

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Alicia Pereschuk

Position: FAV

Dear Members of the Senate Finance 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 (SB 23).**



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 SB 23.**

Thank you for your time, service, and consideration.

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

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Anne Rosenthal

Position: FAV

Dear Members of the Senate Finance 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 and **I am testifying in support of the Transportation Equity Act of 2022 (SB 23).**



While this testimony is linked in part with my affiliation with SURJ, this is an issue about which I, personally, feel especially strongly, given my reliance on public transit in Baltimore City. I have the privilege to choose where I want to live based on transit routes and to be excused for tardiness by my employer, but I know many people do not share this privilege. I have been outraged on a regular basis by issues related to the poor reliability of public transit – and as someone who works in the school system, I always think about the consequences these weaknesses have for students and the future of our city. Reliable public transit is the door to so many opportunities for marginalized people in our community – health care, schooling, employment – so it should be at the top of our priority list as Marylanders.

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

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- Creation of a Commission on Transportation Equity as an independent transit monitor and evaluator;
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- 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

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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.

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"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 SB 23**.

Thank you for your time, service, and consideration.

Sincerely,
Anne Rosenthal
810 Cathedral Street
Baltimore, MD 21201
Showing Up for Racial Justice Baltimore

SB0023_Arielle Juberg_FAV.pdf

Uploaded by: Arielle Juberg

Position: FAV

SB0023, Equity in Transportation Sector - Guidelines and Analyses
Testimony in **Support**

To: Chair Kelley and members of the Senate Finance Committee
From: Arielle Juberg

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 SB0023, Equity in Transportation Sector - Guidelines and Analyses.

SB0023 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 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). 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 SB0023.

I strongly encourage you to **support** SB0023 so we can put in place policies that will ensure MTA can no longer implement changes in transportation service without considering the impact to Black and Brown workers and people with disabilities. Thank you for your time, consideration, and service.

1.26.2022 SB23 Equity in Transp Sector(HB 141).pdf

Uploaded by: Barbara Ditzler

Position: FAV



TESTIMONY TO THE SENATE FINANCE COMMITTEE

SB 23 Equity in Transportation Sector – Guidelines and Analyses

POSITION: Support

BY: Nancy Soreng President

Date: January 26, 2022

The League of Women Voters of Maryland (LWVMD) supports proposed legislation SB 23 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 broad range of population and the rules which govern them should be inclusive as well.

It is often difficult to set goals and then measure their attained progress. By having communities of racial and ethnic disparities included 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 a diverse population, 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.

SB 23 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.

sb 23.pdf

Uploaded by: Brian Seel

Position: FAV

Dear Members of the Senate Finance 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 46 who lives car free and relies on the bus to get around. **I am testifying in support of the Transportation Equity Act of 2022 (SB 23).**



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

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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.

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It is for these reasons that I am encouraging you to **vote in support of SB 23**.

Thank you for your time, service, and consideration.

Sincerely,

Brian Seel

223 S Wolfe St

Showing Up for Racial Justice Baltimore

HB141 - Equity in Transportation Sector - Guidelin

Uploaded by: Brian Wivell

Position: FAV

AMALGAMATED TRANSIT UNION LOCAL 689

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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.

SB23 Favorable Testimony 1199SEIU.pdf

Uploaded by: BRIG DUMAIS

Position: FAV



Testimony on SB23
Equity in Transportation Sector – Guidelines and Analyses Act of 2022
Position: **FAVORABLE**

Greetings Chair Kelley and Members of the Senate Finance 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 SB23 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

SB23_The Nature Conservancy_fav.pdf

Uploaded by: Cait Kerr

Position: FAV



Protecting nature. Preserving life.

The Nature Conservancy
Maryland/DC Chapter
425 Barlow Pl., Ste 100
Bethesda, MD 20814

tel (301) 897-8570
fax (301) 897-0858
nature.org

Wednesday January 26, 2022

TO: Delores Kelly, Chair of Senate Finance 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 SB 23 Equity in Transportation Sector - Guidelines and Analyses

The Nature Conservancy (TNC) supports SB 23 offered by Senator Carter. SB 23 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. SB 23 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 Senator Carter 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 SB 23.

SB0023_Equity_in_Transportation_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR SB0023 Equity in Transportation Sector - Guidelines and Analyses

Bill Sponsor: Senator Carter

Committee: Finance

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0023 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.

SB0023_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 Delores G. Kelley, Chair
Members, Senate Finance Committee
The Honorable Jill P. Carter

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

DATE: January 26, 2022

RE: **SUPPORT** – Senate Bill 23 – *Equity in Transportation Sector – Guidelines and Analyses*

The Maryland State Medical Society (MedChi), the largest physician organization in Maryland, **supports** Senate Bill 23. 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. Senate Bill 23 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 Senate Bill 23.

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>.

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Daryl Yoder

Position: FAV

Dear Members of the Senate Finance 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. **I am testifying in support of the Transportation Equity Act of 2022 (SB 23).**



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

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- 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 SB 23**.

Thank you for your time, service, and consideration.

Sincerely,
Daryl Yoder

309 Glenmore Ave.

Catonsville, MD 21228

Showing Up for Racial Justice Baltimore

SB023-TPMEC-Transit Equity- Finance-FAV.pdf

Uploaded by: Diana Younts

Position: FAV



Committee: Finance

Testimony on: SB023 - Equity in Transportation Sector-Guidelines & Analyses

Organization: Takoma Park Mobilization Environment Committee

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: January 26, 2022

Dear M. Chair and Committee Members:

Thank you for allowing our testimony today in support of SB023. 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.

SB023 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.

SB023 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 in that planning.

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.

SB023-Transit Equity- Finance-CJW-FAV.pdf

Uploaded by: Diana Younts

Position: FAV



Committee: Finance

Testimony on: SB023 - Equity in Transportation Sector-Guidelines & Analyses

Organization: MLC Climate Justice Wing

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: January 26, 2022

Dear M. Chair 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 SB023. 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.

SB023 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.

SB023 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 in that planning.

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

SB 23 - 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

SB 23 – Equity in Transportation Sector – Guidelines and Analyses
Senate Finance Committee
January 26, 2022

SUPPORT

Donna S. Edwards
President
Maryland State and DC AFL-CIO

Madam Chair and members of the Committee, thank you for the opportunity to provide testimony in support of SB 23 – 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.

SB 23 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 SB 23 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 SB 23

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Erica Palmisano

Position: FAV

Dear Members of the Senate Finance 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 currently 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 (SB 23).**

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 SB 23**.

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

Senate Bill 0023, Testimony of Disability Rights M

Uploaded by: Gabriel Rubinstein

Position: FAV



Senate Finance Committee
WRITTEN TESTIMONY IN SUPPORT OF SENATE BILL 0023 (HOUSE BILL 141)
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 SB 23.

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. SB 23 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 SB 23 and is happy to assist as much as possible in developing and furthering 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 24, 2022

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

2022-01-21 MCCR - Equity in Transportation - SB 23

Uploaded by: Glendora Hughes

Position: FAV

State of Maryland

Commission on Civil Rights

“Our vision is to have a State that is free from any trace of unlawful discrimination.”



Officers

Alvin O. Gillard, Executive Director
Nicolette Young, Assistant Director
Glendora C. Hughes, General Counsel

Governor
Larry Hogan
Lt. Governor
Boyd K. Rutherford
Commission Chairperson
Gary C. Norman, Esq.
Commission Vice Chairperson
Roberto N. Allen, Esq.
Commissioners
Allison U. Dichoso, Esq.
Hayden B. Duke
Janssen E. Evelyn, Esq.
Eileen M. Levitt, SPHR, SHRM-SCP
Rabbi Binyamin Marwick
Jeff Rosen
Gina McKnight-Smith, PharmD, MBA

January 26, 2022

Senate Bill 23 – Equity in Transportation Sector– Guidelines and Analyses **POSITION: Support**

Dear Chairperson Kelly, Vice Chairperson Feldman, and Members of the Finance Committee:

The Maryland Commission on Civil Rights (“MCCR”; “The Commission”) is the State agency responsible for the enforcement of laws prohibiting discrimination in employment, housing, public accommodations, state contracts and health services based upon race, color, religion, sex, age, national origin, marital status, familial status, sexual orientation, gender identity, genetic information, physical and mental disability, and source of income.

Senate Bill 23 requires that equity be considered when State transportation plans, reports, and goals are developed. It includes altering the membership of the advisory committee, establishing a commission, conducting analyses, consulting with affected communities, and holding public hearings on any proposed service changes, in collaboration with the Department of Transportation. The Maryland Transit Administration is required to take action to avoid or minimize disparate impacts or disproportionate burdens on disadvantaged communities.

Transportation is directly related to accessing employment, education, adequate food, and healthcare. Nationally, the poorest families spend more than 40% of their take home pay on transportation. Additionally, black households are least likely to have access to a vehicle, making a robust public transit system a necessity. There are numerous studies that show that transportation decisions can have major negative effects in low-income communities. For example, a project in Nashville was supposed to create dedicated lanes for buses for approximately \$175 million, but it was canceled. It was shown that the bus project would have served mainly white and upper-class neighborhoods, ignoring neighboring low-income black communities.

Baltimore’s own U.S. Route 40, or the “Highway to Nowhere” was a highway construction project that displaced 1,500 residents and destroyed approximately 971 houses and 62 businesses in 1969. The project was initially rejected when white residents resisted the construction in their own neighborhoods. Then the project was restarted in neighboring black communities, but the same pleas from black residents were ignored. The endeavor produced just 1.39 miles of highway before it was permanently canceled. The “Highway to Nowhere” stands as a reminder that transportation decisions are impactful and must be handled appropriately.

Additionally, citizens with disabilities and residents that do not speak English also suffer when decisions are made without adequate input and consideration of their needs. Adults with disabilities are twice as likely to struggle with inadequate transportation than adults without disabilities. In Baltimore, over 12% of the population has a disability, which requires that sidewalks and bus stops be accessible. Lastly, residents that do not speak English have difficulty accessing transportation and tend to live closer to busy highways and industrial facilities. This increases the pollution-imposed health risks prominent in these communities.

Cities across the country have implemented similar initiatives. For example, Seattle's equity cabinet was created to help guide strategic plans to provide equitable and sustainable transportation. The measures proposed in Senate Bill 23 would require that equity be considered to avoid furthering Maryland's long history of discriminatory decisions in transportation. MCCR finds that the standards in SB 23 are consistent with the spirit of Title 20, and thus are appropriate tools for achieving equity in transportation.

For these reasons, the Maryland Commission on Civil Rights urges a favorable vote on SB 23. Thank you for your time and consideration of the information contained in this letter. The Maryland Commission on Civil Rights looks forward to the continued opportunity to work with you to improve and promote civil rights in Maryland.

Senate Bill 23 - Transit Equity to Senate Finance.

Uploaded by: Henry Bogdan

Position: FAV

January 26, 2022

Statement on Senate Bill 23
Equity in Transportation Sector - Guidelines and Analyses
Senate Finance Committee

Position: Support

Maryland Nonprofits is a statewide association of more than 1300 nonprofit organizations and institutions. We strongly urge you to support Senate Bill 23 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 Senate Bill 23 a favorable report.

Transportation Equity Act organizational sign-on.p

Uploaded by: Jennifer Kunze

Position: FAV

Testimony Supporting SB0023
Senate Finance Committee
January 26, 2022

Position: SUPPORT

Dear Chair and Members of the Committee,

The undersigned 36 organizations urge a favorable report on SB23, the Transportation Equity Act sponsored by Senator Carter.

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 SB23 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

SB0023-723929-01.pdf

Uploaded by: Jill Carter

Position: FAV



SB0023/723929/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

24 JAN 22
11:49:32

BY: Senator Carter
(To be offered in the Finance Committee)

AMENDMENT TO SENATE BILL 23
(First Reading File Bill)

On page 9, in line 12, strike “AND”; and in line 14, 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”.

Testimony_JPC_SB0023_LR1338 (1).pdf

Uploaded by: Jill Carter

Position: FAV



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

**Testimony of Senator Jill P. Carter
In Favor of SB23 - Equity in Transportation Sector - Guidelines and
Analyses
Before the Senate Finance Committee
On January 26, 2022**

Chair Kelly, Vice Chair Feldman, and Esteemed Finance Committee Members:

Urban Transit Systems are a genuine civil rights issue where they do not do enough to help people in underserved communities access opportunities for gainful, meaningful, employment.

Senate Bill 23 (SB23) seeks to aid us in ensuring that public transit policies are anti-discriminatory and devoid of adverse impacts based on race, color, national origin, ability status, gender, or income. This bill, a long overdue first in Maryland, would apply the equal access protections afforded under Title VI of the 1964 Civil Rights Act to state-level transportation.

SB 23 would require the Maryland Department of Transportation (MDOT) to: (1) perform a transit equity analysis prior to implementation of potentially discriminatory policies or changes in service; and (2) compare and analyze multiple transportation services when conducting an equity analysis.

It is important that an equity analysis is performed before a policy is implemented because seemingly benign policies can adversely affect certain groups of people. For example, in September 2020, the Maryland Transit Administration (MTA), which is part of MDOT, proposed a permanent cut of 20 percent in the Baltimore Region's

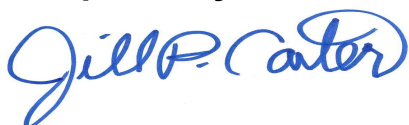
core bus service, and a temporary cut of no more than eight (8) percent of MARC commuter train service. Approximately 83 percent of the Baltimore Region's bus ridership is Black while approximately 70 percent of MARC train ridership is white. The 20 percent cut in bus service would have imposed permanent reductions in 12 major service lines, including Bus Route #28, which transports 11 percent of all Baltimore City public school students that use public transportation. Had the cuts occurred, many Black MTA riders would have been disproportionately affected and deprived of the transportation they needed to get to work or school.

Had the MTA been required to perform an equity analysis, the potential disparate impact on thousands of residents would have informed the decision.

SB 23 would require Maryland Department of Transportation (MDOT) to compare different transportation modes when conducting an equity analysis. When Major reductions were proposed for the core bus service, in September 2020, there were no comparable reductions proposed for the seaport, airport, or the State Highway Administration. Surprisingly, MDOT allocates 77 percent of its total budget to the State Highway Administration but only 2 percent to the MTA. This matters because the MTA serves the bulk of public transit patrons - most of whom are people of color and low-income people with no access to automobiles. Allocation of such a minuscule portion of its budget to the MTA creates a disparate impact on persons that rely on public transportation.

Senate Bill 23 merits immediate passage so that we might ensure transit policy in Maryland is thoroughly examined for potential discriminatory impacts prior to its implementation. For these reasons, I urge this committee to give a favorable report on Senate Bill 23. Thank you.

Respectfully,



Jill P. Carter

BaltimoreCounty_FAV_SB0023.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.: SB 23

TITLE: Equity in Transportation Sector - Guidelines and Analyses

SPONSOR: Senator Carter

COMMITTEE: Finance

POSITION: **SUPPORT**

DATE: January 26, 2022

Baltimore County **SUPPORTS** Senate Bill 23 – 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.

SB 23 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 SB 23. For more information, please contact Joel Beller, Acting Director of Government Affairs, at jbeller@baltimorecountymd.gov.

BikeAAASupportSB23TransportationEquity-20220124.pd

Uploaded by: Jon Korin

Position: FAV



Support SB23

Equity in Transportation

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

Senate Finance Committee
Annapolis, MD 21401-1991

January 24, 2022

RE: SUPPORT Senate Bill 23

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 SB23. 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 SB23 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

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Jonathan Smeton

Position: FAV

Dear Members of the Senate Finance Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore (SURJ), 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 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 (SB 23).**

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

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.***

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.

Transportation equity is 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 SB 23**. Thank you for your time, service, and consideration.

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

SURJ
BALTIMORE
showing up for racial justice

SB23_MDSierraClub_fav - 26Jan2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale MD 20738

Committee: Finance

Testimony on: SB 23 – “Equity in Transportation Sector - Guidelines and Analyses”

Position: Favorable

Hearing Date: January 26, 2022

The Maryland Chapter of the Sierra Club supports the principles and intent of SB 23, 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 SB 23 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.

S23_BikeMD_FAV

Uploaded by: Joshua Feldmark

Position: FAV



SB 23 – Equity in Transportation Sector - Guidelines and Analyses

Senate Finance Committee

January 26, 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

SB 23_CBF SUPPORT.pdf

Uploaded by: Julieta Rodrigo

Position: FAV



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

Senate Bill 23

Equity in Transportation Sector - Guidelines and Analyses

Date: January 26, 2022
To: Finance Committee

Position: Support
From: Julieta Rodrigo, Urban & Community Resilience Manager

Chesapeake Bay Foundation (CBF) **SUPPORTS** SB 23 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 SB 23. For more information, please contact Robin Jessica Clark, Maryland Staff Attorney at rclark@cbf.org and 443.995.8753.

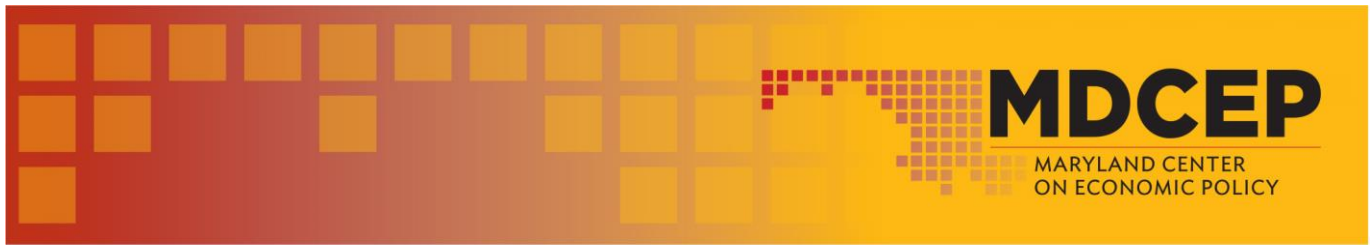
Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403
Phone (410) 268-8816 • Fax (410) 280-3513

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.

SB23_MD Center on Economic Policy_FAV.pdf

Uploaded by: Kali Schumitz

Position: FAV



JANUARY 26, 2022

Maryland's Transportation Policy Should Deliberately Aim for Shared Opportunity

Position Statement in Support of Senate Bill 23

Given before the Senate Finance Committee

Modern, effective transportation networks are an essential part of our state's economic backbone as well as an important driver of economic opportunity. Smart, robust investments in a multimodal transportation system can support sustainable, widely shared prosperity. On the other hand, neglecting our transportation systems or choosing transportation investments poorly can weaken our economy and hamper opportunity. Policymakers' choices over the last several decades have often pulled us in the wrong direction, leading to long commutes and diminished opportunities for Marylanders of color. Equity analysis – a deliberate, data-informed examination of a policy's impacts across race, ethnicity, and other dimensions of dominance and marginalization – can be an effective tool to ensure our public policies create opportunities for all communities to succeed. **The Maryland Center on Economic Policy supports Senate Bill 23** because an intentional focus on equity will steer our state's transportation investments toward greater opportunity for Marylanders of color and Marylanders with disabilities.

Neighborhood segregation and racial income disparities—both the products of centuries of racist policy choices—make transportation policy in Maryland unavoidably racialized.ⁱ

- Decades of deliberate racial segregation continue to limit the options available to Marylanders of color when deciding where to live, including families with moderate or high incomes. For example, Black families with annual income between \$100,000 and \$125,000 on average live in neighborhoods with lower incomes and higher poverty rates than white families with income between \$60,000 and \$75,000.
- Along with other factors, neighborhood segregation limits the transportation options and ultimately the economic opportunities available to Marylanders of color, and Black Marylanders in particular.

Underinvesting in public transportation is one of the most important ways policymakers have tilted the scales and reduced opportunity through transportation policy.ⁱⁱ

- About one in six Black workers in Maryland take public transportation to get to work, compared to only one in 20 white workers. Workers in other racial and ethnic groups are about twice as likely to commute via transit as their white counterparts.
- On average, it takes transit commuters in Maryland just over 50 minutes to get to work each day, plus another 50 minutes to get back home. Average car commutes are a little over 30 minutes each way. Over the course of a year, this adds up to about a week of extra commuting time for a full-time worker.

- On average, workers in the Baltimore metro area can reach only 8% of jobs in the region by transit in one hour or less. In the year after the BaltimoreLink transit overhaul, the region saw the biggest drop in transit accessibility among the nation’s 50 largest metro areas.
- By car, 100% of jobs in the Baltimore region are accessible within an hour. In fact, there are more jobs within a 20-minute drive of an average Baltimore-area worker than within an hourlong transit ride.
- In the Washington, DC, metro area (including portions outside Maryland), workers can on average reach 10% of the region’s jobs in an hour via transit or 85% in an hour by car.

Senate Bill 23 would improve transportation equity – and ultimately economic opportunity – by requiring policymakers to consider equity in transportation planning:

- The bill requires the state’s periodic long-term transportation planning process (the Maryland Transportation Plan) to consider ways to improve equity, reduce racial disparities, and improve transportation access for Marylanders with disabilities.
- The bill creates a Commission on Transportation Equity with members representing the state’s executive and legislative branches, transit users, public health experts, labor, and racial, ethnic, and disability justice advocates. The commission’s purpose is to build expertise, gather public input, and advise the Department of Transportation on the equity impacts of policy choices.
- Beginning in fiscal year 2024, the bill requires equity analysis of any major proposal to change transit service or reduce or cancel a capital project. If the analysis finds that a proposal would harm communities of color or families with low incomes, the bill requires consideration of alternatives than would reduce this harm as well as a justification for any decision to proceed despite known harms. This analysis requires input from the Commission on Transportation Equity and from the public, and all findings must be published on the Department of Transportation website.

As legislators consider the implementation of equity analysis in our state, they do not have to look far for inspiration. Several states across the nation, including Connecticut, Iowa, Minnesota, New Jersey, and Oregon, have successfully instituted racial equity impact statements for various forms of legislation and policy proposals.

Maryland communities cannot thrive without effective transportation infrastructure, and *all* Maryland communities cannot thrive unless policymakers build and maintain that infrastructure with a focus on shared opportunity. Senate Bill 23 would ensure that this focus is built into our transportation planning processes.

For these reasons, the Maryland Center on Economic Policy respectfully requests that the Senate Finance Committee make a favorable report on Senate Bill 23.

See Page 3 for Equity Impact Analysis of Senate Bill 23.

Equity Impact Analysis: Senate Bill 23

Bill Summary

- The bill requires the state’s periodic long-term transportation planning process (the Maryland Transportation Plan) to consider ways to improve equity, reduce racial disparities, and improve transportation access for Marylanders with disabilities.
- The bill creates a Commission on Transportation Equity with members representing the state’s executive and legislative branches, transit users, public health experts, labor, and racial, ethnic, and disability justice advocates. The commission’s purpose is to build expertise, gather public input, and advise the Department of Transportation on the equity impacts of policy choices.
- Beginning in fiscal year 2024, the bill requires equity analysis of any major proposal to change transit service or reduce or cancel a capital project. If the analysis finds that a proposal would harm communities of color or families with low incomes, the bill requires consideration of alternatives than would reduce this harm as well as a justification for any decision to proceed despite known harms. This analysis requires input from the Commission on Transportation Equity and from the public, and all findings must be published on the Department of Transportation website.

Background

Multiple states, including Connecticut, Iowa, Minnesota, New Jersey, and Oregon, have successfully instituted racial equity impact statements for various forms of legislation and policy proposals.

Gov. Hogan in 2015 abruptly canceled the Red Line light rail project, which would have increased reliable transit access for east-west travel in Baltimore City, despite substantial evidence of disparate racial impacts. This action led to a complaint before the federal Department of Transportation, which the Trump administration dismissed without explanation, and scrutiny in the U.S. Senate.

Equity Implications

Neighborhood segregation and racial income disparities—both the products of centuries of racist policy choices—make transportation policy in Maryland unavoidably racialized.

- Decades of deliberate racial segregation continue to limit the options available to Marylanders of color when deciding where to live, including families with moderate or high incomes. For example, Black families with annual income between \$100,000 and \$125,000 on average live in neighborhoods with lower incomes and higher poverty rates than white families with income between \$60,000 and \$75,000.
- Along with other factors, neighborhood segregation limits the transportation options and ultimately the economic opportunities available to Marylanders of color, and Black Marylanders in particular.

Underinvesting in public transportation is one of the most important ways policymakers have tilted the scales and reduced opportunity through transportation policy.

- About one in six Black workers in Maryland take public transportation to get to work, compared to only one in 20 white workers. Workers in other racial and ethnic groups are about twice as likely to commute via transit as their white counterparts.

- On average, it takes transit commuters in Maryland just over 50 minutes to get to work each day, plus another 50 minutes to get back home. Average car commutes are a little over 30 minutes each way. Over the course of a year, this adds up to about a week of extra commuting time for a full-time worker.
- On average, workers in the Baltimore metro area can reach only 8% of jobs in the region by transit in one hour or less. In the year after the BaltimoreLink transit overhaul, the region saw the biggest drop in transit accessibility among the nation’s 50 largest metro areas.
- By car, 100% of jobs in the Baltimore region are accessible within an hour. In fact, there are more jobs within a 20-minute drive of an average Baltimore-area worker than within an hourlong transit ride.
- In the Washington, DC, metro area (including portions outside Maryland), workers can on average reach 10% of the region’s jobs in an hour via transit or 85% in an hour by car.

Impact

Senate Bill 23 would likely **improve racial, ethnic, disability, and economic equity in Maryland.**

ⁱ See discussion in Christopher Meyer, *Budgeting for Opportunity* series, Maryland Center on Economic Policy, 2018, 2020, 2021, <https://www.mdeconomy.org/budgeting-for-opportunity/>

ⁱⁱ Statistics in bullet points discussed in detail in Christopher Meyer, “Budgeting for Opportunity: Maryland’s Workforce Development Policy Can Be a Tool to Remove Barriers and Expand Opportunity,” Maryland Center on Economic Policy, 2021, <http://www.mdeconomy.org/budgeting-for-opportunity-workforce/>

SB 23 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Katherine Wilkins

Position: FAV

Dear Members of the Senate Finance 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 (SB 23).**



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 SB 23**.

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

L_MEL_TESTIMONY SUPPORTING SB0023.pdf

Uploaded by: LAURA MELAMED

Position: FAV

Testimony Supporting SB0023/HB141
Senate Finance / House Environment & Transportation Committee
January 26, 2022 / January 27, 2022

Position: SUPPORT

As a Baltimore resident with no car, I support the Transit Equity Act, SB0023/HB141 sponsored by Senator Carter and Delegate Ruth, which puts equity at the forefront of Maryland transportation planning and ensures equitable transportation access for Marylanders.

I rely on public transit to get to work and it's 2 miles to the nearest light rail stop.

It's more than a mile to the nearest Metro stop.

The nearest bus runs only once-an-hour when I commute.

When I'm in a rush -- or in bad weather -- it's a challenge.

Especially when I get off work at 9 PM.

At night -- and in bad weather -- it would be extremely helpful to have reliable alternatives to a bus I have to wait an hour for -- or walking and biking in icy, windy conditions.

Also, the Red Line cancellation was devastating to Baltimore. It halted job access opportunity and a route out of poverty for entire communities.

On a personal level, the Red Line would help me visit friends and family who don't own cars or who can't drive due to disabilities.

All Maryland residents would benefit from The Transit Equity Act.

Renewing work on the Red Line and creating a decent public transit system would create jobs and make Baltimore attractive to tourists which would raise money for the city and the state.

The Transit Equity Act would help people in Maryland who are now stuck, waiting hours for buses -- in cold windy weather -- and arriving to work late -- through no fault of their own -- but due to racist, social and economic gaps in policy.

Please support the Transit Equity Act.

Thank you.

Laura Melamed

Transit Equity 1.pdf

Uploaded by: Len 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 Senate Finance Committee
January 26, 2022**

Members of the Committee,

Thank you for the opportunity to testify today.

I urge the committee to issue a favorable report on SB 23.

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.

SB0023 Support Transportation Equity.pdf

Uploaded by: Linnie Girdner

Position: FAV

Members of the Finance Committee:

I am a resident of District 21 and a member of Showing Up for Racial Justice Annapolis and Anne Arundel County. I have lived most of 71 years in Maryland and am saddened to see the ongoing racial inequity in transportation. This needs to change. I am requesting that you support **SB0023 Equity in Transportation Sector - Guidelines and Analyses**.

This bill establishes a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to transportation is statutorily guaranteed for individuals regardless of race, ethnicity, national origin, English proficiency, ability status, and gender orientation.

Racial inequity has had a long tradition in Maryland transportation planning. The initial plan was for the light rail in Anne Arundel County to extend to Annapolis. But that was dismissed in 1992. The NIMBY principle prevailed. So our state capital remains inaccessible to many residents who don't have their own personal form of transportation despite Annapolis being located between two important population centers.

Racial animus has continued into the present time, attempting to further disadvantage both people of color and poor people. There has been an asserted effort to close some of the rail stations in the northern part of Anne Arundel County. Electioneering in 2018 had such obvious dog-whistles that even the foreign press heard them ([‘Addicts, crooks, and thieves’: The campaign to kill Baltimore’s light rail](#). *The Guardian* 8/22/2018).

Black residents in Baltimore City rely heavily on public transportation. The cancellation of the Red Line in 2015 dashed the hopes of citizens who would have relied on the Red Line to access better jobs and to arrive on time at those jobs.. That these funds went to building such things as traffic circles in sparsely populated white areas of Western Maryland added insult to injury. In addition, support was given to the Purple Line that primarily will benefit white suburbanites of DC.

The racial inequity continues even during the pandemic. In response to record low ridership during the early months of the pandemic, the Maryland Transit Administration (MTA) aimed to eliminate 25 Baltimore bus lines that would affect mostly Black neighborhoods. Even though the MTA backed off of its plans, 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 across the state of

Maryland trying to get to their jobs. As Mayor Brandon Scott said: "Historically, transit and equity has always been linked back to racial injustice, in Baltimore and beyond."

If this bill does not become law, the pattern of racial inequity will continue. This is not who we want to be as Marylanders. This is your chance to show up for racial equity. For these reasons I am strongly encouraging you to vote **in SUPPORT of SB0023**.

Thank you for your time, service, and consideration.

Sincerely,

Linda Girdner
941 Fall Ridge Way
Gambrills, MD 21054

SB 23 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Maura Dwyer

Position: FAV

Dear Members of the Senate Finance 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 45**. **I am testifying in support of the Transportation Equity Act of 2022 (SB 23).**



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 SB 23.

Thank you for your time, service, and consideration.

Sincerely,
Maura Dwyer
1639 N Calvert St
Baltimore MD 21202
Showing Up for Racial Justice Baltimore

TEA 2022_SB0023.pdf

Uploaded by: Megan E Latshaw

Position: FAV

Transportation Equity Act of 2022

Public Health Need | Submitted by Megan Weil Latshaw, PhD MHS
January 26, 2022

Good afternoon Mr. Chair and Committee members, I'm here to speak in support of SB0023.

I'm Dr. Megan Latshaw, I live in Baltimore City in District 43 (with Senator Washington). 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.

SB 23 - Transportation Equity Act of 2022_Melissa

Uploaded by: Melissa Badeker

Position: FAV

Dear Members of the Senate Finance 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 (SB 23).**



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 SB 23**.

Thank you for your time, service, and consideration.

Sincerely,

Melissa Badeker
3020 Linwood Avenue, Parkville MD 21234
Showing Up for Racial Justice Baltimore

MD Catholic Conference_FAV_SB0023.pdf

Uploaded by: MJ Kraska

Position: FAV



ARCHDIOCESE OF BALTIMORE † ARCHDIOCESE OF WASHINGTON † DIOCESE OF WILMINGTON

January 26, 2022

SB 23

Equity in Transportation Sector – Guidelines and Analyses

Senate Finance 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.

Senate Bill 23 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”. Senate Bill 23 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 Senate Bill 23.

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Uploaded by: Monica O'Connor

Position: FAV



Committee: Finance

Testimony on: SB023 - Equity in Transportation Sector-Guidelines & Analyses

Organization: Women Indivisible Strong Effective

Submitting: Monica O'Connor, Legislative Liaison

Position: Favorable

Hearing Date: January 26, 2022

Dear M. Chair and Committee Members:

Thank you for allowing our testimony today. WISE is an all-volunteer women-led group of advocates formed in Anne Arundel County, and has over 600 members. WISE urges you to vote favorably on SB023. This bill aims to rectify the immense inequality in transportation access for black and brown communities by requiring the State to make equity a primary goal in Maryland's Transportation Plan.

SB023 is necessary because unequal access to public transportation has historically not been enforced at the state level. The examples of race-based inequity are many - from the cancellation of the Red Line to the fact that the MTA service cuts in September 2020 placed the greatest burden on the routes servicing black communities. All the while emphasis has been placed on funding airports and state highways - transportation vehicles enjoyed primarily by white ridership.

SB023 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.

SB 23 - Transportation Equity Act of 2022.pdf

Uploaded by: Nathan Rehr

Position: FAV

Dear Members of the Senate Finance 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 (SB 23).**



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;
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- 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 SB 23**.

Thank you for your time, service, and consideration.

Sincerely,

Nathan Rehr

450 E. Federal Street Baltimore, MD 21202

Showing Up for Racial Justice Baltimore

SB0023-FAV-DTMG-1-26-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood

Committee: Finance

Testimony on: SB0023 – Equity in Transportation Sector – Guidelines and Analyses

Position: Favorable

Hearing Date: January 26, 2022

Bill Contact: Senator Jill Carter

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 SB0023 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. HB0023, 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. HB 0023 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 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. 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 SB0023 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

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

Support for SB 23.pdf

Uploaded by: Pamela Brown

Position: FAV



Maryland Association of
LOCAL MANAGEMENT BOARDS

January 24, 2022

Senate Finance Committee

SUPPORT Senate Bill 23 – Equity in Transportation

Dear Senators:

On behalf of the Maryland Association of Local Management Boards, I am writing in support of Senate Bill 23. Local Management Boards in each county and jurisdiction in the State of Maryland conduct needs assessments of their communities. A constant refrain from our vulnerable residents in low income disproportionately African American neighborhoods is that access to transportation is one of their top challenges.

The State of Maryland's transportation system should 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.

We urge you to support SB23 to make Maryland transportation more equitable, safer, accessible and affordable.

Sincerely,

A handwritten signature in black ink that reads "P M Brown".

Pamela M. Brown, PhD
Legislative Chair
Maryland Association of Local Management Boards

SB 23 - DD Coalition - Support - Transportation Eq

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

Senate Finance Committee

January 26, 2022

SB 23: 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 SB 23.



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 SB 23 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

SB23_IndivisibleHoCoMD_FAV_RichardDeutschmann.pdf

Uploaded by: Richard Deutschmann

Position: FAV



SB23 – Equity in Transportation Sector - Guidelines and Analyses

Testimony before

Senate Finance Committee

January 26, 2022

Position: Favorable

Madame 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 SB23 (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 Senator Carter 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.

If I could add 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 SB23, 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

Testimony SB 0023 1-24.pdf

Uploaded by: Samuel Jordan

Position: FAV

The Transportation Equity Act of 2022
SB 23
Testimony of Samuel Jordan,
President – Baltimore Transit Equity Coalition (BTEC)

Madame Chair, and Members of the Committee, Senate Bill 0023:

- 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. SB 0023 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 SB 0023 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.

Mr. Chairman and members of the Committee, I urge you to report favorably on SB 0023 and thank you.

Policy Foundation of Maryland TESTIMONY FOR SB0023

Uploaded by: Sarahia Benn

Position: FAV



TESTIMONY FOR SB0023

Equity in Transportation Sector - Guidelines and Analyses

Bill Sponsor: Sen Jill Carter

Committee: Finance

Organization(s) Submitting: Policy Foundation of Maryland, Member of Maryland Legislative Coalition

Person Submitting: Sarahia Benn, Executive Dir. of Policy Foundation of Maryland, Member of Maryland Legislative Coalition

Position: FAVORABLE

I am submitting this testimony in favor of SB0023 on behalf of the Policy Foundation of Maryland and as a Member of the Maryland Legislative Coalition. The Policy Foundation of Maryland is a grassroots organization focused on State and County level legislation and policies that impacts marginalized communities and veterans affairs. Transportation legislation is of massive importance to these communities particularly due to how impacted these communities have been historically and currently. 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.

At one point transit in Maryland and Washington DC were running at the same pace. Now Marylanders have been left behind impacting millions financially and impacting Maryland's future environmentally, as well as, economically.

June 2015 Governor Hogan canceled the Red Line. Why was the Red Line canceled? Before canceling this mostly federally funded project was a transit analysis done to see what impact it would have on the affected communities (lost jobs, wages, customers, access to higher paying jobs) vs the minute cost savings? Was there a transit analysis to determine whether this project's investment would help transform these affected communities' economy and other social issues in a positive manner? Furthermore, why were the cuts to the very bus service that was created in place of the Red Line made in 2020 in the middle of covid-19 pandemic where in the majority of people affected were low-income, marginalized, and front-line workers?

When the Maryland 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 and create a policy that holds these entities accountable. Maryland spends 80% of its transportation budget on roads, while leaving our public transit system in shambles in comparison to every competitive State near and afar. All policies in Maryland must lead with equity in mind otherwise we will continue to leave portions of Marylanders behind. Transit is one force that can level the playground to allow access to high paying jobs, food sources, and other needs just by providing access.

Passing this SB0023 will help bring equity into the transit 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.

The Policy Foundation of Maryland supports this SB0023 and we recommend a **FAVORABLE** report in Committee.

Respectfully submitted,



Sarahia Benn
(Policy Foundation of Maryland, Member of Maryland legislative Coalition)

Sarhiabenn@gmail.com

(Dedicated to Black History Month)

“People always say that I didn’t give up my seat because I was tired, but that isn’t true. I was not tired physically ... No, the only tired I was, was tired of giving in.”

— **Rosa Parks.**

Sunrise Movement MD Transit Equity Testimony.pdf

Uploaded by: Stephen Leas

Position: FAV



January, 24 2022

Sunrise Movement Baltimore
Testimony on SB 0023
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 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

SB 23 - Transportation Equity Act of 2022.docx.pdf

Uploaded by: Tamara Todd

Position: FAV

Dear Members of the Senate Finance 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 (SB 23).**



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 SB 23**.

Thank you for your time, service, and consideration.

Sincerely,

Tamara Todd

221 Northway Rd, Reisterstown MD 21136

Showing Up for Racial Justice Baltimore

Favorable Testimonial for SB0023.pdf

Uploaded by: Vivek Ravichandran

Position: FAV



January 24th, 2022

Dear esteemed members of the Senate Finance 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, SB0023 sponsored by Senator Carter**, 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, which revealed that local diesel truck traffic may influence PM_{2.5} concentrations.⁶ In South Bronx, New

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.

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.



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SCHOOL OF PUBLIC HEALTH

Maryland Institute for Applied and Environmental Health

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, SB0023 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 SB0023 is a vote for environmental justice and transit equity for the great residents of Maryland.

Sincerely,
Dr. Sacoby Wilson

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>

SenateBill23.2022.pdf

Uploaded by: Claudia Barber

Position: FWA

TESTIMONY BEFORE THE MARYLAND SENATE FINANCE
COMMITTEE

WEDNESDAY, JANUARY 26, 2022 AT 1 PM

SENATE BILL 23

– EQUITY IN TRANSPORTATION

FAVORABLE WITH AMENDMENTS – Stipend for Commissioners

Presented by Anne Arundel County NAACP

Senate Bill 23 is a powerful start to achieving equity in transportation by establishing a Commission on Transportation Equity. We would add that the work of these commissioners should not be volunteer given the encumbersome, yet important tasks at hand involving annual reporting requirements. A stipend of \$5,000 - \$15,000 seems appropriate.

There are many citizens, for example in South County, of Anne Arundel County, Maryland who need adequate and accessible transportation to make court appearances. There are other citizens in the county who previously relied on transportation, but stopped because of the infrequency in scheduling. Who wants to wait an hour for public transportation.

Then there are equity coalitions forming or already formed to address the need for equity in transportation for such ideas as a Light Rail line from Thurgood Marshall Airport to Annapolis.

We sincerely hope ideas of this magnitude are not stifled but move forward with the participation of this new Commission on Transportation Equity.

The Anne Arundel County NAACP urges the passage of this important piece of legislation.

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SB0023 - 01.26.22 -- Equity in Transportation Sect

Uploaded by: Donald Fry

Position: FWA



TESTIMONY PRESENTED TO THE SENATE FINANCE COMMITTEE

SENATE BILL 23 – EQUITY IN TRANSPORTATION SECTOR - GUIDELINES AND ANALYSES
Sponsor – Senator Carter

January 26, 2022

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Position: Support with Amendment

Senate Bill 23 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:

- o Prioritize funding for projects that provide enhanced multimodal connectivity to major workforce and distribution centers.**
- o 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 request 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 Senate Bill 23, 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.

SB 23 Equity in Transportation Sector Guidelines a

Uploaded by: Martha Yalov

Position: FWA



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SB 23 Equity in Transportation Sector – Guidelines and Analyses
FAVORABLE
Senate Finance Committee
January 26, 2022

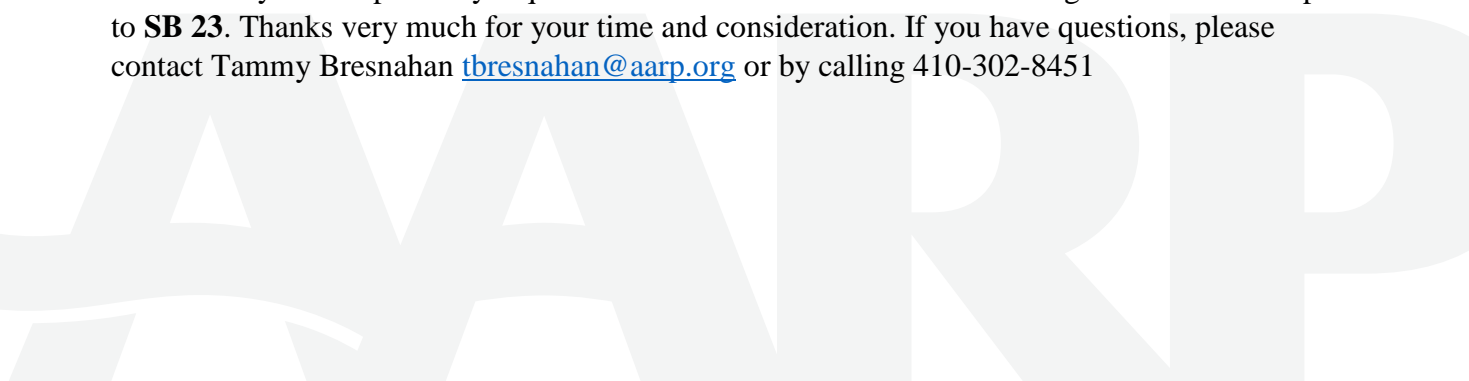
Good Afternoon Chairman Kelley and Members of the Senate Finance Committee. I am Martha Yalov, a lead advocacy volunteer for AARP MD. As you know, AARP Maryland is one of the largest membership-based organizations in Maryland, encompassing over 850,000 members. **AARP MD supports SB 23 Equity in Transportation Sector – Guidelines and Analyses** with the amendments Senator Carter is offering to the committee. We thank Senator Carter for introducing this important legislation and for working with us to amend the bill to include “Older Marylanders.”

SB 23 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 Senate Finance Committee give a favorable report to **SB 23**. 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



SB0023 - MTA - OPCP - Equity in Transportation Sec

Uploaded by: Patricia Westervelt

Position: INFO

January 26, 2021

The Honorable Delores G. Kelley
Chair, Senate Finance Committee
3 East, Miller Senate Office Building
Annapolis MD 21401

Re: Letter of Information – Senate Bill 23 – Equity in Transportation Sector – Guidelines and Analyses

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 23 but offers the following information for the Committee's consideration.

Senate Bill 23 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.

Senate Bill 23 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, Senate Bill 23 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, Senate Bill 23 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, Senate Bill 23 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 Senate Bill 23 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, Senate Bill 23 would prevent comments registered during public hearings and ensuing public comment period from being included within the Administration's formal equity analysis.

The Honorable Delores G. Kelley
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.

Senate Bill 23 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 Senate Bill 23.

Respectfully submitted,

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