

**Committee:** Budget and Taxation  
**Testimony on:** SB59– Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)  
**Submitting:** Evelyn Jacob  
**Position:** Favorable  
**Hearing Date:** February 25, 2026

Dear Chair Guzzone and Committee Members:

I am writing today in support of SB59, the Transportation and Climate Alignment Act (TCA). I have lived in Montgomery County for 38 years, initially in Potomac and currently in Rockville.

I experienced the benefits of better access to public transportation after we moved to a Rockville apartment in 2023, where we have quick access to the Shady Grove metro station. Now we can easily take the metro into Bethesda or DC for doctor’s appointments, meals and entertainment; this has saved us money and enriched our lives. I also know that climate change is happening now in Montgomery County. When we lived in single-family house, we had a flash flood tear through our yard and lift slate steps down the hill in our side yard during the “monsoon” rains of 2019.

I am aware that many residents in Montgomery County have difficulty in making ends meet and that Maryland also faces a tight budget. I am also acutely aware that the state is behind schedule on meeting its climate goals for 2031. With both my personal experiences and these issues in mind, I think that the greatest opportunity to enhance residents’ economic future, health, and quality of life, and to help the state reach its climate goals, lies in the transportation sector.

The Transportation and Climate Alignment Act addresses these issues. The bill is intended to ensure that the State’s transportation spending is aligned with its climate goals. SB59 also calls for more investments in public transit, safe pedestrian and bike infrastructure and transit oriented development to ensure that major highway expansion projects costing over \$100 million and the Maryland Department of Transportation (MDOT)’s Consolidated Transportation Program are consistent with the Governor’s [executive order](#) to advance [Maryland’s Climate Pollution Reduction Plan](#). As a result, SB59 could shift the allocation of state transportation spending without a significant increase in total spending. It could also more quickly and with lower overall costs increase affordable transportation options for cash-strapped residents, businesses and governments than could new highway construction and maintenance.

I urge this committee to issue a FAVORABLE report.