

ENHANCED IMPACT LLC

Based in Great Mills, Maryland; serving clients leaving only footprints across the Chesapeake Bay Watershed

Favorable Testimony for HB437

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

Senate Budget & Taxation Committee

Hearing Date: March 24, 2026

Esteemed Members of the Budget and Taxation Committee,

I am writing to you today in strong support of **HB 437 Transportation and Climate Alignment Act**. I'm a proud resident of St Mary's County and District 29. In 2025 I founded a small business, Enhanced Impact LLC, to support mission driven non-profit organizations and sustainable businesses that are capacity limited. I am also an adjunct instructor for a LEAD211 course called Exploring Environmental Advocacy at St Mary's College of Maryland. I have seen firsthand the struggle of friends and neighbors who are interested in improving local transit to help people travel from their homes to where they work, play, and pray.

The broad positive implications of aligning our transportation spending with our climate goals are evident. Transportation in the United States has huge costs on our wallets, infrastructure, climate, and economy. Maintaining the status quo of process and prioritization places significant limitations for creating system wide solutions when year after year funding goes towards highway projects over pedestrian-friendly, multi-modal transit solutions. **SB59/HB437 Transportation and Climate Alignment Act improves the ways in which we plan ahead.**

The Calvert Transit Transfer Station is a great example of a Southern Maryland project that would significantly improve bus service and strengthen regional transit. St Mary's County's bus system could also benefit from a central hub to improve efficiency. Every person in each locality in the state should have access to safe, pedestrian friendly town centers, and transit access to high quality jobs. The results for implementing transit solutions are economically beneficial as well in reducing costs for everyday Marylanders.

When projects are still in the design phase, it is the best possible time to align with our shared transportation and climate goals. Adding safe pedestrian, bicycle access, and/or other multimodal elements is crucial and should be happening alongside highway planning, not as an afterthought.

I want to close with a note of sincere gratitude to the sponsors who have worked hard with stakeholders to bring a thoughtful approach to crafting this bill. I encourage a favorable vote on SB59/HB437 this year to take the next step to delivering transportation and climate solutions to Maryland residents, businesses, and communities.

Thank you for your time and consideration.

Sincerely,

Rosa E. P. Hance

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Founder

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