



Baltimore Field Office
2601 N. Howard Street, Suite 145
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**Testimony on H.B. 437 (Senate companion: S.B. 59)
Transportation and Climate Alignment Act of 2026
Senate Budget and Taxation Committee (Chair: Sen. Guy Guzzone, Vice-Chair: Sen. Jim Rosapepe)
Date: March 24, 2026
Position: SUPPORT**

Dear Chair Guzzone, Vice-Chair Rosapepe, and Members of the Senate Budget and Taxation 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 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.

The Senate version of this bill was heard by your committee on February 25. H.B. 437 was approved by House Appropriations by a vote of 15-4, by House Environment and Transportation 11-5, and by the full House of Delegates by a vote of 93-39 (Third Reading).

We strongly urge a **favorable report on H.B. 437 (S.B. 59)**.



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