

**Committee: Budget and Taxation Committee**

**Testimony on: HB 437, Transportation & Climate Alignment Act  
of 2026**

**Position: Favorable**

**Hearing Date: March 24, 2026**

I urge you to give HB 437 a favorable report to help Maryland develop more financially sound and responsible transportation options.

Like most jurisdictions in our state, every day I see how my home of Baltimore City is burdened by overinvestment in automobile infrastructure and underinvestment in infrastructure that encourages alternatives. I first moved to Baltimore to walk to work, which meant putting less pollution in the air, more daily steps toward better health, and more money through reduced car expenses. Now because my employer moved to a suburb, I'm forced to drive and abandon most of those benefits. Buses and biking are technically possible, but buses are an hour and a half each way, assuming the first bus doesn't miss the route transfer time. Biking is just over an hour and, critically, every route involves traffic travelling at dangerous speeds.

If Maryland invests in alternatives, in time we could have frequent metro trains out to the suburbs like D.C., and more of our citizens would be able to get around without all the expense of car ownership. Indeed, many classes of citizens, from kids to the disabled to the elderly, are completely unable to drive themselves. Alternative transportation gives them the freedom and independence they can never achieve for themselves with a car.

HB 437 pushes us in that direction, away from expanding and building new car-only roads, a practice that in 2026 has little to no return on investment (ROI). Comparatively, investing in transit returns "approximately \$5 billion of additional GDP/GDP equivalent per \$1 billion invested annually" [1] and "every kilometer cycled generates \$0.18 in economic gains to society, and every kilometer driven costs society \$0.16." [2]

Thank you for your time. I hope you do what is just and issue a favorable report on HB 437.

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[1] "Economic Impact of Public Transportation Investment" by the American Public Transportation Association (APTA). 2026. Page 2.

[2] "Making the Economic Case for Cycling" by the Institute for Transportation & Development Policy (ITDP) 2022.