



Testimony on SB 59
Transportation and Climate Alignment Act of 2026
House Budget and Taxation Committee

Date: February 25, 2026

Position: SUPPORT

[Maryland Climate Partners](#) strongly supports **SB 59**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Maryland Climate Partners is a coalition of twenty environmental, faith, consumer advocacy, and social justice organizations focused on ensuring equitable implementation of the Climate Solutions Now Act (CSNA). The coalition formed in 2021 to support the passage of bold climate legislation, and we continue to advocate for policies that ensure full and equitable implementation of the CSNA.

Aligning transportation investments with Maryland's climate goals is essential to achieving the state's emissions reductions goals and ensuring that public dollars are spent in ways that advance equity, improve public health, and expand access to opportunity. The Transportation and Climate Alignment Act provides a clear framework to measure climate impacts, make more informed investment decisions, and ensure that major transportation spending moves Maryland closer to—not further from—its climate commitments.

Transportation is Maryland's largest 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.

SB 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.

In addition to reducing climate pollution, **SB 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.

“When we invest in public transportation, walkable, and bikeable communities, we are not only investing in climate solutions but also in Maryland families. More diverse transit and biking options allow Marylanders to access essential services like healthcare, school, and work, while reducing tailpipe pollution that makes people sick and fuels the climate crisis,” **said Lindsey Mendelson, Senior Transportation Campaign Representative with the Maryland Sierra Club.**

We strongly urge a **favorable report on SB 59.**