

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Alicia Pereschuk

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 43. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,
Alicia Pereschuk
321 W. 28th Street
Baltimore, MD 21211
Showing Up for Racial Justice Baltimore

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Anne Rosenthal

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 40. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Anne Rosenthal

810 Cathedral St.

Baltimore, MD 21201

Showing Up for Racial Justice Baltimore

HB0141_Arielle Juberg_FAV.pdf

Uploaded by: Arielle Juberg

Position: FAV

HB0141, Equity in Transportation Sector - Guidelines and Analyses
Testimony in **Support**

To: Chair Barve and members of the House Environment and Transportation Committee
From: Arielle Juberg, Baltimore, MD 21234

My name is Arielle Juberg. I am a resident of Baltimore County in District 8. I belong to Showing Up for Racial Justice in Baltimore. I am testifying in **support** of HB0141, Equity in Transportation Sector - Guidelines and Analyses.

HB0141 would establish a Commission to study and develop effective policies and performance measures to enforce equitable practices to our state's transportation system. I use the Baltimore light rail and subway to reach my job and special events like Orioles games. Beyond my own use, I'm testifying because of deep concern about the impact of unequal transportation options for people with disabilities and people of color.

Before access to education, public buildings, and public transportation was protected by law, people with disabilities could not fully participate in public life. This alienation is a shameful part of our past that we cannot return to. Transportation equity is essential to people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities can be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care.

Maryland has a shamefully long history of transportation policies that disproportionately hurt communities of color. These include highways built through and dividing Black and Brown communities and the cancellation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Today, there is a need for greater transparency, accountability and community input. Equity must be central to all planning and decisions throughout the process. Equitable transportation will play a key role in dismantling systemic racism by increasing access to good jobs, schools, education, and healthy food; providing incentives for community economic development; and reducing smog, air pollution, and heat islands, which disproportionately impact Black communities

Last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration (MTA) proposed to eliminate 25 Baltimore bus lines. This proposal would have affected mostly Black neighborhoods and Black essential workers who still needed to show up to their job each day, with the bus as their only transit option. This is a recent example of why we need HB0141.

I strongly encourage you to **support** HB0141 so we can put in place policies that will ensure MTA can no longer implement changes in transportation service without considering the harmful impact to Black and Brown workers and people with disabilities. Thank you for your time, consideration, and service.

1.27.2022 HB141 Equity in Transp Sector (SB23).doc

Uploaded by: Barbara Ditzler

Position: FAV



**TESTIMONY TO THE HOUSE ENVIRONMENT and TRANSPORTATION
COMMITTEE**

HB 141 Equity in Transportation Sector – Guidance and Analyses

POSITION: Support

BY: Nancy Soreng, LWVMD President

Date: January 27, 2022

The League of Women Voters of Maryland (LWVMD) supports proposed legislation HB 141 that helps to promote equity in the transportation sector. LWVMD believes that visions should reflect local concerns, a good working relationship among agencies, and promote mass transit all while incorporating an equitable environment for all people. Maryland society has a diverse population and the rules which govern them should be inclusive.

It is often difficult to set goals and then measure their attained progress. By including the disparities of racial and ethnic communities and impacts on persons with disabilities involved, greater equity is possible in the setting of goals. Much of the transit system is used by divergent populations, yet many of the goals are developed by those who do not use public transportation. By creating ways to measure goals that incorporate diverse populations, and then evaluating them, a more equitable basis can be reached.

Another feature of this bill is to consult and collaborate with communities on scheduling modes of transportation. It seems all too often that locals who know and use public transportation may either not be consulted at all, or be afterthoughts in a process. This bill specifically addresses the importance of gaining local feedback early in any decisions that are made. Burdens that any community carries should be recognized and then minimized by our government.

The positions of LWVMD clearly say that the state government should help enable compliance with state goals. Our transportation systems should reflect local concerns, promote environmental protection, aid economic development, and encourage cooperative working relationships. Wise decisions are difficult to make.

HB 141 helps make government more effective by incorporating public input equitably, and provides protections and assurances with clear guidelines and stipulations.

LWVMD urges a favorable report.

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Benjamin Fertig

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of **9B and a professor of biology and environmental science at Stevenson University. I write representing only my own personal views. I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies.

Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Dr. Benjamin Fertig, Ph.D.

4963 Wharff Ln, Ellicott City, MD 21043

Showing Up for Racial Justice Baltimore

HB141.pdf

Uploaded by: Brian Murray

Position: FAV

Good afternoon. I'm Rev. Brian Murray a citizen of Baltimore and a member of faith based BRIDGE Maryland. As I speak we are living in a city where there are unnecessarily long commuter times on public transportation for current and potential employees from certain parts of the city. In this pandemic season everyone does not have the luxury of working from home. There are a large number of service workers and essential employees whose employment is connected to this unreliable system. After school activities are affected. Our elderly citizens dread darkness falling. Citizens with disabilities have endured buses unable to accommodate them. And why does this dynamic exist? Inequity. An inequity that speaks to an imbalance in budget and service reductions in neighborhoods impacted by poverty or populated with people of color. These are decisions being made that affect people's quality of life in adverse ways and being made absent community input. And instead of jumping from issue to issue we are stating that the dominant crisis needs to be addressed and corrected. The dominant crisis is historically focusing primarily on public transportation that serves white people and people of privilege at the expense of those in black, brown, and underserved communities. Thus the Transportation Equity and Analysis Act calls for enforcement of the Title VI federal mandates for racial equity. It requires MDOT/MTA to submit to equity analysis, cross modal analysis, and oversight by an accurate representation from all communities involved in the outcomes. Your vote of yes on HB 141 will insure that our citizens will not have their successes short circuited by substandard public transportation. Thank you.

hb 141.pdf

Uploaded by: Brian Seel

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a car free resident of District 46, who relies on public transportation to get around. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Brian Seel

223 S Wolfe St

Showing Up for Racial Justice Baltimore

HB 141- Equity in Transportation Sector - Guidelin

Uploaded by: Brian Sims

Position: FAV



Maryland
Hospital Association

January 27, 2022

To: The Honorable Kumar P. Barve, Chair, House Environment & Transportation Committee

Re: Letter of Support- House Bill 141- Equity in Transportation Sector - Guidelines and Analyses

Dear Chair Barve:

On behalf of the Maryland Hospital Association's (MHA) 60 member hospitals and health systems, we appreciate the opportunity to comment support of House Bill 141.

As part of MHA's [commitment to racial equity](#), Maryland hospitals are evaluating factors inside and outside of their organizations to promote equity and opportunities to address social determinants impacting the health outcomes of Marylanders. We are working with members of our Diversity, Equity & Inclusion Advisory Group and Health Equity Task Force identify partners and external opportunities to support these efforts. Hospitals are committed to embracing culturally responsive strategies to address disparities in health outcomes to ensure all Marylanders can be as healthy as possible.

HB 141 requires that equity be considered when State transportation plans, reports, and goals are developed and establishes the Commission on Transportation Equity to assist in developing policies and performance measures to ensure the State transportation system is equitable. Findings from the transit equity analyses, required by the Department of Transportation, will supplement efforts linking social factors to health outcomes. These analyses are critical for a comprehensive approach to bolster success on the state's population health and prevention strategies.

Quality of life, functioning and health are products of the environments in which persons live, play, work, and age. The conditions in these environments, or the "social determinants", are highly correlated with individuals' health outcomes. In fact, as much as 80% of a person's health can be attributed to factors outside of clinical care.

Maryland hospitals supported and participated in the Workgroup on Health in All Places (HiAP), a result of SB 340/HB 1225. The recommendations outlined in the [Workgroup's 2019 report](#), included developing a HiAP framework and urged state agencies to use the newly created HiAP Toolkit, acknowledging the social determinants of health that are the key drivers of health outcomes and health inequities. By examining equity in the State transportation plans, HB 141 aligns with recommendations from the Workgroup.

For more information, please contact:
Brian Sims, Director, Quality & Health Improvement
Bsims@mhaonline.org

HB141 - Equity in Transportation Sector - Guidelin

Uploaded by: Brian Wivell

Position: FAV

AMALGAMATED TRANSIT UNION LOCAL 689

2701 Whitney Place, Forestville, Maryland 20747-3457
Telephone 301-568-6899 Facsimile 301-568-0692
www.atulocal689.org



RAYMOND N. JACKSON
President

KEITH M. BULLOCK SR.
Financial Secretary - Treasurer

BRENDA A. THOMAS
Recording Secretary

CARROLL F. THOMAS JR.
1st Vice President

DERRICK A. MALLARD SR.
2nd Vice President

Statement of the Amalgamated Transit Union (ATU) Local 689

SB23 - Equity in Transportation Sector - Guidelines and Analyses

HB141 - Equity in Transportation Sector - Guidelines and Analyses

January 24th, 2022

TO: The Honorable Delores G. Kelley and Members of the Senate Finance Committee

TO: The Honorable Kumar P. Barve and Members of the Environment and Transportation Committee

FROM: Brian Wivell, Political & Communications Director, ATU Local 689

ATU Local 689 strongly supports SB23/HB141 - Equity in Transportation Sector - Guidelines and Analyses and urges the House Environment and Transportation Committee to issue a favorable report.

At the Amalgamated Transit Union Local 689 we represent over 15,000 transit workers and retirees performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, DASH, and DC Streetcar among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

We know firsthand that access to reliable, safe and affordable public transit means better jobs and a stronger economy. Access to high quality public transit isn't just about commute times and access to jobs, it's also about building sustainable communities. Public transit is the lifeblood of many neighborhoods and it's important that we're intentional about the impacts that changes to public transit will have on the communities that already live there. This country has repeatedly treated public transit, particularly buses, as if it was transportation for people of color and the poor. As such, it has been chronically underfunded and sidelined for the promotion of personal automobiles. We believe that SB23/HB 141 will help to make this past history explicit, especially its past racial impacts, and help prevent the State of Maryland from repeating history.

Transit equity is something that this union has fought for over and over again. We've repeatedly been on the front lines of fights against service cuts and for the expansion of public transit. We also routinely partner with the Labor Network for Sustainability and a host of other organizations to support their annual Transit Equity Day. Our members have spoken at community meetings, public hearings, and rallies. We know transit workers have a role to play in helping to promote transit equity because they already have.

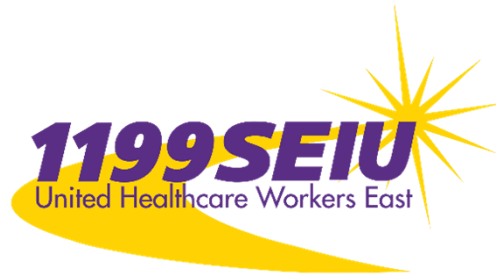
SB23/HB141 has been updated since last year to recognize the role that transit workers play in the fight for transit equity by including them in the process, placing a transit labor organization representative on the advisory committee.

We thank Senator Carter & Delegate Ruth for continuing to fight for this important issue and urge the committee to issue a favorable report.

HB141 Transit Equity Testimony 1199 Favorable Test

Uploaded by: BRIG DUMAIS

Position: FAV



Testimony on HB141
Equity in Transportation Sector – Guidelines and Analyses Act of 2022
Position: **FAVORABLE**

Greetings Chair Barve and Members of the House Environment and Transportation Committee,

My name is Ricarra Jones and I am the Political Director with 1199SEIU United Healthcare Workers East. We are the largest healthcare workers union in the United States – and we represent 10,000 members in Maryland and DC alone. Our union supports HB141 and asks the Committee to issue a favorable report on this legislation because public transportation needs not only to be affordable, but to be equitable to people of all races and physical abilities as well.

1199SEIU members save lives on the frontlines of the COVID19 pandemic. Their ability to provide high-quality care for millions of Marylanders is often negatively impacted by unreliable public transportation. Many of our members have no “grace period” for tardiness, which leads to them being disciplined if they are only one minute late to work. Healthcare workers must arrive on time every day, not only for their job security but additionally to provide quality patient care. It is incontrovertible that caring for a patient cannot be stalled based on unreliable transportation methods and as such, the State must make it a priority for healthcare workers and other essential workers to utilize dependable transportation.

Not unlike COVID19, racism is a public health crisis we must act urgently to repair. Extreme racial disparities in the availability of accessible public transportation are present in Maryland, with more low-income Black and Brown Marylanders facing barriers to accessing transportation than middle and upper income, predominantly White Marylanders. It has been over 60 years since the powerful bus boycotts in Montgomery, Alabama, yet Black and Brown transit riders in Maryland and nation-wide are still fighting for our right to have equitable access to safe and affordable public transportation. HB1204 seeks to rectify this injustice. Black Lives Matter includes Black public transit riders, so please vote yes on this bill. Thank you.

Respectfully,

Ricarra Jones
Political Director
1199SEIU UHE
443-844-6513
ricarra.jones@1199.org

HB141_ The Nature Conservancy_fav.pdf

Uploaded by: Cait Kerr

Position: FAV

Thursday January 27, 2022

TO: Kumar Barve, Chair of the House Environment & Transportation Committee and Committee Members
FROM: Michelle Dietz, The Nature Conservancy, Director of Government Relations and Cait Kerr, The Nature Conservancy, Conservation & Climate Policy Analyst
POSITION: Support HB 141 Equity in Transportation Sector - Guidelines and Analyses

The Nature Conservancy (TNC) supports HB 141 offered by Delegate Ruth. HB 141 aims to better represent our state's transportation system users by ensuring equity is prioritized in transportation planning, reporting, goal setting and implementation and by increasing community members' influence in the decision-making process in this sector. During the height of the Covid-19 pandemic in 2020, the Maryland Transit Administration (MTA) announced significant service cuts across the Baltimore region in order to reduce its capital budget. The proposed cuts included reducing available buses and routes that students use to get to schools, eliminating a number of commuter buses, reducing MARC trains, and eliminating the only bus route between Baltimore and Annapolis. This would have resulted in restricted access to economic opportunities including jobs as well as necessary goods and services, a greater burden on working parents who may need to get their kids to school or increased safety risks for students who need to find their own way to school, and removing even the limited access that many Baltimore residents have to the democratic process in the state capitol. TNC joined with local elected officials, community members, and advocacy organizations from both within the Baltimore region and across the state to oppose these inequitable cuts. HB 141 would allow community members' to have a greater say regarding service changes that would significantly impact their everyday lives and access to new opportunities.

When compared to its peer agencies in other states across the nation, the MTA transit system, including subway, light rail, buses, and MARC commuter trains, each rank among the worst for breakdown rates. MTA buses break down approximately twice as frequently as buses in many major Northeast cities, which also poses an equity issue as the majority of riders who use our core and commuter bus services are Black or Asian according to the MTA's ridership demographics. Failures in our paratransit services leaves riders with disabilities late or stranded, potentially missing necessary healthcare and treatment appointments.

In addition to posing a safety risk to transit workers and riders, reliability and connectivity issues restrict access for those riders who depend on our public transit system to commute to job centers, schools, healthcare facilities, childcare, grocery stores, and recreational activities. More than a third of transit riders in Maryland are essential workers. Lack of reliable transportation could put their jobs at risk

The transportation sector is the largest contributor to climate change in Maryland. It accounts for approximately 40% of greenhouse gas emissions statewide, predominately from on-road sources. Gas-powered vehicles also emit air pollutants like particulate matter that harm pulmonary and cardiovascular health, including triggering asthma attacks. These dangerous health risks disproportionately impact Black and brown communities and low-income neighborhoods. A safe, reliable, accessible, and well-connected transit system is crucial to promoting public health, equity, and jobs.

We commend Delegate Ruth on introducing this bill, which would better ensure our transit workers' and riders' safety, promote equitable access to jobs, schools and other necessities, and protect the health of our citizens.

Therefore, we urge a favorable report on HB 141.

HB0141_Equity_in_Transportation_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR HB0141 Equity in Transportation Sector - Guidelines and Analyses

Bill Sponsor: Delegate Ruth

Committee: Environment and Transportation

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of HB0141 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

Why was the Red Line canceled? Was an analysis done to see what effect it would have on the affected communities (lost jobs and wages, lost customers) vs the cost savings? Why were the cuts to bus service made in 2020 when the majority of people affected were low-income, front-line workers? What other options were evaluated?

When the Department of Transportation, and the Governor, can make unilateral decisions that completely evade Title VI protections, and actually harm low-income and front-line workers without any repercussions at all, it's time to make significant changes. It is unconscionable that we don't lead our policy endeavors with equity in mind. Even the fact that Maryland spends 80% of its transportation budget on roads, while leaving our public transit system to crumble is a flashing red light that the decision-making process needs to change.

Passing this bill will bring equity into the planning process. It will require that equity is considered when making transportation plans and will preclude the Department of Transportation from self-policing Title VI changes. It establishes the Commission on Transportation Equity to assist in developing policies and performance measures to ensure the State transportation system is equitable. Finally, it requires the Department of Transportation to conduct transit equity analyses and consult with impacted communities before announcing or proposing service changes.

We support this bill and recommend a **FAVORABLE** report in committee.

HB0141_FAV_MedChi_Equity in Trans. Sector - Guidel

Uploaded by: Christine Krone

Position: FAV

MedChi

The Maryland State Medical Society

1211 Cathedral Street
Baltimore, MD 21201-5516
410.539.0872
Fax: 410.547.0915

1.800.492.1056

www.medchi.org

TO: The Honorable Kumar P. Barve, Chair
Members, House Environment and Transportation Committee
The Honorable Sheila Ruth

FROM: Christine K. Krone
Pamela Metz Kasemeyer
J. Steven Wise
Danna L. Kauffman

DATE: January 27, 2022

RE: **SUPPORT** – House Bill 141 – *Equity in Transportation Sector – Guidelines and Analyses*

The Maryland State Medical Society (MedChi), the largest physician organization in Maryland, **supports** House Bill 141. The bill would require equity to be considered when State transportation plans, reports, and goals are developed. Additionally, it requires the Department of Transportation, in collaboration with the Maryland Transit Administration, to conduct analyses and consult with communities before announcing or proposing service changes, while also taking actions to avoid or minimize disparate impacts or disproportionate burdens. House Bill 141 also creates a Commission on Transportation Equity.

MedChi recognizes transportation barriers are an important barrier to healthcare access as 5.8 million persons in the United States (1.8%)¹ delayed medical care because they did not have transportation, particularly those with lower incomes or the under/uninsured². A more equitable transportation system would have a positive impact on the overall health of Marylanders; less emissions would improve air quality; public transit promotes physical activity like walking and biking; and fosters reduced motor vehicle crashes and reduced air pollution. For these reasons MedChi requests a favorable vote on House Bill 141.

For more information call:

Christine K. Krone
Pamela Metz Kasemeyer
J. Steven Wise
Danna L. Kauffman
410-244-7000

¹ Syed, Samina T., Ben S. Gerber, and Lisa K. Sharp. "Traveling towards Disease: Transportation Barriers to Health Care Access." 44 *Journal of Community Health* 38, no. 5 (2013): 976–93. <https://doi.org/10.1007/s10900-013-9681-1>.

² Wolfe, Mary K., Noreen C. McDonald, and G. Mark Holmes. "Transportation Barriers to Health Care in the United States: Findings from the National Health Interview Survey, 1997–2017." *American Journal of Public Health* 110, no. 6 (2020): 815–22. <https://doi.org/10.2105/ajph.2020.305579>.

CDN HB141 FAVORABLE.pdf

Uploaded by: Claudia Wilson Randall

Position: FAV



Testimony HB 141
House Environmental and Tax Committee
January 27, 2022
Position: FAVORABLE

Dear Chairman Barve and Members of the House Environmental and Tax Committee,

The Community Development Network of Maryland (CDN) is the voice for Maryland's community development sector and serves nearly 200 member organizations. CDN—focuses on small affordable housing developers, housing counseling agencies and community-based non-profits across the state of Maryland. The mission of CDN is to promote, strengthen and advocate for the community development sector throughout Maryland's urban, suburban and rural communities. CDN envisions a state in which all communities are thriving and where people of all incomes have abundant opportunities for themselves and their families.

HB 141 would require that equity be considered when State transportation plans, reports, and goals are developed; altering the membership of the advisory committee on State transportation goals; establishing the Commission on Transportation Equity to assist in developing policies and performance measures to ensure the State transportation system is equitable; requiring the Department of Transportation to conduct transit equity analyses and consult with certain communities before announcing or proposing service changes.

As the current public health and economic crisis continues, people of color are bearing the brunt of the effects of COVID-19. Improving the lives of all Marylanders is critical to the state's recovery. We cannot simply tinker around the edges of systems that were never intended to serve all people. In order to center racial equity, policymakers must focus on data, plan for the most vulnerable, and implement race-conscious approaches to counter persistent racial inequities.

According to a recent study by Johns Hopkins University and the Baltimore Transit Equity Coalition, public transit provides relatively low-cost access to jobs, food, and healthcare, while also reducing pollution and greenhouse gas emissions by taking cars off the roads and increasing physical activity. Despite these benefits, public transit in Baltimore often fails to serve the people. This is especially concerning since low-income people of color represent the majority of transit-users in Baltimore, many of whom during the COVID-19 pandemic were classified as "essential workers".

For too long, the Baltimore region has ignored the region's need for a first-class transportation system that serves industry and moves people to work, school, services, and amenities in the region. There has been little regard for the need for the overall health and growth of the region. Instead, the state redesigned the bus system without regard to high concentrations of transit dependent tax paying community members.

It is time that we work toward a more equitable transit future where community members throughout the region have the opportunity to prosper.

Please support the Transit Equity Act.

Submitted by Claudia Wilson Randall, Executive Director, Community Development Network

HB141_FAV_Black_Caucus

Uploaded by: Darryl Barnes

Position: FAV



LEGISLATIVE BLACK CAUCUS OF MARYLAND, INC.

The Maryland House of Delegates, 6 Bladen Street, Room 300, Annapolis, Maryland 21401
410-841-3557 • 301-858-3557 • 800-492-7122 Ext. 3557 • Fax 410-841-3498 • 301-858-3498 • Black.Caucus@house.state.md.us

EXECUTIVE OFFICERS

Chair

Delegate Darryl Barnes, District 25

1st Vice Chair

Delegate Melissa Wells, District 40

2nd Vice Chair

Delegate Gabriel Acevero, District 39

Treasurer

Delegate Benjamin Brooks, District 10

Secretary

Delegate Charlotte Crutchfield, District 19

Financial Secretary

Delegate Mike Rogers, District 32

Chaplain

Senator Joanne C. Benson, District 24

Parliamentarian

Delegate Jheanelle Wilkins, District 20

Historian

Delegate Talmadge Branch, District 45

Executive Director

Stephanie Hall

MEMBERS

Senator Malcolm Augustine, District 47
Senator Jill P. Carter, District 41
Senator Arthur Ellis, District 28
Senator Melony Griffith, District 25
Senator Antonio L. Hayes, District 40
Senator Michael A. Jackson, District 27
Senator Delores G. Kelley, District 10
Senator Cary V. McCray, District 45
Senator Obie Patterson, District 26
Senator William C. Smith, Jr., District 20
Senator Charles E. Sydnor III, Esq., District 44
Senator Mary L. Washington, Ph.D, District 43
Senator Ron Watson, Ph.D, District 23
Delegate Marlon Amprey, District 40
Delegate Curt Anderson, District 43
Delegate Vanessa E. Atterbeary, District 13
Delegate J. Sandy Bartlett, District 32
Delegate Regina T. Boyce, District 43
Delegate Chanel A. Branch, District 45
Delegate Tony Bridges, District 41
Delegate Alfred C. Carr, Jr., District 18
Delegate Nick Charles, District 25
Delegate Frank M. Conaway, Jr., District 40
Delegate Debra Davis, District 28
Delegate Diana M. Fennell, District 47A
Delegate Wanika Fisher, District 47B
Delegate Andrea Harrison, District 24
Delegate Shaneka Henson, District 30
Delegate Terri L. Hill, District 12
Delegate Marvin E. Holmes, Jr., District 23B
Delegate Faye Martin Howell, District 24
Delegate Julian Ivey, District 47A
Delegate Carl Jackson, District 8
Delegate Adrienne A. Jones, District 10
Delegate Rachel Jones, District 27B
Delegate Cheryl Landis, District 23B
Delegate Jazz Lewis, District 24
Delegate Robbyn Lewis, District 46
Delegate Edith J. Patterson, District 28
Delegate Joseline Peña-Melnyk, District 21
Delegate Roxane Prettyman, District 44A
Delegate Elizabeth "Susie" Proctor, District 27A
Delegate Pamela Queen, District 14
Delegate Sheree Sample-Hughes, District 37A
Delegate Stephanie Smith, District 45
Delegate Brenda J. Thiam, Ph.D, District 2B
Delegate Karen Toles, District 25
Delegate Veronica Turner, District 26
Delegate Jay Walker, District 26
Delegate Alonzo T. Washington, District 22
Delegate Nicole Williams, District 22
Delegate C.T. Wilson, District 28

February 2, 2022

Delegate Kumar P. Barve
Chair, ENT

Delegate Dana Stein
Vice Chair, ENT

Dear Chair Barve and Members of the Committee:

The Legislative Black Caucus of Maryland has voted to offer **favorable** support for HB 141- Equity in Transportation Sector- Guidelines and Analyses. This legislation requires that equity be considered when certain State transportation plans, reports, and goals are developed.

Maryland has a long history of racist transportation policies, from highways built through and dividing Black communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore. Only by being intentional about equity in the transportation sector can we begin to dismantle centuries of systemic racism.

Transportation equity will have a direct economic impact, making more jobs accessible, and also encouraging economic development in low-income communities, including those that are predominantly Black. It will have an environmental justice impact, reducing air pollution and heat islands that disproportionately affect Black communities due to historic injustices. An equitable transportation system will address racial disparities in employment, housing, health, environment, and education. For these reasons, the Legislative Black Caucus of Maryland Inc. supports HB 141.

Respectfully,

Darryl Barnes

Darryl Barnes
Chair, Legislative Black Caucus
of Maryland

Melissa Wells

Melissa Wells
1st Vice Chair, Legislative Black
Caucus of Maryland

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Daryl Yoder

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of 12. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,
Daryl Yoder

309 Glenmore Ave.

Catonsville, MD 21228

Showing Up for Racial Justice Baltimore

HB141-tpmec-Transit Equity- CJW-FAV.pdf

Uploaded by: Diana Younts

Position: FAV



Committee: Environment & Transportation

Testimony on: HB141 - Equity in Transportation Sector-Guidelines & Analyses

Organization: Takoma Park Mobilization Environment Committee

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: January 27, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of HB141. This bill rectifies decades (really, centuries) of inequality in transportation access for black and brown communities by affirmatively requiring the State to make equity a primary goal in Maryland's Transportation Plan.

HB141 is necessary because although Title VI of the 1964 Civil Rights Act was supposed to guarantee equal access to public transportation, Maryland has not enforced it at the state level. Examples of race-based inequity are ample: from the cancellation of the Red Line to the fact that that the MTA service cuts in September 2020 placed the greatest burden on the routes servicing black communities, while there were no cuts in the airport or state highway administration and only minor temporary cuts proposed for the MARC commuter rail service with its 65-70% white ridership.

HB141 helps to fix these inequities by requiring a proactive and anticipatory approach to equity in transit and intermodal transit planning and by broadening participation by transit dependent communities.

It is time for Maryland to take this vital step forward in the fight against race-based transit policies. We support this bill and recommend a **FAVORABLE** report in committee.

HB141-Transit Equity- E&T-CJW-FAV.pdf

Uploaded by: Diana Younts

Position: FAV



Committee: Environment & Transportation

Testimony on: HB141 - Equity in Transportation Sector-Guidelines & Analyses

Organization: MLC Climate Justice Wing

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: January 27, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today. The MLC Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB141. This bill rectifies decades (really, centuries) of inequality in transportation access for black and brown communities by affirmatively requiring the State to make equity a primary goal in Maryland's Transportation Plan.

HB141 is necessary because although Title VI of the 1964 Civil Rights Act was supposed to guarantee equal access to public transportation, Maryland has not enforced it at the state level. Examples of race-based inequity are ample: from the cancellation of the Red Line to the fact that that the MTA service cuts in September 2020 placed the greatest burden on the routes servicing black communities, while there were no cuts in the airport or state highway administration and only minor temporary cuts proposed for the MARC commuter rail service with its 65-70% white ridership.

HB141 helps to fix these inequities by requiring a proactive and anticipatory approach to equity in transit and intermodal transit planning and by broadening participation by transit dependent communities.

It is time for Maryland to take this vital step forward in the fight against race-based transit policies. We support this bill and recommend a **FAVORABLE** report in committee.

MLC Climate Justice Wing:

Assateague Coastal Trust
Maryland Legislative Coalition
MD Campaign for Environmental Human Rights
Chesapeake Climate Action Network
WISE
Frack Free Frostburg
Mountain Maryland Movement

Howard County Sierra Club
Columbia Association Climate change and sustainability advisory committee
HoCo Climate Action
Howard County Indivisible
CHEER
Climate XChange - Maryland
Mid-Atlantic Field Representative/
National Parks Conservation Association
350 Montgomery County
Glen Echo Heights Mobilization
The Climate Mobilization Montgomery County
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Takoma Park Mobilization Environment Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church
Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC
Potomac Conservancy
Casa de Maryland
Nuclear Information & Resource Service
Clean Air Prince Georges
Laurel Resist
Greenbelt Climate Action Network

Maryland League of Conservation Voters
Unitarian Universalist Legislative
Ministry of Maryland
Concerned Citizens Against Industrial Cafos
Wicomico NAACP
Chesapeake Physicians for Social Responsibility
Chispa MD
Climate Law & Policy Project
Maryland Poor Peoples Campaign
Labor for Sustainability
The Nature Conservancy
Clean Air Prince Georges
350 Baltimore
Maryland Environmental Health Network
Climate Stewards of Greater Annapolis
Talbot Rising
Adat Shalom Climate Action
Mid-Atlantic Earth Holders
Climate Parents of Prince Georges
Echotopia
Maryland NAACP State Conference,
Environmental Justice Committee

HB0141 - 01.27.22 -- Equity in Transportation Sect

Uploaded by: Donald Fry

Position: FAV



TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE

HOUSE BILL 141 – EQUITY IN TRANSPORTATION SECTOR - GUIDELINES AND ANALYSES
Sponsor – Delegate Sheila Ruth

January 27, 2022

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Position: Support with Amendment

House Bill 141 requires that equity be considered when certain State transportation plans, reports, and goals are developed; establishes a new Commission on Transportation Equity; requires the Maryland Department of Transportation to conduct equity analyses and consult with certain communities before announcing or proposing transit service changes; and requires the Administration to take actions to avoid or minimize disparate impacts or disproportionate burdens.

The Greater Baltimore Committee’s (GBC) focus on advancing racial equity and social justice includes a commitment to review all legislative proposals through an equity lens and to consider the impacts of proposed legislation on small and minority owned businesses, minority populations, and economically disadvantaged residents. Through this work, it has become apparent that the lack of equitable transportation options has had negative impacts on the State’s competitive business environment. At a time when businesses are struggling to find employees, there are entire neighborhoods whose residents are cut off from reasonable transportation options.

The GBC 2022 Legislative Strategy specifically calls for the following:

Call for modifications/enhancements to the transportation scoring process to include:

- **Prioritize funding for projects that provide enhanced multimodal connectivity to major workforce and distribution centers.**
- **Prioritize mass transit projects that address equity issues, particularly improved mass transit options in underserved neighborhoods.**

This bill is also consistent with a key tenet in *Gaining the Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth.

Superior transportation infrastructure with reliable funding mechanisms. An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

The GBC does respectfully suggest an amendment to the membership of the new proposed Commission on Transportation Equity by adding a member representing the business community. The business community has a unique perspective on the impact of the lack of transportation options to connect potential employees with job centers and other workplaces, and the voice of the business community would be a valuable addition to the commission membership.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

For these reasons, the Greater Baltimore Committee urges a favorable report on House Bill 141, with the amendment outlined above.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 67-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

HB 141 - Equity in Transportation Sector.pdf

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

7 School Street • Annapolis, Maryland 21401-2096

Office. (410) 269-1940 • Fax (410) 280-2956

President

Donna S. Edwards

Secretary-Treasurer

Gerald W. Jackson

HB 141 – Equity in Transportation Sector – Guidelines and Analyses House Environment and Transportation Committee January 27, 2022

SUPPORT

Donna S. Edwards

President

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to provide testimony in support of HB 141 – Equity in Transportation Sector – Guidelines and Analyses (Transportation Equity Analyses and Assurances Act of 2021). My name is Donna S. Edwards, and I am the President of the Maryland State and DC AFL-CIO. On behalf of the 340,000 union members in the state of Maryland, I offer the following comments.

HB 141 starts us on the path of focusing on the existing inequities in our transportation system in Maryland, in order to address them honestly and openly. We must strive to make transportation universally accessible to all Marylanders, regardless of their circumstances. Unions support HB 141 and are pleased at the panoply of stakeholders included in the decision-making process. The people most affected by the legislation, and those who could offer real-world experience and expertise – the transportation workers - have a seat at the table. It is vital that both the advisory committee and the Commission on Transportation Equity receives “on the ground” input from those who have intimate knowledge of Maryland’s transportation system.

We urge a favorable report on HB 141

HB141_Transportation Equity_KennedyKrieger_support.

Uploaded by: Emily Arneson

Position: FAV



DATE: January 27, 2022

COMMITTEE: Environment and Transportation

BILL NO: House Bill 141

BILL TITLE: Equity in Transportation Sector - Guidelines and Analyses

POSITION: Support

Kennedy Krieger Institute supports House Bill 141 – Equity in Transportation Sector - Guidelines and Analyses

Bill Summary:

SB23 Requires that equity be considered when State transportation plans, reports, and goals are developed. The bill also establishes the Commission on Transportation Equity to assist in developing policies and performance measures. In addition, the bill requires the Department of Transportation to conduct transit equity analyses and consult with certain communities before announcing or proposing service changes.

Background:

Kennedy Krieger's Neurodiversity at Work program takes a multi-faceted approach to hiring and retaining individuals of all abilities as part of the workforce. Neurodiversity at Work is a collective impact initiative designed to create and support gainful employment for individuals with disabilities, providing economic benefit for businesses and the larger community. The Neurodiversity at Work program fosters integrated workplace settings where all individuals can experience success and independence. Currently the program includes several specialty initiatives Project SEARCH, CORE Foundations a Developmental Disabilities Administration Licensed Agency, HR pathways hiring program, training and education services, legislative efforts, research, transition consultation services, and planning for a national conference and on-going events.

Kennedy Krieger Institute is an inclusive employer that believes that individuals with disabilities have the skills, talents, and drive to contribute significantly to the workforce and to the broader community. A neurodiverse workforce benefits all.

Rationale:

The inclusion of policies, procedures, plans, and goals that would increase access to reliable and equitable transportation for individuals with disabilities will have a profound impact on an individual's ability to access their community and workplace. Transportation continues to be a barrier for individuals with disabilities when accessing their community and workplace due to inaccessible public transportation, limited cross-county transportation, financial implications of public transportation, and reliability of scheduled para-transit services. A transit equity analysis of Maryland's transportation services would provide an opportunity to identify extant barriers and to develop innovative solutions to overcome those barriers, bringing economic benefit to Maryland and Maryland employers.

People with disabilities want the opportunity to join the workforce; accessing employment begins with accessible and reliable transportation. Transportation should not affect an employers' ability to build and maintain an inclusive workforce.

Kennedy Krieger Institute requests a favorable report on House Bill 141.

HB141_FAV_CleanWaterAction

Uploaded by: Emily Ranson

Position: FAV

Testimony Supporting HB141
House Environment and Transportation Committee
January 27, 2022

Position: SUPPORT

Dear Chair and Members of the Committee,

The undersigned 40 organizations urge a favorable report on HB141, the Transportation Equity Act sponsored by Delegate Ruth.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black communities to the cancellation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities

Only by being intentional about equity in the transportation sector can we begin to dismantle centuries of systemic racism.

Because many people with disabilities and many low-income households do not have access to cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety. The Transportation Equity Act requires data collection and analysis of the impact of transportation on people with disabilities, and adds a representative of Disability Rights Maryland to the Commission on Transportation Equity created in the bill.

The Transportation Equity Act:

- Makes equity a primary goal in the Maryland Transportation Plan;
- Requires MDOT to annually report data on racial disparities and impact on persons with disabilities;

- Adds representatives from the Maryland State Conference NAACP and a transportation labor organization to the Attainment Advisory Committee;
- Creates a Commission on Transportation Equity as an independent body responsible for developing policies, guidelines, assurances, and performance measures to ensure an equitable transportation system;
- Requires transit equity analyses, cost benefit analysis, and outreach to affected communities before public hearings on any major service change;
- Requires cross-modal analysis;
- Increases transparency with annual reporting and service change analysis reporting

Equity should not be an afterthought or a box to check. Real people's lives are impacted by transportation. All Marylanders, regardless of race, income, zip code, or disability, should have an equal right to the benefits of a well-planned transportation system. We urge you to support HB141 to make this vision a reality.

Sincerely,

Clean Water Action

Emily Ranson, Maryland Director

Maryland Legislative Coalition

Cecilia Plante, Co-Chair

WISE (Women Indivisible Strong Effective)

Monica O'Connor, Legislative Liaison

Unitarian Universalist Legislative Ministry of Maryland

Phil Webster, Chair, Climate Change Task Force

Chesapeake Climate Action Network

Victoria Venable, Maryland Director

Our Revolution Maryland

Suchitra Balachandran, State Organizing Committee

Cedar Lane Unitarian Church

Kathleen Holmay, Environmental Justice Team

SURJ Baltimore

Jon Smeton, Legislative Team Lead

Our Revolution Baltimore City/County

Barrie Friedland, Co-chair

Takoma Park Mobilization Environment Committee

Diana Younts, Co-chair

Maryland League of Conservation Voters

Ramon Palencia-Calvo, Deputy Executive Director

Chesapeake Physicians for Social Responsibility

Gwen DuBois M.D., M.P.H., President

HoCo Climate Action

Ruth White, Steering Committee Member

Our Revolution, Howard County, MD

David LeGrande, Vice-Chair

Our Revolution Anne Arundel County Chapter

Arthur Holt, co-chair

Our Revolution Prince Georges

Suchitra Balachandran, ORPG Steering Committee

Our Revolution Montgomery County

Kathleen Uy, Co-chair

Indivisible Howard County

Richard Deutschmann, Co-Facilitator Climate Action Team

Echotopia LLC

Diane Wittner, Principal

Maryland Public Health Association

Raimee Eck, Advocacy Committee Co-chair

DoTheMostGood

Olivia Bartlett, Co-Lead, Maryland Team

Rebuild Maryland Coalition

Wandra Ashley-Williams, Director, CXC

MD Campaign for Environmental Human Rights

Nina Beth Cardin, Director

Locust Point Community Garden

Dave Arndt, Director

Indivisible Central Maryland

Liz Enagonio, Lead Organizer

Climate Parents of Prince George's

Joseph Jakuta, Lead Volunteer

Chesapeake Bay Foundation

Robin Clarke, Maryland Staff Attorney

Greenbelt Climate Action Network

Lore Rosenthal, Program Coordinator

Central Maryland Transportation Alliance

Eric Norton, Director of Policy & Programs

Blue Water Baltimore

Alice Volpitta, Baltimore Harbor Waterkeeper

Strong Future Maryland

Alice Wilkerson, Executive Director

Poor Peoples' Campaign

Carmella Gioio, Western Maryland Region

People On the Go Maryland

Ken Capone, Director

Baltimore County Progressive Democrats Club

Daniel Golombek, President

Baltimore City Green Party

Andy Ellis, Steering Committee

Coalition for Smarter Growth

Jane Lyons, Maryland Advocacy Manager

CASA

Elizabeth Alex, Chief of Organizing and Leadership

Climate Law and Policy Project

Donald M. Goldberg, Executive Director

Maryland United for Peace and Justice

Paulette Hammond, Secretary/Treasurer

Bike Maryland

Josh Feldmark, Board of Directors

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Erica Palmisano

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 12. For three years, I lived in an area with good public transportation. Having returned a year ago to Maryland to find transit worse than when I left, and learning of the disproportionate impacts of transit policies on communities of color, **I am testifying in strong support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,
Erica Palmisano
5580 Vantage Point Rd, Apt 5, Columbia, MD 21044
Showing Up for Racial Justice Baltimore

House Bill 141, Testimony of Disability Rights Mar

Uploaded by: Gabriel Rubinstein

Position: FAV



Environment and Transportation Committee
WRITTEN TESTIMONY IN SUPPORT OF HOUSE BILL 141 (SENATE BILL 0023)
Transportation Equity Act

Disability Rights Maryland (DRM) is the state's protection and advocacy system, mandated to advance the rights of people with disabilities. DRM strongly supports HB 141.

Consumers for Accessible Ride Services (CARS) is an organization of transit riders with Disabilities dedicated to improving transportation access and options for those with disabilities. DRM and CARS are dedicated to advancing the civil rights of people with disabilities.

This legislation is significant to people with whom we work as it impacts Marylanders with disabilities' access not only to transportation, but also to education, health care, employment, housing, and more. While Disability Rights Maryland focuses on persons with disabilities, we recognize the intersectionality with persons of color. Our legacy of race and disability discrimination has driven our patterns of segregation and exclusion. Our transit system reflects our segregationist history.

People with disabilities are twice as likely to live in poverty in part due to a lack of access to transportation connecting them to jobs, education, and medical care. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. The National Council on Disability identifies transportation as a major barrier to community inclusion for people with disabilities, affecting access to employment, education, health care services, and social activities. This is especially true in Baltimore, where a 2006 study by the Baltimore Metropolitan Council found that 43 percent of the population has a self-reported travel-related disability; a 2010 customer survey conducted by Maryland Transit Administration (MTA) found that the average income for persons with disabilities using paratransit services is \$10,000-20,000 per year; and a 2012 American Community Survey found that over 30 percent of Baltimore City's households are non-vehicle, the majority of which are low income.

Some people with disabilities do not leave home because of transportation difficulties.¹ Because many people with disabilities and many low-income households do not have access to cars, they are disproportionately harmed by a lack of public transportation. Over the past year, Maryland's paratransit service, MobilityLink, which serves people with significant mobility impairments, has performed substantially below its goals, and reported its worst on-time performance in more than five years, further alienating people with disabilities from participating equally in our communities.² Throughout the COVID-19 pandemic, people with disabilities have suffered

¹ U.S. Department of Transportation: Bureau of Transportation Statistics, *Transportation Difficulties Keep Over Half a Million Disabled at Home* (April 2003), available at https://www.bts.gov/sites/bts.dot.gov/files/legacy/publications/special_reports_and_issue_briefs/issue_briefs/number_03/pdf/entire.pdf.

² Sims, B., *Lack of MobilityLink Drivers Leaving Baltimoreans Stranded for Hours*, WBALTV (Sept. 27, 2021), available at <https://www.wbalTV.com/article/lack-of-mobilitylink-drivers-leaving-baltimoreans-stranded-for-hours/37757696#>. MTA MobilityLink's August on-time performance rate was 67.5 percent, which dropped to 59.2

disproportionately in regards to health, economic security, social isolation, and more.

The Transportation Equity Act requires data collection and analysis of the impact of transportation on people with disabilities and people of color. HB 141 is long overdue remedial legislation. While a person's health, income and opportunity should not be defined by where they live, without the equity analysis required by this proposed bill, Maryland cannot expect its discriminatory patterns to change. We must account for the impact of our public services. Disability Rights Maryland heartily supports HB 141 and is happy to assist as much as possible in developing the proposed Commission.

Respectfully submitted,

Gabriel H. Rubinstein
Staff Attorney
Disability Rights Maryland
1500 Union Ave.
Suite 2000
Baltimore, MD 21211
GabrielR@disabilityrightsmd.org
443-692-2483

Floyd Hartley
Chair, Consumers for Accessible Ride Services (CARS)
hartleyfloyd_ssf@yahoo.com
410-276-3258

Date: January 25, 2022

percent in September 2021. *See* MDOT MTA Performance Improvement, MobilityLink On-Time Performance, MTA, *available at* <https://www.mta.maryland.gov/performance-improvement>.

House Bill 141 - Transit Equity to House Environme

Uploaded by: Henry Bogdan

Position: FAV

January 27, 2022

Statement on House Bill 141
Equity in Transportation Sector - Guidelines and Analyses
House Environment and Transportation Committee

Position: Support

Maryland Nonprofits is a statewide association of more than 1300 nonprofit organizations and institutions. We strongly urge you to support House Bill 141 to further the cause of equity in access to transportation for all Marylanders.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black communities to the cancelation of the Red Line route, urgently needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD).

Transportation equity is also important for people with disabilities, and families with limited or moderate income, particularly in suburban or rural areas not served directly by existing mass transit.

Many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, they continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

Without convenient accessible transit service, seniors and those without access to adequate personal vehicles, are likely to be denied access to opportunities for work, education, routine health care, and other services. Local transit agencies usually do not cross county lines – even within the major metropolitan areas.

Ultimately, there is a need for greater transparency, accountability and community input. Equity should not be an afterthought or a box to check. Real people's lives are impacted by transportation. All Marylanders, regardless of race, income, zip code, or disability, should have an equal right to the benefits of a well-planned transportation system.

We urge you to give House Bill 141 a favorable report.

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Holly Powell

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of 46. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Holly Powell

2308 Cambridge Street

Baltimore, Maryland 21224

Showing Up for Racial Justice Baltimore

BaltimoreCounty_FAV_HB0141.pdf

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JOEL N. BELLER
Acting Director of Government Affairs

JOSHUA M. GREENBERG
Associate Director of Government Affairs

MIA R. GOGEL
Associate Director of Government Affairs

BILL NO.: **HB 141**

TITLE: Equity in Transportation Sector - Guidelines and Analyses

SPONSOR: Delegate Ruth

COMMITTEE: Environment and Transportation

POSITION: **SUPPORT**

DATE: January 27, 2022

Baltimore County **SUPPORTS** House Bill 141 – Equity in Transportation Sector - Guidelines and Analyses. This legislation would require that State transportation plans, reports, and goals are developed with consideration for racial and disability equity.

Transit is a key public tool which provides access to critical resources for residents who cannot afford or obtain personal transportation. The Olszewski Administration was proud to launch The Loop last fall, a first-of-its kind public transit system in Baltimore County, because of its now realized potential to connect communities to growing industries at no cost to County residents. Public transit only works, however, if there is equitable access to it. Residents who have historically been excluded from the workforce often find that physical separation from employers, compounded by inadequate access to transportation, create systemic barriers to employment.

HB 141 is a strong step towards promoting equitable access to transit and furthers Baltimore County’s workforce development priorities to connect those seeking employment to new opportunities. By requiring the State to evaluate its policies through an equitable lens, this legislation would support the County’s efforts to bring public transportation to the residents who truly need it. With enhanced access to employment opportunities, economic growth in one region can bring positive change and empowerment to communities throughout the County and across the State.

Accordingly, Baltimore County requests a **FAVORABLE** report on HB 141. For more information, please contact Joel Beller, Acting Director of Government Affairs, at jbeller@baltimorecountymd.gov.

BikeAAASupportHB141TransportationEquity-20220124.p

Uploaded by: Jon Korin

Position: FAV



Support HB141 Equity in Transportation

*Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org*

House Environment & Transportation Committee
Annapolis, MD 21401-1991

January 24, 2022

RE: SUPPORT House Bill 141

Dear Chair and Members of the Committee,

I am a resident of District 33, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, and former Member of the 2017 Maryland Bicycle Safety Task Force. On behalf of BikeAAA and it’s more than 1,000 members, we support HB141. Transportation is always cited as a top challenge among our lower income and minority communities. It is vitally important that Maryland’s transportation system provide safe, accessible and affordable mobility choices. This means mobility choices for those without a car which includes safe walking and biking routes to transit, employment, education, healthcare, food, recreation and other key destinations.

Please support HB141 to make Maryland transportation more equitable, safer, accessible and affordable.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County
Tel: 443-685-4103

HB_141.pdf

Uploaded by: Jonathan Rochkind

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of **District 43. I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Our state's history of racial motivations in transportation planning and allocation has left us ALL without an adequate transportation system. It's not enough to desire to be different, the legacy of that history has been institutionalized in our assumptions and practices of business as usual. Careful and intentional effort are needed to reverse and repair where we find ourselves — efforts like this Act would start to institutionalize with clear procedures.

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Jonathan Rochkind
755 Melville Ave
Baltimore MD 21218

Showing Up for Racial Justice Baltimore

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Jonathan Smeton

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 40, who's commutes and regular travel needs have been mired by Baltimore City's disproportionately disinvested transit system. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,
Jon Smeton
Baltimore, MD 21211
Showing Up for Racial Justice Baltimore

HB141_MDSierraClub_fav - 27Jan2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale MD 20738

Committee: Environment and Transportation

Testimony on: HB 141 – “Equity in Transportation Sector - Guidelines and Analyses”

Position: Favorable

Hearing Date: January 27, 2022

The Maryland Chapter of the Sierra Club supports the principles and intent of HB 141, which would require that the Maryland Department of Transportation (MDOT) make achieving equity in the state transportation system a primary goal in its planning and decision making. MDOT would be required to collect and analyze data on racial and ethnic disparities in transportation and how persons with disabilities are impacted. Transit equity and cost-benefit analyses would need to be completed before any significant service change was proposed, and compliance would be required with the Federal Transit Administration’s Title VI Requirements and Guidelines for Federal Transit Administration recipients. The bill also would create an independent Commission on Transportation Equity to assist in the development of equitable transportation policies.

We believe it is critical that MDOT develop policies and performance measures to ensure that the state transportation system is equitable, and that it specifically evaluate how the transportation system can address climate change, environmental justice, the needs of persons with disabilities, and racial disparities in employment, education, housing, and health.

We strongly support transportation policies that take steps to dismantle systemic racism and reverse practices that place a disproportionate burden on low-income and minority communities. The building of highways through Black and Brown communities and the cancellation of Baltimore’s Red Line represent government policies that perpetuated racial and income inequities.

A change of direction is needed, and HB 141 could help bring about the equity in transportation that is sorely lacking at the present time. We urge a favorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Lindsey Mendelson
Transportation Representative
Lindsey.Mendelson@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

Bike MD 2022 HB 141 – Equity in Transportation Sec

Uploaded by: Joshua Feldmark

Position: FAV



HB 141 – Equity in Transportation Sector - Guidelines and Analyses

House Environment & Transportation Committee

January 27, 2022

Josh Feldmark

joshua@bikemd.org

Position: Support

My name is Joshua Feldmark and I write this as a representative of Bike Maryland. We represent cyclists of all abilities across the state, cyclists who ride 5 miles around the park with their families, for transportation, to a 100 mile ride. Bike Maryland has over 18,000 members from across the state. Additionally, we consistently organize or advocate on behalf of pedestrians and many other non-vehicle transportation users.

All too often, projects and policies that support biking and walking revolve around those who do so primarily as a form of recreation. While, of course, we support those initiatives, ultimately, our organization is about “mode shift” to walking, biking and other non-passenger vehicle transportation through all levels of our transportation infrastructure.

As such, we welcome and support an in depth look into equity throughout the sector. Then and only then, will we realize our mode shift goals. Integrating equity into the transportation plan is a critical first step while the creation of the advisory committee can work to develop comprehensive equity goals.

We urge a favorable report

HB 141 Equity in Transportation Sector - Guideline

Uploaded by: Julieta Rodrigo

Position: FAV



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

House Bill 141

Equity in Transportation Sector - Guidelines and Analyses

Date: January 27, 2022

Position: **Support**

To: Environment and Transportation

From: Julieta Rodrigo, Urban & Community Resilience Manager

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 141 which requires that equity be considered, and communities be consulted, when developing State transportation plans, reports, and goals. It also adds representation from the National Association for the Advancement of Colored People (NAACP) to the advisory committee on state transportation goals and creates a Commission on Transportation Equity with representatives of the NAACP, Disability Rights Maryland, CASA de Maryland, and the Baltimore Transit Equity Coalition among others.

Transit reduces pollution that would otherwise damage our climate and our waterways.

Maryland has committed to cut nitrogen pollution by 15% within the next five years and greenhouse gas emissions by 40% by 2030. At the same time, the state must ensure that residents, businesses and institutions have access to a variety of safe and dependable transportation choices. Robust and equitable public transportation, from light rail and metro to buses and rural shuttle service, provides residents with access to necessary resources like schools and grocery stores, while supporting goals to reduce carbon and nitrogen emissions that would otherwise impair our waterways and harm our climate. We applaud efforts to reduce overall greenhouse gas emissions, air pollution, and traffic congestion, as these have negative effects on the health of Maryland's residents and ecosystems, and front-line communities bear an unfair proportion of the resulting environmental harms.

Proactive planning is more effective than reactive response.

Equity should not be an afterthought. Rather, it should be the lens through which Maryland approaches all decisions that impact its residents and its natural resources. Through creating the Commission of Transportation Equity and making changes to existing processes, this bill will increase proactive decision-making within the State's plans. Advanced and equitable planning around transit prevents unsustainable development, promotes the preservation of natural resources and access to open spaces for all Marylanders. Increasing equity within Maryland's transportation system will benefit our state's economic and social well-being, as well as the health of the environment, including the Chesapeake Bay.

CBF urges the Committee's FAVORABLE report on HB 141. For more information, please contact Robin Jessica Clark, Maryland Staff Attorney at rclark@cbf.org and 443.995.8753.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403
Phone (410) 268-8816 • Fax (410) 280-3513

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 300,000 members and e-subscribers, including over 109,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

HB 141 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Katherine Wilkins

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of **D12. I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies.

Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Katherine Wilkins

10651 Gramercy PI Unit 257

Columbia MD 21044

Showing Up for Racial Justice Baltimore

transportation equity act letter of support 01.24.

Uploaded by: Kwane Wyatt

Position: FAV



January 24, 2022

Testimony on HB0141 – The Transportation Equity Act of 2022

The Fund for Educational Excellence supports HB141, the Transportation Equity Act of 2022.

The State of Maryland's current investments in transportation disproportionately benefit white residents, most of whom drive private vehicles, and disadvantage low-income and Black and brown residents, who rely on public transit in greater numbers. Eighty-six percent (86%) of MTA's core bus riders are Black or Hispanic. Most riders are low-income, and 83% do not have access to a private vehicle. One in three Baltimore commuters is an essential worker.

Examples of policy and practice that demonstrate the inequitable condition of transportation investment include:

- Cancellation of the Red Line
- The 15-month exposure of subway riders to conditions conducive to derailment, finally revealed to the public in February 2018.
- The proposed permanent cuts to MTA core bus service in September 2020 that would have had bus riders, 86% of whom are Black or Hispanic residents, shoulder the greatest burden of the cuts, while no cuts were proposed for the seaport, airport, or state highway system and only modest, temporary cuts were proposed for the MARC commuter rail system whose riders are majority white.
- Baltimore City Public Schools students, 90% of whom are Black and Hispanic, rely on MTA public transit to travel to and from school in a choice district where there are no zoned high schools. Critical routes for them would have been upended by these proposed cuts, with nearly a third of students seeing service drastically reduced on their routes or having their routes entirely eliminated.
- MDOT's testimony against the Transit Safety and Investment Act of 2021, designed to address a \$2 billion maintenance backlog and bring core service in the Baltimore region to a standard of adequate safety and reliability. Despite MDOT's testimony against funding basic safety for public transit users, the bill was passed by Maryland's General Assembly, then vetoed by Governor Hogan. The General Assembly overrode the governor's veto in December during a special session.

The Transportation Equity Act of 2022 will preempt harmful policy and practice by MDOT and the MTA by requiring these agencies to conduct an equity analysis of any major change before implementation. It recognizes MDOT MTA's failure to act in accordance with Title VI of the Civil Rights Act that guarantees equal access and equity in public transportation and requires the agency to act in anticipation in order to operate in compliance with the statute going forward.

We encourage a FAVORABLE report for this important legislation.

Sincerely,

Kwane Wyatt

Kwane Wyatt
Program Director
Fund for Educational Excellence

HB141_FAV_Latino_Caucus

Uploaded by: Latino Caucus

Position: FAV



MARYLAND LEGISLATIVE LATINO CAUCUS

Lowe House Office Building, 6 Bladen Street, Room 200 · Annapolis, Maryland 21401
Phone 410-841-3374 | 301-858-3374 · 800-492-7122 Ext. 3374 · Fax 410-841-3342 | 301-858-3342
latino.caucus@house.state.md.us · www.mdlatinocaucus.org

DAVID FRASER-HIDALGO, CHAIR
JOSELINE A. PEÑA-MELNYK, VICE-CHAIR
GABRIEL ACEVERO, TREASURER
JESSE T. PIPPY, SECRETARY
MADELIN MARTINEZ, EXECUTIVE DIRECTOR

SENATORS
MALCOLM AUGUSTINE
PAMELA G. BEIDLE
JILL P. CARTER
GUY GUZZONE
SHELLY HETTLEMAN
CHERYL C. KAGAN
BENJAMIN F. KRAMER
SUSAN C. LEE
JIM ROSAPEPE
WILLIAM C. SMITH, JR.
JEFF WALDSTREICHER
MARY L. WASHINGTON, PH.D.
RONALD N. YOUNG
CRAIG J. ZUCKER

DELEGATES
HEATHER BAGNALL
BEN BARNES
J. SANDY BARTLETT
LISA BELCASTRO
REGINA T. BOYCE
AL CARR
LORIG CHARKOUDIAN
CHARLOTTE CRUTCHFIELD
BONNIE CULLISON
JESSICA FELDMARK
DIANA M. FENNELL
WANIKA B. FISHER, ESQ.
LINDA FOLEY
CATHI FORBES
JIM GILCHRIST
ANNE HEALEY
SHANEKA HENSON
TERRI L. HILL, M.D.
JULIAN IVEY
DANA JONES
ARIANA KELLY
KENNETH P. KERR, ED.D
MARC KORMAN
CAROL L. KRIMM
MARY A. LEHMAN
JAZZ LEWIS
ROBBYN LEWIS
BROOKE E. LIERMAN
LESLEY J. LOPEZ
SARA N. LOVE
ERIC LUEDTKE
MAGGIE MCINTOSH
DAVID MOON
JULIE PALAKOVICH CARR
SHANE PENDERGRASS
LILY QI
PAMELA E. QUEEN
MIKE ROGERS
SHEILA RUTH
EMILY SHETTY
STEPHANIE SMITH
JARED SOLOMON
VAUGHN STEWART
JEN TERRASA
GERALDINE VALENTINO-SMITH
ALONZO T. WASHINGTON
MELISSA WELLS
NICOLE A. WILLIAMS, ESQ.
KAREN LEWIS YOUNG

TO: Delegate Kumar P. Barve, Chair
Delegate Dana Stein, Vice Chair
Environment and Transportation Committee Members
FROM: Maryland Legislative Latino Caucus (MLLC)
DATE: February 2, 2022
RE: HB0141 Equity in Transportation Sector - Guidelines and Analyses

The MLLC supports HB0141 Equity in Transportation Sector - Guidelines and Analyses

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB1041.

Maryland's history of inequitable transportation policies (e.g. the cancellation of the Red Line and the I-495/I-270 widening plan) desperately needs addressing. Ongoing [systematic reviews](#) have shown that transportation is an important social determinant of health. Transportation barriers disproportionately affect the most vulnerable groups of society who carry the highest burden of chronic diseases; therefore, it is critical to identify interventions that improve access to transportation.

This bill will require the Department of Transportation, in collaboration with the Maryland Transit Administration, to set up a commission on transportation equity. The commission will evaluate measurable transportation indicators and identify any racial and ethnic disparities and impacts on persons with disabilities with a focus on predicting and avoiding rather than fixing problems and a holistic multimodal approach to decision-making.

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on HB0141. Thank you for the opportunity to express our support

HB141_FAV_Shindel

Uploaded by: Leonard Shindel

Position: FAV

**Len Shindel
P.O. Box 37
McHenry, Md. 21541
410-916-3420**

**Testimony of Len Shindel, former officer
United Steelworkers Local 9477 (Bethlehem Steel, Sparrows Point, Md).
Before the House Environment and Transportation Committee
January 27, 2022**

Members of the Committee,

Thank you for the opportunity to testify today.

I urge the committee to issue a favorable report on HB 141.

I currently reside in Garrett County, my retirement home, after spending my working years as a steelworker and union leader at Bethlehem Steel's Sparrows Point plant.

For 11 years after Bethlehem Steel's bankruptcy, I commuted to a new job in Washington, D.C. by MARC train.

From the beginning of life as a commuter, I witnessed the construction of a new DC Metro station near Gallaudet University, unfolding blocks away from my destination at Union Station.

In ensuing years, I was captivated by the incredible surge of housing, retail, and office development in the adjacent neighborhood, NoMa (North of Massachusetts Avenue).

This development showed that public transportation was a key lever to making our urban and rural spaces more livable, safe, equitable, and prosperous.

Had Maryland and Baltimore City benefited from the inclusive public participation process and racial equity oversight incorporated in Senate Bill 23, the short-sighted and tragic decision to cancel the Red Line never would have happened.

And Baltimore City could have seen some of the remarkable renaissance I witnessed from the MARC train.

All Marylanders have a stake in developing a fairer transportation system in Baltimore and across our state. I thank the bill's sponsors for having the vision to insist that the full spectrum of our community, the NAACP and organized labor be part of that process. We need more than lip service to racial equity and the needs of people with disabilities. These needs are statewide.

Social service providers in Western Maryland, too, identify the lack of public transportation as a critical shortcoming in enabling low-income residents, already far behind the state's median income, get to workplaces where they can begin to climb the economic ladder.

Public transportation's constituency covers the expanse of Maryland's geography, politics, economics and culture. I know that many of my Western Maryland neighbors are fully supportive of this bill and its provisions.

Passing the Transportation Equity Act of 2022 will be a giant step in building a more cohesive, forward-looking Maryland. I urge you to issue a favorable report.

Thank you.

HB 141 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Lindsay Keipper

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by residents of District 46 who are also community leaders in Showing Up for Racial Justice Baltimore. SURJ is a group of community members supporting local groups working for greater racial justice in Baltimore and the State of Maryland. We are also working in collaboration with Baltimore Transit Equity Coalition. **We are testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Lindsay Keipper

Brian Seel

Lilly Chapa

Liz Simon-Higgs

Holly Powell

Showing Up for Racial Justice Baltimore

TEA 2022.pdf

Uploaded by: Megan E Latshaw

Position: FAV

Transportation Equity Act of 2022

Public Health Need | Submitted by Megan Weil Latshaw, PhD MHS
January 27, 2022

Good afternoon Mr. Chair and Committee members, I'm here to speak in support of HB0141.

I'm Dr. Megan Latshaw, I live in Baltimore City in District 43 (with Delegate Boyce). I am on faculty at the Johns Hopkins Bloomberg School of Public Health in the Department of Environmental Health & Engineering. The opinions expressed herein are my own and do not necessarily reflect the views of Johns Hopkins University.

Public transit provides relatively low-cost access to jobs, education, food, and healthcare. Access to all of these contributes to the economy of Maryland, and through this access Marylanders tend to be healthier and more productive both personally and professionally, including requiring less time off from work.

Public transit also reduces pollution and greenhouse gas emissions by taking cars off the roads. It is linked with increased physical activity. Reducing pollution and increasing physical activity directly impacts cardiovascular and respiratory health. Cardiovascular health should be a priority for our state, since heart disease continues to be the leading cause of death, accounting for almost a 25% of all deaths. Maryland ranks 20th in the nation for deaths from cardiovascular disease.

Despite these health benefits, public transit in Baltimore (and likely other parts of the state) often fails to get people to their destinations in a reasonable amount of time. This is especially concerning since low-income people of color represent the majority of transit-users in Baltimore, many of whom during the COVID-19 pandemic were classified as "essential workers". Rural areas may have similar issues, but this hasn't been studied yet in Maryland.

Given past racist policies in the state that included segregation and redlining, we need to be sure that we're not continuing to disproportionately impact poor or black and brown communities. All transit policies should be assessed prior to adoption to understand how they will impact those communities most in need of state assistance. This must be done with transparency and clear accountability to community voices.

This bill presents an opportunity to require such an analysis, ultimately driving improved transit access, equity, environmental quality, and health in the areas of the state that need it the most.

HB 141 - Transportation Equity Act of 2022_Melissa

Uploaded by: Melissa Badeker

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 8. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Melissa Badeker

3020 Linwood Avenue, Parkville, MD 21234

Showing Up for Racial Justice Baltimore

Baltimore Sust. Comm HB141 Transit Equity.pdf

Uploaded by: Miriam Avins

Position: FAV

BALTIMORE COMMISSION ON SUSTAINABILITY
People ♦ Planet ♦ Prosperity

January 24, 2022

Delegate and Committee Chair Barve
Members of the House Environment and Transportation Committee

RE: **Support** for HB 141, Equity in Transportation Sector - Guidelines and Analyses

Dear Chair Barve and Members of the House Environment and Transportation Committee,

We are writing in support of HB 141, titled Equity in Transportation Sector - Guidelines and Analyses.

The Baltimore Commission on Sustainability is a body appointed by the Mayor to oversee the creation and implementation of the Baltimore Sustainability Plan. The 2019 Baltimore Sustainability Plan addresses a wide range of social, economic and environmental goals for the City, and it does so through an equity lens.

The Baltimore Commission on Sustainability has a strong interest in the success of HB 141, which will enable a proactive and anticipatory approach to equity in transit. This will ensure that changes in MDOT MTA service do not disproportionately impact transit-reliant populations. The history of MDOT MTA service changes, including the proposed service cuts in 2020 that would have severely cut service for predominantly poor and black communities in the middle of the COVID-19 pandemic, point to the need for the provisions contained in HB 141. We encourage the Commission on Transportation Equity to go a step further and to add requirements that it put forth mode share goals and transportation demand management strategies for MDOT MTA, either via amendment to this Bill or through parallel efforts.

We urge the Committee to support HB 141.

Sincerely,

Miriam Avins
Mia Blom
Co-chairs, Commission on Sustainability

Cc: Delegate Ruth

MD Catholic Conference_FAV_HB0141.pdf

Uploaded by: MJ Kraska

Position: FAV



ARCHDIOCESE OF BALTIMORE † ARCHDIOCESE OF WASHINGTON † DIOCESE OF WILMINGTON

Januray 27, 2022

HB 141

Equity in Transportation Sector – Guidelines and Analyses

House Environment and Transportation Committee

Position: Support

The Maryland Catholic Conference (“Conference”) represents the public policy interests of the three Roman Catholic (arch) dioceses serving Maryland: the Archdiocese of Baltimore, the Archdiocese of Washington, and the Diocese of Wilmington.

House Bill 141 requires the Maryland Transportation Plan to include achieving equity in the transportation sector in the State transportation goals; requiring the State Report on Transportation to include certain measurable transportation indicators; requiring the State Department of Transportation to evaluate the transportation indicators to identify any racial disparities; requiring the Department to evaluate certain indicators to identify any impact on persons with disabilities.

The Conference supports legislation that recognizes the dignity of the human person in pursuit of the common good. Transit plans that help create a sustainable and economically viable region while assisting the transportation needs of the community, especially the vulnerable and marginalized, can be beneficial. Public transportation plays an important role by providing health and education solutions for families while at the same time realizing cost savings that, at times, can be significant. As stated in *Economic Justice for All: A Pastoral Letter on Catholic Social Teaching and the U.S. Economy* “Government should assume a positive role in generating employment and establishing fair labor practices, in guaranteeing the provision and maintenance of the economy’s infrastructure, such as roads, bridges, harbors, public means of communication, and transport”. House Bill 141 seeks to identify the need for more equitable public transportation in the state of Maryland by analyzing the needs of our most vulnerable and marginalized communities.

The Conference appreciates your consideration and, for these reasons, respectfully requests a favorable report on House Bill 141.

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Nathan Rehr

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of MD District 45. I am an active member of my community association and a health professional who is interested in eliminating the health disparities that occur with racial discrimination in our society. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Nathan Rehr

450 E. Federal Street Baltimore, MD 21202

Showing Up for Racial Justice Baltimore

HB0141-FAV-DTMG-1-27-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood

Committee: Environment and Transportation

Testimony on: HB0141 – Equity in Transportation Sector – Guidelines and Analyses

Position: Favorable

Hearing Date: January 26, 2022

Bill Contact: Delegate Sheila Ruth

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members across all districts in Montgomery County as well as a number of nearby jurisdictions. DTMG supports legislation and activities that keep residents healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports HB0141 because it will make equity a primary goal of Maryland’s Transportation Plan.

All Marylanders, regardless of race, income, zip code, or disability should have an equal right to the benefits of a well-planned transportation system. HB0141, the Transportation Equity Act, will achieve this goal by:

- Requiring the Maryland Department of Transportation (MDOT) to report data annually on racial disparities in transportation and the impact of transportation disparities on persons with disabilities;
- Adding representatives from the Maryland State Conference NAACP and a transportation labor organization to the Attainment Advisory Committee;
- Creating a Commission on Transportation Equity as an independent body responsible for developing policies, guidelines, assurances, and performance measures to ensure an equitable transportation system;
- Requiring transit equity analyses, cost benefit analysis, and outreach to affected communities before public hearings on any major service change;
- Requiring cross-modal analysis; and
- Increasing transparency by annual reporting and service change analysis reporting.

Many people with disabilities and many low-income households do not have access to cars and lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. For example, people with disabilities are twice as likely to live in poverty, at least in part due to difficulty accessing jobs, education, and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and

safety. HB0141 will require data collection and analysis of the impact of transportation on people with disabilities, and adds a representative of Disability Rights Maryland to the Commission on Transportation Equity that will be created.

Maryland also has a shameful history of racist transportation policies, from highways built through and dividing Black communities to the cancellation of Baltimore's Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development. Equitable transportation will play a key role in addressing systemic racism by:

- Increasing access to good jobs, schools, education, and food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities

Therefore, DTMG strongly supports HB0141 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

Olivia Bartlett
Co-Lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

HB 141 - DD Coalition - Support - Transportation E

Uploaded by: Rachel London

Position: FAV



MARYLAND DEVELOPMENTAL DISABILITIES COALITION

Dedicated to the rights and quality of life for people with developmental disabilities in Maryland

House Environment and Transportation Committee

January 27, 2022

HB 141: Equity in Transportation Sector – Guidelines and Analyses

Position: Support



8601 Robert Fulton Dr
Suite 140
Columbia, MD 21046

The Maryland Developmental Disabilities Coalition (DD Coalition) is comprised of five statewide organizations that are committed to improving the opportunities and outcomes for Marylanders with intellectual and developmental disabilities (IDD). As such, the DD Coalition supports HB 141.



1500 Union Avenue
Suite 2000
Baltimore, MD 21211

Reliable and effective transportation is crucial for people with disabilities to participate in various aspects of daily life. The availability and accessibility of public transportation continues to serve as a significant barrier for people with disabilities to access and participate in employment, education, healthcare, and other community and social activities.

WHAT does this legislation do?

- This bill establishes the Commission on Transportation Equity to make recommendations and help develop policies that ensure the State transportation system is equitable. A member of Disability Rights Maryland will serve on the Commission.
- It would require that equity be a primary consideration in the development of State transportation plans and goals.
- It also requires the Maryland Department of Transportation (MDOT) to conduct transit equity analyses prior to the announcement or proposal of major transportation service changes.



8835 Columbia 100 Pky
Suite P
Columbia, MD 21044

WHY is this legislation important?

- It places a thorough and long-term lens onto one of the most critical issues facing people with disabilities.
- People with disabilities rely on affordable, accessible public transportation to access resources, such as: urgent health services, food and other groceries, employment, and social and educational advancement opportunities.



**Maryland Developmental
Disabilities Council**

217 E Redwood Street
Suite 1300
Baltimore, MD 21202

Equity in transportation is an important disability rights issue. It is critical for people with disabilities and their ability to contribute economically, socially, and politically. Affordable transportation options for people with disabilities remain an ongoing challenge. More efforts must be made to ensure that people with disabilities have access to affordable and reliable transportation.



7000 Tudsbury Road
Windsor Mill, MD
21244

The DD Coalition supports HB 141 because it is a critical step to increasing access to public transit for people with disabilities in Maryland.

Contact: Rachel London, Executive Director, Maryland Developmental Disabilities Council,
RLondon@md-council.org

Testimony In Support of HB 141 - Ways and Means -

Uploaded by: Rich Ceruolo

Position: FAV



January 25, 2022

Maryland House of Delegates
House Environment and Transportation Committee
6 Bladen St.
Annapolis, MD. 21401

In Support of HB 141: Equity in Transportation – Individuals with Disabilities

Members of the Maryland House of Delegates Environment and Transportation Committee.

We are an organization of military and non-military families with over 1300 members and fully support revising the state's transportation system that includes increased access for individuals from underserved communities and for individuals living with disabilities across the state.

We do a variety of activities. Just like everyone else. We grocery shop, take the kids to school, attend meetings, visit the doctor and vote just a list a few activities. Many of us are reliant upon the offerings of the public trans system. Our errands and daily tasks a lot of planning and time to get around a city like Baltimore or Annapolis.

We have a lot to offer our communities and should be granted better access to transportation options to aid us in our daily travels. It's a question of equity and one of equality for all of Maryland's citizens, not just those that are able bodied.

I trust that many of you were able to access and to read my testimony today without difficult. Maybe a small accommodation like set of eye glasses, is all that you require to gain full access to these materials. Many within our community require more to access to their community by improved transportation system options which are more inclusive of all of Maryland's citizens and to help us gain access to our communities.

Please support House Bill 141 and help to bring equity and equality to transportation for everyone. Thank you for your time, equitably accessing our testimony, and for considering our testimony today.

Mr. Richard Ceruolo | richceruolo@gmail.com
Parent and Lead Advocate and Director of Legislative Efforts
Parent Advocacy Consortium (Find us on Facebook/Meta)

HB141_IndivisibleHoCoMD_FAV_RichardDeutschmann.pdf

Uploaded by: Richard Deutschmann

Position: FAV



HB141 – Equity in Transportation Sector - Guidelines and Analyses

Testimony before

House Environment and Transportation Committee

January 27, 2022

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Richard Deutschmann, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in support of **HB141 (Transit Equity Act)**, which will bring equity into the core of our transportation planning. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Delegate Ruth for sponsoring this important legislation.

Transportation systems in Maryland have long had a history of disparate impacts on poor and predominantly black neighborhoods. One only needs to look at the intersection of transit outcomes and traditionally redlined neighborhoods beginning many decades ago. This pattern continued through the cancellation of the Red Line in Baltimore. The result has been a series of disproportionate effects on impacted neighborhoods, including lack of economic opportunity, health effects such as higher rates of asthma and other serious illnesses, and negative impacts on education outcomes for generations of people.

The Transit Equity Act begins to right these wrongs. It will accomplish this by putting equity at the center of our transportation planning process. As of today, equity is an afterthought, and is only considered largely after transportation plans are settled. The legislation will require cross-model analysis, for the many folks that take multiple forms of transit to get to their places of work or to school. It brings people representing effected communities and their allies into committees and commissions making transit decisions in the state. Finally, it requires that MDOT report annually on data regarding transit and disparate impacts on racial disparities.

On a personal note, my aunt and uncle, the Reverend Robert & Jeanie Graetz, were core figures in the Montgomery Bus Boycott in 1955. This was all about the transit inequities of the day, and how to bring just a shred of dignity into this space. For that, their family home was firebombed, and they nearly paid with their lives. Bob & Jeanie both passed away during the pandemic. I would personally like to honor their legacies by bringing transit equity to Maryland.

For these reasons, we support the goals of HB141, as a way to help right the deeply embedded wrongs in our transportation systems from the past many decades. Thank you for your consideration of this important legislation.

We respectfully urge a favorable committee report.

Richard Deutschmann
Columbia, MD 21045

Amendment-HB0141-413723-01.pdf

Uploaded by: S Ruth

Position: FAV



HB0141/413723/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

25 JAN 22
10:03:29

BY: Delegate Ruth

(To be offered in the Environment and Transportation Committee)

AMENDMENT TO HOUSE BILL 141

(First Reading File Bill)

On page 9, in line 11, strike “AND”; and in line 13, after “**HEALTH**” insert “;**AND**”

(VII) A REPRESENTATIVE OF AN ADVOCACY ORGANIZATION REPRESENTING THE INTERESTS OF SENIORS IN THE STATE”.

On page 10, in line 17, after “STATUS,” insert “AGE,”.

On page 11, in line 12, after “RIDERS,” insert “SENIOR RIDERS,”.

On page 13, in line 17, strike “AND”; and in line 18, after “RIDERS” insert “;**AND**”

(VI) SENIOR RIDERS”.

Proposed Amend Ruth HB141

Uploaded by: S Ruth

Position: FAV



HB0141/443525/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

04 FEB 22
09:38:40

BY: Delegate Ruth

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 141

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 12, after the semicolon insert “requiring the Department, in collaboration with the Administration, to conduct certain analyses and consult with certain communities before announcing or proposing any reduction or cancellation of a capital expansion project in the construction program of the Consolidated Transportation Program; requiring the Administration to compile a report on the impacts of a proposed reduction or cancellation of a capital expansion project in the construction program of the Consolidated Transportation Program;”; and in line 26, strike “and 7–715” and substitute “through 7–716”.

AMENDMENT NO. 2

On page 3, in line 12, strike “**2023**” and substitute “**2024**”; and in line 23, strike “**IMPACTS**” and substitute “**TO THE EXTENT DATA IS AVAILABLE, IMPACTS**”.

On page 5, in line 26, strike “**PERSONS**” and substitute “**TO THE EXTENT DATA IS AVAILABLE, PERSONS**”.

On page 10, in line 9, strike “**WORK WITH**” and substitute “**ADVISE**”; and in the same line, strike “**TO DEVELOP**” and substitute “**ON THE DEVELOPMENT OF**”.

On page 11, in line 6, after “**CAPITAL**” insert “**EXPANSION**”; and in the same line, after “**PROJECT**” insert “**IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM**”.

(Over)

On page 12, strike beginning with “ANY” in line 24 down through “EXCEEDING” in line 25 and substitute “EXCEED”.

On page 13, in line 17, strike “AND”; and in line 18, after “RIDERS” insert “; AND”.

(VI) SENIOR RIDERS”.

On page 14, in line 10, strike the colon and substitute “PUBLISH ON THE ADMINISTRATION’S WEBSITE, FOR THE ROUTES OR LINES IMPACTED BY THE SERVICE CHANGE, AN EVALUATION ON THE DEMOGRAPHICS OF:”

(1) THE RIDERS OF THE ROUTES OR LINES; AND

(2) THE SERVICE AREA.”;

strike in their entirety lines 11 through 14, inclusive; and in line 16, strike “COMPILE” and substitute “:

(I) PUBLISH THE TRANSPORTATION EQUITY ANALYSIS AND COST-BENEFIT ANALYSIS ON THE ADMINISTRATION’S WEBSITE;

(II) PROVIDE A COPY TO THE COMMISSION ON TRANSPORTATION EQUITY; AND

(III) COMPILE”.

On page 15, after line 19, insert:

“7-716.

(A) BEFORE ANNOUNCING OR PROPOSING ANY REDUCTION OR CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM THAT EXCEEDS THE THRESHOLDS DEVELOPED BY THE ADMINISTRATION IN COORDINATION WITH THE COMMISSION ON TRANSPORTATION EQUITY, THE DEPARTMENT, IN COLLABORATION WITH THE ADMINISTRATION, SHALL:

(1) CONDUCT A TRANSIT EQUITY ANALYSIS IN ACCORDANCE WITH THE TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS AND THE GUIDELINES ADVISED BY THE COMMISSION ON TRANSPORTATION EQUITY TO DETERMINE WHETHER THE REDUCTION OR CANCELLATION WILL CREATE A DISPARATE IMPACT OR A DISPROPORTIONATE BURDEN;

(2) PERFORM A COST-BENEFIT ANALYSIS, INCLUDING AN ANALYSIS OF IMPACTS ON:

(I) ECONOMIC DEVELOPMENT;

(II) EMPLOYMENT;

(III) EDUCATION; AND

(IV) HEALTH; AND

(3) CONSULT WITH MEMBERS AND LEADERS OF AFFECTED COMMUNITIES, INCLUDING THROUGH COMMUNITY OUTREACH TO:

(I) RACIAL MINORITY COMMUNITIES;

(Over)

- (II) LOW-INCOME COMMUNITIES;**
- (III) DISABLED RIDERS;**
- (IV) RIDERS WITH LIMITED ENGLISH PROFICIENCY;**
- (V) TRANSIT-RELIANT RIDERS; AND**
- (VI) SENIOR RIDERS.**

(B) (1) AFTER COMPLETING THE REQUIREMENTS UNDER SUBSECTION (A) OF THIS SECTION, THE ADMINISTRATION SHALL COMPILE A REPORT ON THE IMPACTS OF THE PROPOSED REDUCTION OR CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM.

(2) THE REPORT SHALL INCLUDE:

- (I) THE TRANSIT EQUITY ANALYSIS;**
- (II) THE COST-BENEFIT ANALYSIS; AND**
- (III) A COMMUNITY OUTREACH REPORT.**

(3) THE REPORT SHALL BE:

(I) MADE AVAILABLE TO THE PUBLIC ON THE ADMINISTRATION'S WEBSITE, WITH A VISIBLE LINK FROM THE PRIMARY

INFORMATION PAGE RELATING TO THE PROPOSED REDUCTION OR CANCELLATION; AND

(II) DISTRIBUTED TO:

1. THE MEMBERS OF THE BOARD OF PUBLIC WORKS;
2. THE ATTORNEY GENERAL;
3. THE SECRETARY OF TRANSPORTATION;
4. THE COMMISSION ON TRANSPORTATION EQUITY;
5. ANY ELECTED OFFICIALS WHOSE DISTRICTS WOULD BE IMPACTED BY THE PROPOSED SERVICE CHANGE;
6. ANY COMMUNITY LEADERS CONSULTED DURING THE COMMUNITY OUTREACH PROCESS; AND
7. IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE:
 - A. THE PRESIDENT OF THE SENATE;
 - B. THE SPEAKER OF THE HOUSE;
 - C. THE SENATE FINANCE COMMITTEE; AND
 - D. THE HOUSE ENVIRONMENT AND

(Over)

HB0141/443525/1
Amendments to HB 141
Page 6 of 6

Ruth

TRANSPORTATION COMMITTEE.

Proposed Amend Sponsor HB141

Uploaded by: S Ruth

Position: FAV



HB0141/563321/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

09 FEB 22
08:53:07

BY: Delegate Ruth

(To be offered in the Environment and Transportation Committee)

AMENDMENT TO HOUSE BILL 141

(First Reading File Bill)

On page 9, in line 11, strike “AND”; and in line 12, after “(VI)” insert “ONE MEMBER WHO IS A PERSON WITH A DISABILITY AND IS A TRANSIT RIDER; AND

(VII)”.

Ruth - HB141 - support.pdf

Uploaded by: S Ruth

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Sponsor Testimony in Support of HB141
Equity in Transportation Sector - Guidelines and Analyses
Delegate Sheila Ruth

January 27, 2022

Transportation is not only a means to get from place to place: it plays a key role in economic development, health, and the environment. But as with so many things, the benefits and consequences of the state's transportation decisions do not fall equally on everyone. Maryland has a long history of making transportation decisions that disparately impact the health, safety, and economic security of people who are Black, Indigenous, and people of color, low income, or disabled. Some examples:

- In 2015, Governor Hogan canceled Baltimore's planned Red Line, calling it a "wasteful boondoggle." If transit equity and cost-benefit analyses had been done, they would have revealed that far from being a "boondoggle," the Red Line would have been an investment that yielded a beneficial return on investment many times over, including an estimated 13,000 jobs and \$6.5 billion in economic development that would have been life changing for the Black communities in West and East Baltimore.
- Highways are often built through Black neighborhoods. These highways contribute to health disparities with smog, often divide communities, and create safety hazards for bicyclists and pedestrians.
- The recent decision to eliminate cash tolls combined with the higher cost for tolls billed by mail - which don't require an account - than the rates for EZ-Pass - which do - create a disproportionate burden on unbanked low-income drivers.
- Metered toll lanes create a disproportionate burden on drivers who cannot afford the higher tolls and thus have to sit in traffic, taking time away from jobs and family and increasing smog exposure.
- In September 2020, MDOT MTA proposed cuts that would have heavily impacted the majority Black core LocalLink bus service more than the majority white commuter rail. Thankfully, the cuts were canceled due to public outcry, but if equity was a central part of MDOT planning, those cuts would never have been proposed, at least not in the form they were announced.
- Disabled people who rely on the MobilityLink paratransit service for transportation have experienced long delays in the past year, often several hours or more. In some cases people have been left stranded. These delays have a major impact on people who rely on MobilityLink for access to work, school, or doctors' appointments.

The Federal Transit Administration Title VI requirements should prevent disparate impact in transit, but they're inconsistently enforced, don't cover other transportation like highways, and only require analysis after transportation decisions are made. We need to make sure that Maryland's transportation decisions are made with equity in the forefront, rather than as an afterthought.

HB141 makes equity a core part of all transportation planning statewide. It adds equity as a goal in the Maryland Transportation Plan, requires reporting on racial and ethnic disparities and impact on persons with disabilities in the annual Attainment Report, creates a Commission on Transportation Equity, and ensures a transit equity analysis, cost benefit analysis, and outreach to impacted communities are done before any major service change or reduction or cancellation of a capital expansion project exceeding certain thresholds.

This bill was introduced in 2021 as HB1204. Since then, I have worked extensively with MDOT and MDOT MTA to refine the bill in ways that will work within their current processes to reduce the burden on MDOT and bring down the fiscal impact. The current fiscal note is significantly reduced from 2021, and additional amendments that I'm submitting after further discussions with MDOT should bring it down even more.

Everyone deserves fair transportation, and the benefits it brings to communities, regardless of race, ethnicity, language, income, zip code, disability status, or age. MDOT MTA has been working on equity initiatives, and I appreciate their work. But more is needed to create a truly systematic, statewide approach to equity, and to codify it into state law where it's not subject to changes in leadership. I ask for a favorable report for HB141.

HB 141 - Transportation Equity Act of 2022.pdf

Uploaded by: Sam Chan

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of District 43. **I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancelation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies. Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked.

"The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,

Sam Chan

38 E. 26th St. Baltimore MD 21218

Showing Up for Racial Justice Baltimore

S Jordan Testimony for HB 141 1-26-2022 305 Read

Uploaded by: Samuel Jordan

Position: FAV

The Transportation Equity Act of 2022
Testimony of Samuel Jordan,
President – Baltimore Transit Equity Coalition (BTEC)

Chairman Barve, and Members of the Committee, House Bill 141:

- 1.** Promotes an approach to equity that recommends anticipation and prevention as the better strategies when compared to penalty and correction which have been the principal strategies in the past.
- 2.** The bill recognizes that Title VI of the 1964 Civil Rights Act that guarantees equal access and equity in transportation is not enforced at the state level. HB 141 provides such enforcement.
- 3.** MTA has demonstrated the impunity state agencies enjoy when they do not comply with Title VI. MTA and the Governor ignored the Title VI complaint BTEC filed in 2015 and refused to be regulated. The former president closed the complaint for Governor Hogan.
- 4.** The bill's analyses would have prevented: **a.)** Cancellation of the Red Line; **b.)** The fifteen-month exposure of riders to derailment on the subway in 2018; and **c.)** Permanent 20% racially disparate cuts in core bus service proposed in September 2020.

Anticipation and prevention strategies protect the public in “public” transportation.

- 5.** The first-ever cross-modal comparisons found in HB 141 would not have permitted the core bus service with its 83% Black ridership to shoulder the greatest burden of the proposed September 2020 cuts when there were no cuts proposed for the seaport, airport or the state highway administration modes and only modest, *temporary* cuts proposed for the MARC commuter rail service with its 65 – 70% white ridership.
- 6.** The bill also has major implications for matters of the environment and climate change. If, for example, MTA purchases zero emissions buses but puts them in service on routes serving mostly white passengers, this bill would require rejection of any such disparate distribution of the benefits of zero emission vehicles.

Chairman Barve and members of the Committee, I urge you to report favorably on HB 141 and thank you.

Sunrise Movement Maryland Transit Equity E&T Testi

Uploaded by: Stephen Leas

Position: FAV



January, 25 2022

Sunrise Movement Maryland
Testimony on HB0141
Transit Equity Act
Environment & Transportation Committee

Position: Favorable

Dear Mr. Chairman and Committee Members,

My name is Stephen Leas and I am submitting on behalf of Sunrise Movement Maryland, a youth led movement to fight climate change equitably. Our organization represents at least 6 Sunrise hubs across the state of Maryland. I am a resident of Charles Village Baltimore and a volunteer with the Sunrise Baltimore hub. I am writing to you in favor of the Transit Equity Act.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black communities to the cancelation of the Red Line route, urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

The Transportation Equity Act requires:

- Equity as a primary goal in the Maryland Transportation Plan;
- MDOT to collect and analyze data on racial disparities and impact on persons with disabilities in the annual Attainment Report;
- Adding a representative from the Maryland State Conference NAACP to the Attainment Advisory Committee;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- MDOT MTA to perform cross-modal equity analysis and planning;
- Increased transparency with annual reporting and service change analysis reporting.

Ultimately, there is a need for greater transparency, accountability and community input. Equity should not be an afterthought or a box to check. Real people's lives are impacted by transportation. All Marylanders, regardless of race, income, zip code, or disability, should have an equal right to the benefits of a well-planned transportation system.

Sunrise Movement Maryland & our constituent hubs encourage a FAVORABLE report for this important legislation. Thank you for your time and consideration.

Stephen Leas
Sunrise Movement Baltimore Political Team Co-Lead
2834 N Calvert St
Baltimore MD 21218

HB 141 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Tamara Todd

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with Baltimore Transit Equity Coalition. I am a resident of **District 10. I am testifying in support of the Transportation Equity Act of 2022 (HB 141).**



The Transportation Equity Act of 2022 requires setting equity as a primary goal in the Maryland Transportation Plan by requiring:

- MDOT to collect and analyze data on racial disparities across modes of transit, and impact on persons with disabilities in the annual Attainment Report;
- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
- MDOT MTA to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings on any major service change;
- Increased transparency with annual reporting and service change analysis reporting.

Maryland has a shamefully long history of racist transportation policies, from highways built through and dividing Black and Brown communities to the cancellation of the Red Line route, which would have provided urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore and regional economy-transforming, transit-oriented-development (TOD). Equitable transportation will play a key role in dismantling systemic racism by:

- Increasing access to good jobs, schools, education, and healthy food;
- Providing incentives for community economic development;
- Reducing smog, air pollution, and heat islands, which disproportionately impact Black communities;
- Setting right years of disinvestment that have hurt all Baltimoreans

Equity is currently treated as an afterthought after decisions are already made. Thresholds for triggering an equity analysis should be set and evaluated by an independent body with more public input in order to check for preventable, disparate impacts. *MDOT MTA should not be required to police itself.*

Current transit equity analyses study each mode of transit separately, which does not accurately capture the racial and economic impacts of department-wide policy. For example, the core bus ridership (local bus system) is majority Black while the commuter rail ridership is majority white. If more cuts are made to core bus service than to commuter rail routes, a disparity is created that will not show in separate analyses. In a state where all transportation is funded and managed through one agency, cross-modal analysis of all transportation is needed to better assess and address systemic equity issues.

Ultimately, there is a need for greater transparency, accountability and community input. ***Equity must be central to all planning and decisions throughout the process.***

One example of why we need this kind of oversight is when last year, in response to record low ridership due to the pandemic, the Maryland Transit Administration proposed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods, and the Black essential workers who still needed to show up to their job each day during the pandemic, with the bus as their only transit option. Even though the MTA backed off its proposed service cuts, they should never have been able to make those budget cut decisions without an analysis for how much it would disproportionately impact Black workers in Baltimore, and those across the state of Maryland trying to get to their jobs.

Sharif Rashid, a Baltimore resident, transit rider, and impacted member of the Baltimore Transit Equity Coalition, had to spend most of their day's pay to get a ride to their job at the Amazon warehouse in South Baltimore. In an article published on Dec 28th 2020 by The Public News Service, journalist Diane Bernard quotes Sharif Rashid: "When the pandemic hit I had to change the location of my job, and now I'm currently at FedEx," Rashid explained. "Just for, you know, a \$16 or \$17 wage, I've got to go hours out of the way. If I catch a Lyft or Uber, it's \$25 or \$30; I didn't really make anything for the day, you know what I mean?". Rashid has an almost three hour commute to get to his job that would take less than 30 minutes in a car.

Mayor Brandon Scott stated in a video recording for the 2021 Transit Equity Solidarity Day on Tuesday, December 21st, that "Baltimore's Black neighborhoods are still dealing with the challenges and injustices of biased transit policies.

Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond," Scott remarked. "The work that's happening today is building on the work of civil rights leaders like Claudette Colvin and Rosa Parks, who we know started the Montgomery bus boycott."

Transportation equity is also important for people with disabilities. Because many people with disabilities do not have the option to drive cars, lack of access to other modes of transportation disproportionately harms them. Without access to transportation, people with disabilities continue to be alienated from the economic mainstream. People with disabilities are twice as likely to live in poverty in part due to difficulty accessing jobs, education and medical care. Because many individuals with disabilities have increased health care needs, isolation can have a profound impact on quality of life, health, and safety.

It is for these reasons that I am encouraging you to **vote in support of HB 141**.

Thank you for your time, service, and consideration.

Sincerely,
Tamara Todd
221 Northway Rd, Reisterstown, MD, 21136
Showing Up for Racial Justice Baltimore

Testimonial in Support of Transit Equity Act_HB141

Uploaded by: Vivek Ravichandran

Position: FAV



January 25th, 2022

Dear esteemed members of the House Environment & Transportation Committee

On behalf of the Center for Community Engagement, Environmental Justice, & Health (CEEJH) at the University of Maryland School of Public Health, I, **Dr. Sacoby Wilson, am writing to express my support for the Transit Equity Act, HB141 sponsored by Delegate Ruth**, which will put equity at the forefront of Maryland transportation planning and ensure equitable access to transportation for all Marylanders.

Two-thirds of transit-dependent people in Baltimore face commutes of 90 minutes or more each way. Commuting time is one of the strongest factors in a person's chances of escaping poverty: the longer the commute, the harder it is to maintain a job, keep stable housing, and accumulate wealth.¹ Furthermore, a report by the Environmental Integrity Project (EIP), based on newly available asthma hospitalization rates by zip code, found that the transportation sector is a significant contributor to asthma rates in Baltimore City.² Road traffic is an important source of particulate matter (PM) formation via fuel combustion (e.g., gasoline and diesel), resulting in emissions from: tailpipes, contact between vehicle, and the road surface, and the use of brakes.³ PM emissions from diesel engines are the major source of PM_{2.5}, PM_{0.1}, and PM_{0.05}, which can be deposited deep into the respiratory tract and lead to various adverse health effects, including respiratory, nervous system, autoimmune disorders, and mortality that plague Baltimore, as indicated in the EIP report.^{2,4} In 2019, the Maryland Department of Health (MDH) reported that chronic lower respiratory diseases like asthma were the fifth leading cause of death (29.2 per 100,000 residents) in the State. However, 2016-2018 MDH data revealed that Black non-Hispanic children had significantly higher rates of emergency department visits than other children. This presents an environmental justice issue that warrants a call to action. One CEEJH study of PM_{2.5} exposure in Bladensburg, Maryland found that concentrations may increase around areas due to confluences of heavily-trafficked roadways/truck traffic.⁵ Through the use of EPA EJSCREEN, an environmental justice screening and mapping tool which CEEJH is currently revamping at the state level (MD EJSCREEN) to better contextualize such injustices, we found that 53% of the population within a 1-mile radius of Bladensburg were low income and exposed to an average annual daily traffic count of 1500 vehicles. Findings from our study of traffic-related air pollution (TRAP) are externally validated by and corroborate other nationwide studies. For example, a study conducted in Harlem, New York, recorded mean PM_{2.5} levels that ranged from 26.5 to 53.5 µg/m³,

¹ Bouchard, M. (2015, May 7). *Transportation emerges as crucial to escaping poverty*. The New York Times. Retrieved January 23, 2022, from <https://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html>

² Environmental Integrity Project. (2017, December). *Asthma and Air Pollution in Baltimore City*. Environmental Integrity Project. Retrieved from <http://www.environmentalintegrity.org/wp-content/uploads/2017/12/Baltimore-Asthma.pdf>

³ Alistair J. Thorpe, Roy M. Harrison, Paul G. Boulter, and Ian S. McCrae. "Estimation of Particle Resuspension Source Strength on a Major London Road." *Atmospheric Environment* 41 (Dec 2007): 8007-8020; Chiang Hung-Lung and Huang Yao-Sheng. "Particulate Matter Emissions from On-Road Vehicles in a Freeway Tunnel Study." *Atmospheric Environment* 43 (Aug 2009): 4014-4022.

⁴ M. Guevara. "Emissions of Primary Particulate Matter." 2016: 1-34. <<https://doi.org/10.1039/9781782626589-00001>>; Frank J. Kelly and Julia C. Fussell. "Air Pollution and Public Health: Emerging Hazards and Improved Understanding of Risk." *Environmental Geochemistry and Health* 37 (2015): 631-649; Francine Laden, Joel Schwartz, Frank E. Speizer, and Douglas W. Dockery. "Reduction in Fine Particulate Air Pollution and Mortality." *American Journal of Respiratory and Critical Care Medicine* 173 (Mar 2006): 667-672; Matthias Budde, Rayan El Masri, Till Riedel, and Michael Beigl. "Enabling Low-Cost Particulate Matter Measurement for Participatory Sensing Scenarios." In *Proceedings of the 12th International Conference on Mobile and Ubiquitous Multimedia*, 19:1-19:10. MUM'13. New York, NY, USA: ACM, 2013; Elena Austin, Igor Novosselov Edmund Seto, and Michael G. Yost. "Laboratory Evaluation of the Shinyei PPD42NS Low-Cost Particulate Matter Sensor." *PLoS One* 10 (Sep 2015): e0137789.

⁵ Ezeugoh, R. I., Puett, R., Payne-Sturges, D., Cruz-Cano, R., & Wilson, S. M. (2020). Air Quality Assessment of Particulate Matter Near a Concrete Block Plant and Traffic in Bladensburg, Maryland. *Environmental Justice*, 13(3), 75-85.



SCHOOL OF PUBLIC HEALTH

Maryland Institute for Applied and Environmental Health

which revealed that local diesel truck traffic may influence PM_{2.5} concentrations.⁶ In South Bronx, New York, the mean outdoor school-site PM_{2.5} concentrations were 14.3 µg/m³, which were associated with vehicle traffic around the school on weekdays and proximity to roadways.⁷ This has severe ramifications on children's health, particularly neurodevelopment with their developing brain and immune systems. A systematic review of association between fine particle exposure and children's behavior revealed PM_{2.5} exposure will increase the risk of children's behavioral problems, both in the short and long-term.⁸ Through its transit equity initiatives, HB141 simultaneously addresses public health and climate change by effectively reducing exposure to toxic vehicular emission and thus greenhouse gas emissions.

The American Public Transportation Association reports that public transit emits less air pollution than equivalent car use.⁹ According to the 2021 "*Transit Equity & Environmental Health in Baltimore*," report by researchers at Johns Hopkins: "The Intergovernmental Panel on Climate Change emphasizes that greenhouse gasses must be reduced by 50-85% from current consumption to limit global warming to four degrees Fahrenheit. When compared to the average SUV or sedan, buses produce approximately 33% less pounds of carbon dioxide per passenger mile, while the metro, LightRail, and MARC trains can see as much as a 76% reduction in carbon dioxide per passenger mile. Communities with strong public transportation systems can reduce the nation's carbon emissions by 37 million metric tons yearly".¹⁰ Furthering equity in the process, ensuring that the Maryland Department of Transportation (MDOT) evaluates equity across all transit modes (i.e airport, seaport and toll lanes) via cross-modal-analysis will facilitate a budgeting process that does not overburden environmental justice communities with disproportionate cost.

For all of these reasons and many more, please support the Transit Equity Act to ensure we can advance environmental justice, and serve as a model for other states to follow. I firmly believe a favorable vote for HB141 is a vote for environmental justice and transit equity for the great residents of Maryland.

Sincerely,

Dr. Sacoby Wilson

⁶ Patrick L. Kinney, Maneesha Aggarwal, Mary Northridge, Nicole A.H Janssen, Peggy Shepard "Airborne Concentrations of PM(2.5) and Diesel Exhaust Particles on Harlem Sidewalks." *Environmental Health Perspectives* 108 (Mar 2000): 213–218.

⁷ Ariel Spira-Cohen, Lung Chen Chi, Michaela Kendall, Rebecca Sheesley, and George D. Thurston. "Personal Exposures to Traffic-Related Particle Pollution among Children with Asthma in the South Bronx, NY | Journal of Exposure Science & Environmental Epidemiology." 2010. <<https://www-nature-com.proxy-um.researchport.umd.edu/articles/jes200934>> (Last accessed on May 14, 2020).

⁸ Du H, Wang YW, Li TT. [A systematic review of association between fine particle exposure and children's behavior]. *Zhonghua Yu Fang Yi Xue Za Zhi*. 2021 Jan 6;55(1):96-103. Chinese. doi: 10.3760/cma.j.cn112150-20200322-00407. PMID: 33455139.

⁹ Shapiro, R. J., Hassett, K. A., & Arnold, F. S. (2002, July). *Conserving Energy and Preserving the Environment: The Role of Public Transportation*. The American Public Transportation Association. Retrieved from http://www.sonecon.com/docs/studies/enenv_0702.pdf

¹⁰ Johns Hopkins Bloomberg School of Public Health. (2021, September 21). *Transit Equity & Environmental Health in Baltimore*. Bloomberg American Health Initiative. Retrieved January 24, 2022, from <https://americanhealth.jhu.edu/news/transit-equity-environmental-health-baltimore>

HB141 written support with amendment.pdf

Uploaded by: Cheryl Gottlieb

Position: FWA



Environment and Transportation

HB 141 - Equity in Transportation Sector - Guidelines and Analyses

January 27, 2022

Position: support with Amendment

Background: People On the Go Maryland builds community through diversity and inclusion. We respect the individuality of our members and are committed to making inclusion a priority so that everyone feels comfortable, valued, and heard. People On the Go remains distinct by maintaining a cross-disability strategy that focuses on effecting positive change in the lives of people with and without disabilities.

Our beliefs in empowerment and inclusion provide the means by which people with intellectual and/or developmental disabilities come together to develop self-advocacy and leadership skills, and give voice to the needs of the disability community. Through its grassroots efforts, People On the Go remains distinct by maintaining a cross-disability strategy that focuses on effecting positive change in the lives of people with and without disabilities.

People on the GO supports a Commission on Transportation Equity with Amendment. While we agree that a representative of Disability Rights Maryland is needed, we do not think this goes far enough. While they have a deep understanding of the issues that our community faces, there is no guarantee that their representative will be either a transit user or disabled. Therefore, we request the additional requirement that one of the Commission members be a person with a disability and a transit user.

Respectfully,

Cheryl Gotlieb
Policy Advocate

HB 141 Equity in Transportation Sector Guidelines

Uploaded by: Martha Yalov

Position: FWA



One Park Place | Suite 475 | Annapolis, MD 21401-3475
1-866-542-8163 | Fax: 410-837-0269
aarp.org/md | md@aarp.org | twitter: @aarpm
facebook.com/aarpm

HB 141 Equity in Transportation Sector – Guidelines and Analyses
FAVORABLE
House Environment and Transportation
January 27, 2022

Good Afternoon Chairman Barve and Members of the House Environment and Transportation Committee. I am Martha Yalov, a lead advocacy volunteer for AARP MD. As you know, AARP Maryland is one of the largest membership-based organizations in Maryland, encompassing over 850,000 members. **AARP MD supports HB 141 Equity in Transportation Sector – Guidelines and Analyses** with the amendments Delegate Ruth is offering to the committee. We thank Delegate Ruth for introducing this important legislation and for working with us to amend the bill to include “Older Marylanders.”

HB 141 requires that equity be considered when State transportation plans, reports, and goals are developed. It alters the membership of the advisory committee on State transportation goals and establishes the Commission on Transportation Equity to assist in developing policies and performance measures to ensure the State transportation system is equitable.

Transportation planning is the collaborative process of determining how to move people and goods. Successful transportation planning leads to more effective, efficient, and equitable transportation systems. It also contributes to community revitalization and equitable economic and social outcomes.

AARP MD believes that state policy should adopt plans that enhance the mobility of older adults and people with disabilities. AARP also believes meaningful public input and participation must be incorporated into transportation planning decisions. This includes input from older adults, people with disabilities, and communities of color. In addition, ensuring that there are transportation options for older Marylanders is a 2022 legislative priority for AARP Maryland. Transportation options allow access to key services and opportunities for all residents to participate in community activities. It is well-known that barriers to mobility frequently become limiting factors for older citizens. Transportation planning must address the needs of all citizens, including this growing age demographic.

AARP Maryland respectfully requests that the House Environment and Transportation Committee give a **favorable report to HB 141**. Thanks very much for your time and consideration. If you have questions, please contact Tammy Bresnahan tbresnahan@aarp.org or by calling 410-302-8451

HB141_INFO_Einhorn

Uploaded by: Melissa Einhorn

Position: INFO



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
James F. Ports, Jr.
Secretary

February 16, 2022

The Honorable Kumar P. Barve
Chairman, Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

Re: Letter of Clarification – House Bill 141 – Equity in Transportation Sector – Guidelines and Analyses

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on the proposed amendments to House Bill 141 but offers the following information for the Committee's consideration.

House Bill 141 would require the MDOT to consider ways to achieve equity in the transportation sector when developing the State Transportation Goals as part of the Maryland Transportation Plan (MTP). Achieving equity in transportation is inherent to MDOT's mission statement and our long-range goals and objectives, which require a collaborative and comprehensive outreach process to State, regional, and local stakeholders.

Some of the analysis and reports required by the Commission on Transportation Equity (CTE) created by House Bill 141 are already underway at MDOT, including equity analyses for service and fare changes, and additional Title VI analyses to meet federal requirements.

The proposed amendments would require that, beginning with the 2024 Attainment Report, the MDOT consult with the CTE to recommend measurable transportation indicators that can be evaluated for racial and ethnic disparities, as well as impacts on persons with disabilities when data is available. The performance measures are selected through the State and federally mandated long-range plan every four to five years, in consultation with the Governor's Attainment Report Advisory Committee. If the newly required data is available, MDOT could assess these indicators and consider metrics that align with the goals and objectives developed in the long-range plan, ensuring that all performance measures are SMART measures, meaning they are specific, measurable, achievable, realistic, and timely.

Amendment No. 1 and portions of Amendment No. 2 focus on the legislation's requirements for capital projects to apply only to capital expansion projects in the construction program of the Consolidated Transportation Program. Equity analysis of reductions in capital projects falls outside the federal Title VI equity analysis paradigm. The Federal Transit Administration (FTA) does not currently have a process whereby an analysis would be conducted for capital projects that are cancelled or for investments not occurring, and there is not an industry approach for conducting such an analysis. These amendments reduce the potential scope of types of projects subject to this analysis, but some expected fiscal impact remains for creation of a methodology and for conducting analyses for canceled or reduced capital projects that would require time and additional resources for staff to research and implement.

The Honorable Kumar P. Barve
Page Two

Amendment No. 2 allows the MTA to incorporate public comments into the final Title VI Service Equity Analysis prior to posting it on the agency's website. This will allow the Service Equity Analysis to be posted once it includes all adjustments from the union review and the public comments, rather than having to repeat the Service Equity Analysis a second time after those changes are incorporated. The processes for major service changes are synchronized and balanced to ensure efficient scheduling while completing many inter-related detailed analyses. As amended, House Bill 141 would add to the MDOT MTA's current service change process the development of a cost-benefit analysis that includes impacts on economic development, employment, education, and health. Additionally, the proposed amendments would require that before holding a public hearing on a proposed service change, the MTA provide an evaluation on the Administration's website of the demographics of the riders and the service areas for the routes and lines impacted by the proposed service changes. This helps to reduce redundant analyses, but some fiscal impact remains for additional staff and consultant support, and additional time in the service change process will be needed to complete the additional analyses for each service change.

The proposed amendments to House Bill 141 would reduce the expected fiscal impact from an additional \$7.5 million to an additional \$3.9 million over the next five years for additional staffing for the CTE, additional requirements for transit service changes, capital expansion projects, and intermodal data analyses for performance assessments on racial impacts and impacts to persons with disabilities, including statewide transportation impacts.

The FTA is in the process of updating the Title VI Circular and the MDOT MTA anticipates that there will be new federal Title VI guidance in 2022. Thus, the federal Title VI landscape for equity analyses, capital projects, service changes, and how Disparate Impact and Disparate Burden are calculated could change prior to the June 2022 service change. With the possibility of a regulatory landscape change this year, it is possible that House Bill 141 could be preempted or superseded by new federal guidance and regulations. The conflict between the timing of State and Federal requirements could result in inconsistencies or other unintended consequences.

The Maryland Department of Transportation respectfully requests the Committee consider this updated information when deliberating House Bill 141.

Respectfully submitted,

Dave Myers
Director of Government Affairs
Maryland Transit Administration
410-767-0820

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

cc: Members of the House Environment and Transportation Committee
Cristen Flynn, Department of Legislative Services
Patrick Tracy, Department of Legislative Services
Matt Mickler, Department of Legislative Services

HB0141 - MTA - OPCP - Equity in Transportation Sec

Uploaded by: Patricia Westervelt

Position: INFO



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
James F. Ports, Jr.
Secretary

January 27, 2021

The Honorable Kumar Barve
Chairman, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

Re: *Letter of Information – House Bill 141 – Equity in Transportation Sector – Guidelines and Analyses*

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 141 but offers the following information for the Committee's consideration.

House Bill 141 would require MDOT to consider ways to achieve equity in the transportation sector when developing the State Transportation Goals as part of the Maryland Transportation Plan (MTP). Achieving equity in transportation is inherent to MDOT's mission statement and our long-range goals and objectives, which require a collaborative and comprehensive outreach process to State, regional, and local stakeholders.

The MDOT would like to note for the Committee that it has engaged in conversations with the bill sponsor about areas of concern in the bill, as drafted, as well as common goals. The MDOT looks forward to continuing its working relationship with the bill sponsor in the hope of reaching a consensus on bill language.

House Bill 141 would create a new Commission on Transportation Equity (CTE) staffed by MDOT, which would hold quarterly meetings, and one annual town hall meeting. The CTE is tasked with working with MDOT to develop policies on performance measures and advising the Department on how the State's transportation system can address disparities; currently, and in accordance with federal guidance, the Secretary of Transportation and the administrators of the Transportation Business Units (TBUs) are responsible for these policy decisions. The CTE would also advise the MDOT Maryland Transit Administration (MDOT MTA) on certain transit methodologies, Title VI requirements, transit equity analysis policies and guidelines, and outreach to minority communities. Finally, the legislation requires that the CTE produce an annual report. Some of the analysis and reports required by the CTE are already underway at MDOT, including equity analyses for service and fare changes, as well as additional Title VI analyses to meet federal requirements, and assessment of statewide policies and performance measures, which is typically done through the State long-range transportation plan process and then reviewed by the Governor's Attainment Report Advisory Committee.

As drafted, beginning with the 2023 Attainment Report, House Bill 141 would require MDOT to consult with the CTE to recommend measurable transportation indicators that can be evaluated for racial and ethnic disparities and impacts on persons with disabilities. The performance measures are selected through the state and federally mandated long-range plan every 4-5 years, in consultation with the Governor's Attainment Report Advisory Committee. As long as the newly required data is available, MDOT could assess these indicators and consider metrics that align with the goals and objectives developed in the long-range plan, ensuring that all performance measures are SMART measures, meaning they are specific, measurable, achievable, realistic, and timely. While some of these proposed performance indicators are included in the AR, not all are included.

Prior to each transit service change, House Bill 141 would require the MDOT MTA to conduct a transit equity analysis in accordance with the guidelines advised by the CTE, perform a cost-benefit analysis of impacts on economic development, employment, education, and health, and consult with members of affected communities. If the studies determine there is a disparate impact, House Bill 141 would require MDOT MTA to develop alternatives, conduct equity analyses on those alternatives, then compare the impacts of those alternatives and select the alternative that causes the least disparate impact. Additionally, the bill requires that MDOT MTA publish the equity and cost-benefit analyses on the agency's website before the public hearings on the proposed changes and then complete a report after the hearings, adding a community outreach report and additional components. MDOT MTA currently conducts Title VI equity analyses for service changes and consults with the public as specified in its Title VI Program, which is updated every three years through a process that involves public comment. Under the current service change process, demographic factors for transit riders and areas served by routes are considered in the development of service proposals in order to consider equity early in the service proposal process. Comments received during a public comment period include comments made in public hearings, which are then incorporated into final service proposals. After this, completed Title VI equity analyses are posted on MDOT MTA's website in a timely manner, once finalized, reviewed, and approved.

Per MDOT MTA's Collective Bargaining Agreement, service changes are completed three times per year; planning for these major service changes typically takes 12 months. The House Bill 141 requirement to complete Title VI equity analyses and cost benefit analyses prior to public hearings will likely add six months to each service change to examine the impacts, the alternatives, and subsequent impacts from the alternatives, before the schedule development process can begin. This additional time will make it difficult for MDOT MTA to respond to changes in ridership, new employment centers, and new developments. It will also make it difficult to meet customer transportation needs in a timely and effective manner. By requiring that equity analyses be completed and published prior to public hearings, House Bill 141 would prevent comments registered during public hearings and ensuing public comment period from being included within the Administration's formal equity analysis.

The Honorable Kumar Barve
Page Three

In addition, this extended timeline could also impact safety-related stop changes depending on the thresholds set with the advice of the CTE, which may trigger a “major service change” for modifications that currently fall under a minor service change according to MDOT MTA’s Title VI Program.

The Federal Transit Administration is in the process of updating the Title VI Circular and MDOT MTA anticipates that there will be new federal Title VI guidance available later this year. Thus, the federal Title VI landscape for equity analyses, capital projects, service changes, and how calculate Disparate Impact and Disparate Burden are calculated could change before the June 2022 service change. With the possibility of a regulatory landscape change early in 2022, it is possible that this legislation could be preempted or superseded by new federal guidance and regulations. Adopting new state requirements as the federal requirements are being updated could result in conflicts, inconsistencies, or other unintended consequences.

House Bill 141 would require Title VI equity analysis and cost-benefit analysis for cancellation or reduction of a capital project under guidelines advised by the CTE. Equity analysis of reductions in capital projects falls outside the federal Title VI equity analysis paradigm. The Federal Transit Administration does not have a process, currently, whereby an analysis would be conducted for capital projects that are cancelled or for investments not occurring, and there is not an industry approach for conducting such an analysis on the wide range of capital projects that MTA carries out. Title VI requires a facility location equity analysis for some types of maintenance facilities, but the guidance does not have a process for when those facilities are canceled. The creation of a new methodology for conducting analyses for canceled or reduced capital projects would require additional time and resources for staff to research and implement.

The Maryland Department of Transportation respectfully requests that the committee consider this information when deliberating House Bill 141.

Respectfully submitted,

Dave Myers
Director of Government Affairs
Maryland Transit Administration
410-767-0820

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090