



Baltimore Field Office
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**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