation and Climate Alignment Act (HB 437)

2026 Maryland Legislative Session

Position: FAVORABLE

To the Budget and Taxation Committee,

The Science Policy and Diplomacy Group (SPDG) at Johns Hopkins University strongly **SUPPORTS HB 437**. HB 437 would cut pollution from Maryland's highway system by investing in public transit, walking, and biking infrastructure.

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.

SPDG is deeply committed to utilizing the best available evidence to drive policy. The evidence is clear that climate change is accelerating and drastic steps need to be taken to ensure the safety of the planet and the people on it. Even just a 20% reduction in per-capita vehicle miles traveled compared to present day could lead to reduction of 78 million metric tons of CO₂ emissions. Additionally, many Johns Hopkins employees, students, and patients rely on public transportation to reach JHU campuses, underscoring the necessity to invest more heavily in the infrastructure that does not require access to personal vehicles.

*Views in this testimony are solely those of the individuals in SPDG and do not represent that of Johns Hopkins or its affiliates.

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 Science Policy and Diplomacy Group @ Johns Hopkins urges a FAVORABLE report on HB 437.

Sincerely,

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