

# **Payne Yes Bill 9.pdf**

Uploaded by: Alex Payne

Position: FAV

2 February 2023

Environment and Transportation Committee

House Office Building

Annapolis, Maryland 21401

Re: Vote YES on House Bill 9

Delegates of the Environment and Transportation Committee,

I support the Equity in Transportation Sector Bill because decisions in the transportation sector have been made for too long without the consultation of, and often in spite of, communities that have been disadvantaged or are disempowered. These decisions, from the highway to nowhere in Baltimore, to service cuts along critical mass transit lines, have shouldered the impacts of transportation problems on communities that deserve the most assistance from our elected officials.

Growing up in a family with access to motor vehicles, I took it for granted how easy and important it is to get from point A to point B. It is easy to inculcate ourselves in that mentality, and overlook the difficulties of others, when we are not forced to stop and bring their voices to the table. I encourage a Yes vote on Bill 9 so that our leaders can incorporate critically needed concepts of equity to future transportation policies.

Sincerely,

Alexander Payne

Resident of House District 46

916 N. Calvert St.

Baltimore, MD 21202

# **HB 9 - Maryland Food Bank - SUPPORT.pdf**

Uploaded by: Anne Wallerstedt

Position: FAV

## **House Bill 9**

### **Equity in Transportation Sector – Guidelines and Analyses House Environment and Transportation Committee February 2, 2023**

#### **SUPPORT**

House Bill 9 requires the Department of Transportation, prior to undertaking a reduction or cancellation of a major construction project or major reduction in service, to conduct an equity analysis of disparate impact or disproportionate burden, a cost-benefit analysis on impacts on economic development, employment, education, and health, and meet with leaders of the relevant affected communities, including those who are minority or low-income, and consider equity impacts to vulnerable populations in existing transportation projects.

The Maryland Food Bank estimates that 1 in 3 Marylanders are at risk of facing food insecurity. Food insecurity means a lack of consistent access to healthy and nutritious food on any given day. Additionally, we strongly contend that people are not hungry in a vacuum, that there are additional factors or “root causes” that keep Marylanders and their families food-insecure and even exacerbate their existing food insecurity. Operating under this reality, we strategically advocate against barriers to equity and equality for the two million food-insecure Marylanders who are in need of economic stability.

The lack of reliable and affordable transportation has consistently been one of the top reasons food-insecure Marylanders provide for their struggles accessing healthy food for their families. There are many individual circumstances that increase the difficulty of finding food, such as a person’s geographic location requiring a car, a lack of public transportation, living in a “food desert” with few-to-no grocery options, difficulty navigating multiple transportation options with family members due to a disability or children in tow, inability to afford transportation, or transportation that is unreliable due to schedules or needed maintenance.

Beyond increasing stability in the expectations of Marylanders for their needed transportation, House Bill 9 will shed light on the equity impact of transportation projects on communities and populations that for too long have been marginalized and left out of planning conversations. It is a necessary step in the direction of transparency, learning, and equity in an area that impacts the lives of every Marylander.

For these reasons, the Maryland Food Bank respectfully requests a favorable report on HB 9.

# **HB 9 Transportation Equity, Favorable, UULM-MD.pdf**

Uploaded by: Ashley Egan

Position: FAV



# Unitarian Universalist Legislative Ministry of Maryland

## Testimony in Support

### HB 9 - Equity in Transportation Sector - Guidelines and Analyses

To: Chair Barve and the Members of the Environment and Transportation Committee  
From: Phil Webster, PhD  
Lead Advocate on Climate Change  
Unitarian Universalist Legislative Ministry of Maryland.  
Date: February 2, 2023

The Unitarian Universalist Legislative Ministry of Maryland (UULM-MD) strongly supports **HB 9 Equity in Transportation Sector - Guidelines and Analyses** and urges a FAVORABLE report by the committees.

The UULM-MD is a faith-based advocacy organization based on the Principles of Unitarian Universalism. Two Principles are particularly relevant. The Second Principle, Justice, equity and compassion in human relations and the Seventh Principle, Respect for the interdependent web of all existence of which we are a part.

Unitarian Universalists believe in justice and equity in human relations. Public transit and smart transportation planning are some of the most important tools that local and state governments have to reduce structural inequalities. This bill has provisions that will enhance equity in public transportation. It promotes an approach to equity that recommends anticipation and prevention as the better strategies when compared to recovery and correction which have been the principal strategies in the past. It requires that Transportation Equity be a MDOT goal statewide across all modes of transportation. It Creates a Commission on Transportation Equity independent from MDOT to make recommendations. And it provides protections from service changes that result in disproportionate impact on communities.

Unitarian Universalists also believe that we should all have respect for the interdependent web of all existence of which we are a part. Greenhouse gasses emissions in the transportation sector is a significant portion of the Maryland emissions. Provision of an equitable transportation system would reduce greenhouse gases with a transition to green buses, light rail, rail, bicycling and walking.

Transportation decisions should improve local air quality rather than drive greenhouse gas emissions and reduce economic inequality instead of excluding working-class

communities from the opportunities we need to thrive. Historically, Maryland transportation decisions have worsened inequality instead of reducing it.

This legislation was passed by both Chambers last session and was vetoed by then Governor Hogan. We urge that this bill be expedited thru the General Assembly and be presented to Governor Moore as quickly as possible.

All Marylanders need bold and urgent action! Please keep us on the right and moral path towards a livable climate and a sustainable world. We owe it to our children.

We support this bill and urge a FAVORABLE report in committee.

*Phil Webster, PhD*

Lead Advocate, Climate Change UULM-MD

## **2.02.2023 HB 09 Equity in Transp Sector (SB19).pdf**

Uploaded by: Bee Ditzler

Position: FAV





## **TESTIMONY TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE**

### **HB 9 Equity in Transportation Sector – Guidance and Analyses**

**POSITION: Support**

**BY: Nancy Soreng – President**

**Date: February 2, 2023**

The League of Women Voters of Maryland (LWVMD) supports proposed legislation HB 9 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 state government should help enable the compliance with state goals. Our transportation systems should reflect local concerns, promote environmental protection, aid economic development, and encourage cooperative working relationships. Wise decisions are difficult to make.

HB 9 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.

**HB9\_MDSierraClub\_fav 2Feb2023.pdf**

Uploaded by: Brian Ditzler

Position: FAV



P.O. Box 278  
Riverdale MD 20738

**Committee: Environment and Transportation**

**Testimony on: HB9 – “Equity in Transportation Sector - Guidelines and Analyses”**

**Position: Support**

**Hearing Date: February 2, 2023**

The Maryland Chapter of the Sierra Club supports the principles and intent of HB9, which would require that the Maryland Department of Transportation (MDOT) make achieving equity in the transportation sector a primary goal in its planning and decision making.

Specifically, MDOT would be required to complete transit equity and cost-benefit analyses before announcing any significant service change, and compliance would be required with the Federal Transit Administration’s Title VI Requirements and Guidelines for Federal Transit Administration recipients. When the analyses reveal a proposed service change would create a disparate impact or disproportionate burden on racial minority or low-income communities, disabled, senior or transit-reliant riders, the alternative that has no adverse impact or causes the least disparate impact or disproportionate burden should be implemented if the proposed service change is necessary.

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 the disabled, low-income or 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 HB9 could help bring about the equity in transportation that has sorely been lacking. We urge a favorable report on this bill.

Brian Ditzler  
Transportation Chair  
[Brian.Ditzler@MDSierra.org](mailto:Brian.Ditzler@MDSierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

Lindsey Mendelson  
Transportation Representative  
[Lindsey.Mendelson@MDSierra.org](mailto: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.

# **HB 9- Equity in Transportation Sector - Guidelines**

Uploaded by: Brian Sims

Position: FAV



Maryland  
Hospital Association

January 31, 2023

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

Re: Letter of Support- House Bill 9- Equity in Transportation Sector - Guidelines and Analyses

Dear Chair Barve:

On behalf of the Maryland Hospital Association's (MHA) 60 member hospitals and health systems, we appreciate the opportunity to comment support of House Bill 9.

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

HB 9 requires the Department of Transportation to consider ways to achieve equity in the transportation sector when developing state transportation goals. Findings from the transit equity analyses, required by the Department of Transportation, will supplement efforts linking social factors to health outcomes. These analyses are critical for a comprehensive approach to bolster success on the state's population health and health equity strategies.

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

Maryland hospitals supported and participated in the Workgroup on Health in All Policies (HiAP), a result of SB 340/HB 1225. The recommendations outlined in the [Workgroup's 2019 report](#), included developing a HiAP framework and urged state agencies to use the newly created HiAP Toolkit, acknowledging the social determinants of health that are the key drivers of health outcomes and health inequities. By examining equity in the State transportation plans, HB 9 aligns with recommendations from the Workgroup.

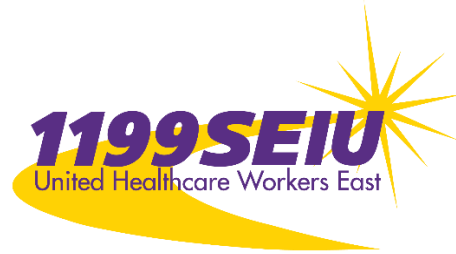
For these reasons, we request a *favorable* report on HB 9.

For more information, please contact:  
Brian Sims, Vice President, Quality & Equity  
Bsims@mhaonline.org

# **SB19 HB9 Equity in Transportation Sector Guidelin**

Uploaded by: Brige Dumais

Position: FAV



## Testimony

### SB19/HB9 Equity in Transportation Sector – Guidelines and Analyses Act of 2023

#### Position: FAVORABLE

To Chair Griffith, and Members of the Senate Finance Committee; To Chair Barve, and Members of the House Environment and Transportation Committee:

My name is Ricarra Jones and I am the Political Director of 1199SEIU United Healthcare Workers East. We are the largest healthcare workers union in the United States, with over 10,000 members in Maryland and Washington DC. Our union supports SB19/HB9 and asks your committees to issue favorable reports. Public transportation should be both affordable and equitable, and this bill is critical to achieving those goals.

1199SEIU members provide healthcare to our loved ones and save lives on the frontlines of the ongoing COVID19 pandemic every day. Healthcare workers 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. It is essential that caring for a patient is not stalled due to a worker having unreliable transportation and as such, the State must make it a priority for healthcare workers and other essential workers to utilize dependable transportation. There is a critical short staffing crisis across the healthcare industry in Maryland. We cannot afford for good healthcare workers to lose their jobs simply because they can’t get to work. Additionally, Maryland has the longest hospital wait times in the country, making it even more important that hospital workers have transportation that is punctual.

Furthermore, unreliable or non-existent public transportation disproportionately impacts Black & Brown communities where many of our members live. SB19/HB9 seeks to rectify this injustice. We urge the Senate Finance Committee and House Environment and Transportation Committee to vote **YES** on this bill. Thank you.

In Unity,

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

# **HB 9 Equity in Transportation Sector - Guidelines**

Uploaded by: Cait Kerr

Position: FAV



**Thursday February 2, 2023**

**TO:** Kumar Barve, Chair of the House Environment and Transportation Committee and Committee Members  
**FROM:** Michelle Dietz, The Nature Conservancy, Director of Government Relations and Cait Kerr, The Nature Conservancy, Conservation & Climate Policy Analyst  
**POSITION:** Support HB 9 Equity in Transportation Sector - Guidelines and Analyses

The Nature Conservancy (TNC) supports HB 9 offered by Delegate Ruth. Both the House and the Senate passed this legislation during the 2022 session and we are asking for your continued support this year. HB 9 will provide better representation for our state's transportation system users. It will achieve this by ensuring equity is prioritized in transportation planning, reporting, goal setting and implementation and by increasing community members' influence in the decision-making process.

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, as well as eliminating a number of commuter buses, reducing MARC trains, and terminating the only bus route between Baltimore and Annapolis. This would have resulted in restricted access to economic opportunities and necessary goods and services. It would have also placed a greater burden on working parents who need to get their kids to school, or resulted in increased safety risks for students who go to school on their own. These cuts would have also further restricted the already limited access that many Baltimore residents have to the democratic process in our state capitol. TNC joined with local elected officials, community members, and advocacy organizations from both within the Baltimore region and across the state to oppose these inequitable cuts. HB 9 would work to prevent something like this from happening again, as community members be granted significantly increased influence 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. While rectifying these issues would require funding, we also need a more equitable decision-making structure to determine how to address break downs when they occur. Failures in our paratransit services are particularly harmful to riders with disabilities who may not have access to other transportation options. Historic transportation decisions have resulted in highways built through Black communities, lacking transportation options in low-income and red-lined areas, and concentrated health and environmental harms in low-income neighborhoods and BIPOC communities.

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 BIPOC communities and low-income

neighborhoods. A safe, reliable, accessible, and well-connected transit system is crucial to promoting public health, equity, and jobs. HB 9 would help Maryland to achieve this by: 1) making equity a primary goal in the Maryland Transportation Plan, 2) requiring annual MDOT reporting on disparities in the transportation system that impact BIPOC and disabled residents, 3) adding representation from the NAACP and a transportation labor organization to the Attainment Advisory Committee, 4) requiring analyses on equity, cost-benefit analysis, and outreach to impacted communities prior to public hearings regarding any major service change, and 5) increasing transparency with annual reporting and service change analysis reporting.

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

**Therefore, we urge a favorable report on HB 9.**

# **HB0009 Equity in Transportation Sector.pdf**

Uploaded by: Cecilia Plante

Position: FAV



## TESTIMONY FOR HB0009 Equity in Transportation Sector - Guidelines and Analyses

**Bill Sponsor:** Delegate Ruth

**Committee:** Environment and Transportation

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** FAVORABLE

I am submitting this testimony in favor of HB0009 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.

# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: Christina Nemphos

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition I am a resident of District 40 in the Medfield neighborhood of Baltimore. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**



There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MDOT MTA use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

Christina Nemphos  
1301 W 42<sup>nd</sup> Street, Baltimore, Md  
Showing Up for Racial Justice Baltimore

# **HB0009\_FAV\_MedChi\_Equity in Trans. Sector - Guidel**

Uploaded by: Christine Krone

Position: FAV

# MedChi

*The Maryland State Medical Society*

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

1.800.492.1056

www.medchi.org

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

FROM: Christine K. Krone  
Pamela Metz Kasemeyer  
J. Steven Wise  
Danna L. Kauffman  
Andrew G. Vetter  
410-244-7000

DATE: February 2, 2023

RE: **SUPPORT** – House Bill 9 – *Equity in Transportation Sector – Guidelines and Analyses*

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The Maryland State Medical Society (MedChi), the largest physician organization in Maryland, **supports** House Bill 9. The bill would require equity to be considered when State transportation plans, reports, and goals are developed. Additionally, it requires the Department of Transportation, in collaboration with the Maryland Transit Administration, to conduct analyses and consult with communities before announcing or proposing service changes, while also taking actions to avoid or minimize disparate impacts or disproportionate burdens. House Bill 9 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%)<sup>1</sup> delayed medical care because they did not have transportation, particularly those with lower incomes or the under/uninsured<sup>2</sup>. A more equitable transportation system would have a positive impact on the overall health of Marylanders; less emissions would improve air quality; public transit promotes physical activity like walking and biking; and fosters reduced motor vehicle crashes and reduced air pollution. For these reasons MedChi requests a favorable vote on House Bill 9.

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<sup>1</sup> 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>.

<sup>2</sup> 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>.



# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: Daryl Yoder

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of 44A. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,  
Daryl Yoder  
309 Glenmore Ave.  
Catonsville, MD 21228  
Showing Up for Racial Justice Baltimore



# **HB09\_TransitEquity\_KennedyKriegerSupport.pdf**

Uploaded by: Emily Arneson

Position: FAV



# **HB9-SB19 - Clean Water Action - FAV.pdf**

Uploaded by: Emily Ranson

Position: FAV

## Testimony Supporting SB19/HB9

### Senate Finance / House Environment and Transportation Committees

February 1 / February 2, 2023

#### Position: SUPPORT

Dear Chair and Members of the Committee,

The undersigned 42 organizations urge a favorable report on SB0019/HB0009, the Transportation Equity Act sponsored by Senator Jill Carter and Delegate Sheila Ruth. This legislature passed both the House and the Senate with flying colors in 2022, but was unfortunately vetoed by then-Governor Hogan. With your reiterated support in 2023, this legislation can set the Moore administration up for success in transportation planning and spending, establishing tools the administration can use to make data-driven decisions for equitable transportation in Maryland.

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, helping Maryland to build a more accessible and equitable future.

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;
- Requires transit equity analyses, cost benefit analysis, and outreach to affected communities before public hearings on any major service change;
- 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 SB19/HB9 to make this vision a reality.

Sincerely,

**Mid-Atlantic Justice Coalition**

**Baltimore Transit Equity Coalition**, Samuel Jordan, President

**Clean Water Action**, Emily Ranson, Maryland Director

**Advance Maryland**, Alice Wilkerson, Executive Director

**Sentinels Of Eastern Shore Health**, Maria Payan, Co-Director

**Community Development Network of Maryland**, Claudia Wilson Randall, Executive Director

**Blue Water Baltimore**, Taylor Smith-Hams, Advocacy & Outreach Senior Manager

**Consumers for Accessible Ride Transportation**, Floyd Hartley, Chairperson

**Maryland Campaign for Environmental Human Rights**, Nina Beth Cardin, Director

**Locust Point Community Garden**, Dave Arndt, Director

**Nuclear Information and Resource Service**, Timothy Judson, Executive Director

**Environmental Justice Ministry Cedar Lane Unitarian Universalist Church**, Nanci Wilkinson, EJM Co leader

**The Nature Conservancy Maryland/DC**, Michelle Dietz, Director of Government Relations

**Maryland Legislative Coalition**, Cecilia Plante, Co-Chair

**Glen Echo Heights Mobilization**, Doris Yen H. Nguyen, Founder

**Maryland League of Conservation Voters**, Kristen Harbeson, Political Director

**Greenbelt Climate Action Network**, Kathy Bartolomeo, Volunteer

**Lower Shore Progressive Caucus**, Jared Schablein, Chair

**Unitarian Universalist Legislative Ministry of Maryland**, Phil Webster, Lead Advocate,  
Climate Change

**Labor Network for Sustainability**, Bakari Height, Transit Equity Organizer

**National Aquarium**, Ryan Fredriksson, VP, Government Affairs

**Maryland Conservation Council**, Paulette Hammond, President

**Indivisible Central Maryland**, Liz Enagonio, Lead Advocate

**Beaverdam Creek Watershed Watch Group**, Tom Taylor, Co-Chair

**HoCo Indivisible**, Virginia Smith, Member, Climate Action Team

**Greater Washington Region Clean Cities Coalition**, Antoine M. Thompson, Executive  
Director

**Central Maryland Transportation Alliance**, Eric Norton, Dir. of Policy & Programs

**CASA**, Jose Coronado Flores, Research and Policy Analyst

**Maryland Latinos Unidos**, Carlos Orbe, Jr., Public Affairs Specialist

**Lyndhurst Community Association**, Cynthia Shaw, President

**Parent Advocacy Consortium**, Rich Ceruolo, Director Public Policy

**Echotopia LLC**, Diane Wittner, Principal

**1199 SEIU United Healthcare Workers East**, Ricarra Jones, Political Director

**Centro de Apoyo Familiar**, Walkiria Pool, President and Founder

**NAACP Maryland State Conference**, Staci Hartwell, Chair, Environmental and Climate Justice  
Committee

**No Boundaries Coalition**, Ashiah Parker, Executive Director

**Disability Rights Maryland**, Gabriel Rubinstein, Assistant Managing Attorney

**Climate Parents of Prince George's**, Joseph Jakuta, Lead Volunteer

**HoCo Climate Action**, Liz Feighner, Steering Committee

**Showing Up for Racial Justice Baltimore**, Lindsay Keipper, Member, SURJ Baltimore  
Coordinating Committee

**Baltimore City Green Party**, Andy Ellis, Steering Committee member

**Chesapeake Bay Foundation**, Julieta Rodrigo, Urban and Community Resilience Manager



# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: Erica Palmisano

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of District 12. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

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



# **HB009 MCCR testimony House Equity in Transportati**

Uploaded by: Gerald Ford

Position: FAV

# State of Maryland Commission on Civil Rights

*Respect...Integrity...Effective Communication*

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



## *Officers*

Alvin O. Gillard, Executive Director  
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Jeff Rosen  
Gina McKnight-Smith, PharmD, MBA  
Isabella Firth Shycoff

February 2, 2023

## **House Bill 9 – Equity in Transportation Sector– Guidelines and Analyses POSITION: Support**

Dear Chairperson Barve, Vice Chairperson Stein, and Members of the House Environment and Transportation 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.

House Bill 9 requires that equity be considered when State transportation plans, reports, and goals are developed. It includes altering the membership of the advisory committee, the Mass Transit Administration (MTA) to conduct certain analyses and consult 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 House Bill 9 would require that equity be considered to avoid furthering Maryland's long history of discriminatory decisions in transportation. MCCR finds that the standards in HB 9 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 HB 9. 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.



# **HB0009 Testimony - Equity in Transportation (1) (1**

Uploaded by: Gwen DuBois

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB0009 - Equity in Transportation Sector**

**Position: Support**

**Hearing Date: February 2, 2023**

*Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of more than 900 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and the issues of pollution and toxic effects on health, as seen through the intersectional lens of environmental, social, and racial justice. As an organization founded by physicians, we understand that prevention is far superior to treatment in reducing costs, death, illness, injury and suffering.*

As a physician living through the global pandemic, our ability to safely and effectively navigate COVID-19 has been severely limited because our response can only be as good as the health and well-being of the least fortunate. The pandemic has put into full focus the healthcare disparities that exist within our country and their far reaching impact. Unfortunately, those who carry a larger societal burden as essential workers are the most economically vulnerable and are more likely to have underlying medical comorbidities that put them at higher risk of poor outcomes related to COVID-19<sup>1</sup>.

Respiratory diseases, such as COPD and asthma, confer a much higher risk of mortality and lasting morbidity related to COVID-19. Economically distressed communities are more likely to suffer respiratory diseases, in large part due greater air pollution in their neighborhoods, to which transportation-related emissions from motor vehicles make a significant contribution<sup>2,3</sup>. Reliable public transportation options in these communities would reduce reliance on motor vehicles, improving the air quality, thus reducing the incidence of respiratory diseases and overall burden on our healthcare system during ongoing and future healthcare crises<sup>4</sup>.

Other forms of inequality are also exacerbated when viable public transportation options are limited. Those in economically vulnerable communities have limited access to healthy foods and stable employment, to which health insurance is often tied. Even those who own motor vehicles in these communities incur the costs associated with purchasing and operating/maintaining their



vehicles (fuel costs, insurance, parking, etc.), often leaving those economically insecure despite ostensibly having a reliable means of transportation.

The interrelatedness of different forms of inequality, to which a lack of transportation options makes a significant contribution, has far reaching impacts on society. Among the most well-established is the implication of extreme inequality in rising crime<sup>5</sup>. A recent comprehensive report from the UN even establishes extreme inequality as a destabilizing influence on democracy<sup>6</sup>.

Large investments in viable public transportation options would create a boon in improved healthcare outcomes and economic mobility for our most historically neglected and at-risk communities. The ripple effects from such an investment would also serve to strengthen our healthcare infrastructure and our democracy by addressing glaring societal inequities.

We **strongly urge favorable action** by the Committee on **HB0009**.

Respectfully submitted,

Nishanth Khanna, M.D.  
Board Member and Transit Policy Lead  
Chesapeake Physicians for Social Responsibility  
[Nishanthkhanna@gmail.com](mailto:Nishanthkhanna@gmail.com)

1 McCormack G, Avery C, Spitzer AK, Chandra A. Economic Vulnerability of Households With Essential Workers. *JAMA*. 2020;324(4):388–390. doi:10.1001/jama.2020.11366

2 Freid RD, Qi YS, Espinola JA, Cash RE, Aryan Z, Sullivan AF, Camargo CA Jr. Proximity to Major Roads and Risks of Childhood Recurrent Wheeze and Asthma in a Severe Bronchiolitis Cohort. *Int J Environ Res Public Health*. 2021 Apr 15;18(8):4197. doi: 10.3390/ijerph18084197. PMID: 33921001; PMCID: PMC8071463.

3 Achakulwisut, Pattanun, et al. "Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO<sub>2</sub> pollution: estimates from global datasets." *The Lancet Planetary Health* 3.4 (2019): e166-e178.

4 Chen, Kai, et al. "Air pollution reduction and mortality benefit during the COVID-19 outbreak in China." *The Lancet Planetary Health* 4.6 (2020): e210-e212.

5 Rufrancos, H. & Power, M. Income inequality and crime: A review and explanation of the time-series evidence. *Sociol. Criminol.* 1, 1–9 (2013).

6 “Undesa World Social Report 2020 | DISD.” United Nations, United Nations, <https://www.un.org/development/desa/dspd/world-social-report/2020-2.html>.

**hb0009studenttransit.pdf**

Uploaded by: Gwen DuBois

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB0009 Equity in Transportation Sector**

**Position: Favorable**

**Hearing Date: February 2, 2023**

*Medical Student Committee of Chesapeake Physicians for Social Responsibility. Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of more than 900 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and the issues of pollution and toxic effects on health, as seen through the intersectional lens of environmental, social, and racial justice. As an organization founded by physicians, we understand that prevention is far superior to treatment in reducing costs, death, illness, injury and suffering.*

**We strongly support HB0009**, which would ensure that transit equity is considered in the development of all state transportation plans, reports, and goals. Transportation that is designed to help all communities, especially those which have historically had limited access to reliable transportation, can have a profound impact not just from an economic perspective, but also from a health perspective.

This bill's effort to prioritize transit, high-occupancy auto, bicycle, and pedestrian modes of transport over that of personal automobiles would directly save lives of Maryland residents. Personal automobiles are the most deadly form of transport. From 2011 – 2020, almost 95% of transportation deaths in the United States occurred on roads (1). On a per mile basis, personal automobiles have a mortality rate 10 times greater than that of buses (2). Of the 1,260 bicyclists who died in 2020, 806 (64%) died in a motor vehicle collision (3). Thus, reducing car usage in Maryland will not only save lives of people who drive cars, but it also will make other modes of transport safer. This idea is supported by research that has shown that motorists are less likely to collide with someone who is walking or bicycling when there are more people walking or bicycling (4).

Another benefit of increased bicycling and walking in a community is that these activities in themselves can improve a person's health. More time spent walking or bicycling is associated with improvements in symptoms of depression and anxiety, better cardiovascular health, and decreased all-cause mortality (5, 6). Such benefits would also lead to a more equitable Maryland,

since Black and Hispanic Americans are more likely to suffer from mental health and cardiovascular issues compared to their white counterparts (7, 8).

Finally, we support this bill because we believe that transit equity is synonymous with freedom. While working in the University of Maryland primary care clinic downtown, I hear from patients every day who cannot make their appointments due to transportation issues. A more reliable transit system would mean that if someone was having car trouble, they could count on a bus to get them where they need to go. And if a bus was not running, they could still opt to ride their bicycle using infrastructure that made their trip safe and easy. Reliable transit would give our most disadvantaged residents freedom to get to the job they need to support their families, freedom to receive the care they need to stay healthy, and freedom to buy the food they need to live.

Respectfully submitted,

Nicholas Brady, medical student  
University of Maryland School of Medicine  
nbrady@som.umaryland.edu

1. The roadway safety problem. U.S. Department of Transportation. <https://www.transportation.gov/NRSS/SafetyProblem#:~:text=More%20than%20370%2C000%20people%20died,them%20died%20on%20our%20roads.&text=In%202020%2C%20an%20estimated%2038%2C680,estimated%206%2C236%20were%20people%20walking>. Accessed January 31, 2023.
2. Deaths by transportation mode. Injury Facts. <https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode/>. Published April 27, 2022. Accessed January 31, 2023.
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4. Jacobsen PL. Safety in numbers: More walkers and bicyclists, safer walking and bicycling. *Injury Prevention*. 2015;21(4):271-275. doi:10.1136/ip.9.3.205rep
5. Atkinson M, Weigand L. A Review of Literature: The Mental Health Benefits of Walking and Bicycling. Portland, OR: Portland State University; 2008.
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# **HB0009 JOTF FAV - Equity in Transportation Sector**

Uploaded by: Ioana Stoica

Position: FAV

# JOTF JOB OPPORTUNITIES TASK FORCE

*Advocating better skills, jobs, and incomes*

## TESTIMONY IN SUPPORT OF HOUSE BILL 0009: Equity in Transportation Sector - Guidelines and Analyses

TO: Chair Kumar P. Barve and Members of the House Environment and Transportation Committee

FROM: Ioana Stoica, Policy Advocate

DATE: Tuesday, January 31, 2023

The Job Opportunities Task Force (JOTF) is an independent, nonprofit organization that develops and advocates policies and programs to increase the skills, job opportunities, and incomes of low-wage workers and job seekers in Maryland. **JOTF strongly supports House Bill 0009 as a means of expanding transit access to low-income communities, particularly to residents of color.**

Mobility is key in Maryland's regional economy, and the lack of transportation is a significant barrier to employment and to access to critical services such as childcare, healthcare, and grocery stores. And while most Marylanders have some access to a car, research shows that low-income workers, as well as workers of color, are more likely to use public transportation. In Baltimore City, for example, 88% of homeowners have access to a car, but only 57% of renters have access to a car.

Lack of access to public transit by workforce participants that the Job Opportunities Task Force serves has been exacerbated by the redirection of funds from public transportation projects to those prioritizing highway projects serving predominantly white or high-income neighborhoods. The most stark example of this has been the canceling of Red Line work by Governor Hogan in 2015 - an initiative that the Equity in Transportation Act would have prevented, had it been in place at the time. Development of the Red Line would have significantly expanded access to employment opportunities and would have spurred economic development in Baltimore City, but instead, residents were left behind by the administration and by the city's eroding bus system - which has also not been prioritized by the Department of Transportation under the prior administration.

When advocates challenged Governor Hogan's red line decision under Title VI of the Civil Rights Act, the Trump administration refused to hear the case. So, last year, the Maryland General Assembly took action and codified civil rights protections via the Transit Equity Act.



# JOTF JOB OPPORTUNITIES TASK FORCE

*Advocating better skills, jobs, and incomes*

The bill passed with no opposition and with bipartisan support, however, it was vetoed by Governor Hogan.

The Red Line is only one example in a long list of Maryland transit projects that have disregarded the needs of low-income and of black and brown communities. Others include proposed toll lanes, and the Maglev Project through Prince George's County, which was paused only after significant community opposition. Maryland residents should not have to continually fend off transportation projects that increase inequity. Whenever the state is planning any major service changes, the Maryland Department of Transportation should have to conduct transit equity analyses, cost benefit analyses, and outreach to affected communities before public hearings. Instead of inequitable decisions being made and then communities having to challenge them in court or through other organized actions, House Bill 0009 would require the state to consider equity from the beginning.

**For these reasons, we urge a favorable report on House Bill 0009.**

**For more information, contact:**

Ioana Stoica / Policy Advocate / [ioana@jotf.org](mailto:ioana@jotf.org) / 240-643-0059

# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: John Ford

Position: FAV

Dear Members of the House Environment and Transportation Committee,

I am a resident of District 46. I am a workforce development professional for the City of Baltimore and can personally testify to the importance of transportation equity to meeting our workforce needs. It is too hard for the working class to get to work in the City of Baltimore due to a history of white flight of both jobs and capital, followed by a failure of the state to provide access to these new richer whiter spaces by members of the working class of color. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

**John Ford**  
**3301 Fleet St**  
**Baltimore, MD 21224**

# **BikeAAASupportHB09TransportationEquity-2023.pdf**

Uploaded by: Jon Korin

Position: FAV



# *Support HB09*

## *Equity in Transportation*

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*Bicycle Advocates for Annapolis & Anne Arundel County*  
P.O. Box 208, Arnold, MD 21012 [www.bikeaaa.org](http://www.bikeaaa.org)

House Environment & Transportation Committee  
Annapolis, MD 21401-1991

February 1, 2023

RE: SUPPORT House Bill 09

Dear Chair and Members of the Committee,

I am a resident of District 30, 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 its more than 1,000 members, we support HB09. 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 HB09 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

# **HB0009 Written Testimony.pdf**

Uploaded by: Jose Coronado Flores

Position: FAV

Good afternoon, I'd like to thank the chair, vice chair, and committee for having my testimony. My name is Jose Coronado-Flores, and I am a CASA policy analyst. I come to speak in support of HB0009. The first thing I want to note is that this bill passed in both chambers last session but was vetoed at the executive level; however, I hope this session the bill will have a similar fate in the General Assembly but won't be vetoed by our new governor.

CASA being an organization that represents working class and immigrant communities is invested in seeing this bill pass, because we see the effects that poor transportation project planning has on our community, especially in its consideration of racial and environmental equity. Many of our members live in communities that are either overburdened with transportation air pollution or communities that have limited access to quick and reliable public transportation.

Take Langley Park for example, a place I've called home and where many of our members reside. The intersection at Takoma/Langley crossing sees an immense amount of cars, buses, and construction vehicles everyday. The high quantity of air pollution there is hurting us. Growing up I thought it was normal to smell exhaust everywhere, and only until moving to Frederick did I really smell fresh air. Kids getting out of school, residents getting groceries or walking to the bus station are exposed to dangerous amounts of emissions everyday. A study from The American Public Transportation Association states that per passenger-mile traveled, public transit produces only 5% as much carbon monoxide as car use.

Yes, our current reality now is that cars help many of us get to where we need to be, but the most congested routes should not be where low-income people of color live. With smarter and more environmentally conscious planning, low-income and communities of color won't get burdened with more 6 lane roads running in every direction like what is happening in Langley Park.

Thank you, that is my testimony.

**BaltimoreCounty\_FAV\_HB0009.pdf**

Uploaded by: Joshua Greenberg

Position: FAV





JOHN A. OLSZEWSKI, JR.  
*County Executive*

JENNIFER AIOSA  
*Director of Government Affairs*

AMANDA KONTZ CARR  
*Legislative Officer*

JOSHUA M. GREENBERG  
*Associate Director of Government Affairs*

**BILL NO.:**           **HB 9**

**TITLE:**             Equity in Transportation Sector – Guidelines and Analyses

**SPONSOR:**         Delegate Ruth

**COMMITTEE:**      Environment and Transportation

**POSITION:**        **SUPPORT**

**DATE:**             February 2, 2023

Baltimore County **SUPPORTS** House Bill 9 – 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 in the fall of 2021, a first-of-its kind public transit system in Baltimore County, because of its now realized potential to connect communities to growing industries at no cost to County residents. Public transit only works, however, if there is equitable access to it. Residents who have historically been excluded from the workforce often find that physical separation from employers, compounded by inadequate access to transportation, create systemic barriers to employment.

HB 9 is a strong step towards promoting equitable access to transit and furthers Baltimore County’s workforce development priorities to connect those seeking employment to new opportunities. By requiring the State to evaluate its policies through an equitable lens, this legislation would support the County’s efforts to bring public transportation to the residents who truly need it. With enhanced access to employment opportunities, economic growth in one region can bring positive change and empowerment to communities throughout the County and across the State.

Accordingly, Baltimore County requests a **FAVORABLE** report on HB 9. For more information, please contact Jenn Aiosa, Director of Government Affairs at [jaiosa@baltimorecountymd.gov](mailto:jaiosa@baltimorecountymd.gov).

**HB 9\_CBF\_FAV.pdf**  
Uploaded by: Julieta Rodrigo  
Position: FAV



# CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration  
Environmental Education*

## House Bill 9

### Equity in Transportation Sector - Guidelines and Analyses

Date: February 2, 2023

To: Environment & Transportation Committee

Position: Support

From: Julieta Rodrigo,

Urban & Community Resilience Manager

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 9 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 requires an equity analysis for major service changes and capital projects.

#### **Transportation equity 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 increasing representation and ensuring an equity review for potential service changes and capital projects, this bill will increase proactive decision-making within the State's plans. Advanced and equitable planning around transit prevents unsustainable development, promotes the preservation of natural resources and access to open spaces for all Marylanders. Increasing equity within Maryland's transportation system will benefit our state's economic and social well-being, as well as the health of the environment, including the Chesapeake Bay.

**CBF urges the Committee's FAVORABLE report on HB 9.** For more information, please contact Matt Stegman, Maryland Staff Attorney at [mstegman@cbf.org](mailto:mstegman@cbf.org).

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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.

# **HB9 - 2.02.23 -- Equity in Transportation Sector -**

Uploaded by: Kam Bridges

Position: FAV



**TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE**

**HOUSE BILL 9 – EQUITY IN TRANSPORTATION SECTOR - GUIDELINES AND ANALYSES**

**Sponsor – Delegates Ruth, et al.**

**February 2, 2023**

**Mark A. Thomas**

**PRESIDENT & CEO**

**GREATER BALTIMORE COMMITTEE**

**Position: Support**

House Bill 9 would require the Maryland Department of Transportation (MDOT) in collaboration with the Maryland Transit Administration (MTA), to conduct a transit equity analysis, perform a cost-benefit analysis, consult with members and leaders of affected communities, and take actions based on the results of these activities before announcing major service changes under certain federal guidelines or any reduction or cancellation of a capital expansion program in the Consolidated Transportation Program (CTP) that would exceed certain transit equity thresholds.

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.

This bill would help mitigate these disparities by requiring the MTA to develop transit equity analyses, policies, and guidelines. These requirements will empower MDOT and MTA to collect the necessary data to identify when major service changes would create disparate or undue burdens on vulnerable communities. It would require the development of equitable alternatives when possible, ensuring that disproportionate burdens are not needlessly put on the backs of these vulnerable communities. It would also require a community outreach report for reductions or cancellations of Capital Expansion Projects, allowing for transparency and collaboration with the impacted communities.

The GBC’s 2023 Legislative Priorities and the recommendations of the Baltimore Transit Future campaign specifically call for the following:

- **Encourage policymakers to make capital and operating budget decisions in a data driven manner and through an equity lens.**
- **Supporting policies, funding, and incentives to enhance and promote inclusive transit-oriented development.**

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.

**GREATER BALTIMORE COMMITTEE**

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

(410) 727-2820 • [www.gbc.org](http://www.gbc.org)

**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.

In today's increasingly competitive global economy, the region's underperforming transportation system is becoming a liability for the region's inclusive growth. Lack of reliable transportation infrastructure for divested communities has been one of the most critical obstacles in unlocking the full potential of the region's workforce. House Bill 9 is an important step in reversing that trend.

**For these reasons, the Greater Baltimore Committee urges a favorable report on House Bill 9.**

*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 68-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.*

# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: Katherine Wilkins

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of District 12. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,  
Katherine Wilkins  
5605 Foxcroft Way  
Columbia MD 21045  
Showing Up for Racial Justice Baltimore





**2023 HB0009 Equity in Transportation.pdf**

Uploaded by: Kenneth Phelps, Jr.

Position: FAV



**TESTIMONY IN SUPPORT OF HB 0009**

**Equity in Transportation Sector---Guidelines and Analyses**

**FAVORABLE**

**TO: Delegate Kumar P. Barve, Chair, Delegate Dana Stein, Vice Chair, and members of the House Environment and Transportation Committee**

**FROM: Rev. Linda K. Boyd, Co-Chair, Maryland Episcopal Public Policy Network, Maryland, Diocese of Maryland**

**DATE: February 1, 2023:**

The Episcopal Church at large and the Diocese of Maryland, in particular, have embraced the concept of reparations, a concept not limited to financial considerations but to a leveling of the playing field across a broad spectrum of issues, including achieving equity in quality-of-life issues, such as transportation.

HB 09 will take important steps to rectify well-entrenched transportation policies that have resulted in unfairly and disproportionately affecting communities of color. Rectifying such inequities is long overdue. Equity in transportation is sorely needed. It is a critical aspect of being able to get to employment, day care, medical care, etc. Without access to accessible transportation, one suffers serious disruption daily merely in trying to accomplish necessary everyday needs.

The Diocese of Maryland requests a favorable report on HB 09.

# **HB009-Transit Equity-Environment&Transportation\_CJ**

Uploaded by: Laurie McGilvray

Position: FAV



**Committee:** Environment and Transportation  
**Testimony on:** HB009 - Equity in Transportation Sector - Guidelines & Analyses  
**Organization:** Maryland Legislative Coalition Climate Justice Wing  
**Submitting:** Laurie McGilvray, Co-Chair  
**Position:** Favorable  
**Hearing Date:** February 2, 2023

Dear Chair and Committee Members:

Thank you for allowing our testimony today. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB009. This bill rectifies decades of inequality in transportation access for black and brown communities by affirmatively requiring the State to make equity a primary goal in Maryland Transit Administration's (MTA's) Transportation Plan.

HB009 is necessary because although Title VI of the 1964 Civil Rights Act was intended to guarantee equal access to public transportation, Maryland has not enforced it at the state level. There are numerous examples of race-based transit inequity - from cancellation of the Red Line in Baltimore to MTA service cuts in September 2020, which caused the greatest burden on routes servicing black communities. In 2020, 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.

HB009 aims 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 requires MTA to develop transit equity analysis policies and guidelines, including thresholds for when a reduction or cancellation of a capital expansion project requires such analysis. For a major service change, if a transit equity analysis reveals disparate impact or disproportionate burden, MTA must develop alternatives and conduct a transit equity analysis of those alternatives. If a disparate impact can be avoided, MTA must proceed with that alternative. If there is no alternative, MTA may not implement the proposed service change unless a substantial justification exists and it must implement the alternative that causes the least impact or burden.

It is time for Maryland to take this vital step forward in the fight against discriminatory transit policies. We support HB009 and recommend a **FAVORABLE** report in committee.

**hb\_009\_2023\_fav\_ems.pdf**

Uploaded by: Liz Simon-Higgs

Position: FAV

Dear Members of the House Environment and Transportation Committee,

I am a resident of District 46, and I am writing as a member of SURJ and as a supporter of the Baltimore Transit Equity Coalition. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

Huge numbers of Marylanders from all walks of life depend on public transportation each day. And many low-wage workers do not even have the option of commuting by car. The Transportation Equity Act of 2023 will, at long last, bring Maryland into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.



If you supported the Transportation Equity Act of 2022 (which passed the General Assembly with resounding bipartisan support), THANK YOU! Unfortunately, then-Governor Hogan vetoed the bill.

**This year, we ask legislators to reiterate your commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply need to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

Liz Simon-Higgs

308 E Randall Street, Baltimore, MD 21230

Showing Up for Racial Justice Baltimore

**\_HB 09 Transit Equity-Economic Action Maryland.pdf**

Uploaded by: Marceline White

Position: FAV



Testimony to the House Environment & Transportation Committee  
HB 09 Equity in Transportation Sector-Guidelines and Analyses  
Position: Favorable

February 2, 2022

The Honorable Kumar P. Barve, Chair  
Environment and Transportation Committee  
Room 251, HOB  
Annapolis, MD 21401  
cc: Members, Environment and Transportation Committee

Honorable Chair Barve and Members of the Committee:

Economic Action Maryland (formerly the Maryland Consumer Rights Coalition) is a people-centered movement to expand economic rights, housing justice, and community reinvestment for working families, low-income communities, and communities of color. Economic Action Maryland provides direct assistance today while passing legislation and regulations to create systemic change in the future.

We are here in support of HB 09 and urge a favorable report. HB 09 requires MTA and MDOT to conduct a transit equity analysis to determine if there is a disparate impact of disproportionate burden before embarking on any major service change. In addition, HB 09 would require a cost-benefit analysis which would take into consideration economic justice, environmental, employment, education, and health impacts. Furthermore, the legislation would require consultation with affected communities prior to a service change.

This analysis will be important statewide but particularly in Baltimore City where, according to the most recent Vital Signs report, the neighborhoods that are most reliant on public transportation are also majority-Black communities (see Table 1, next page).



**Table 1: Public Transport and Neighborhood Demographics, Baltimore City**

	% of Pop that Uses Public Transportation	% of Households with No Vehicles	% of residents Black/ African-American (non-Hispanic)
Sandtown Winchester	38.5	62.3	92.5
Greenmount East	26.8	47.8	93.2
Southern Park Heights	32	49.5	90.5
Southwest Baltimore	36.5	53	75.2
Madison/East End	29.9	45.1	77.5
Oldtown	29.9	58.6	77.5
Upton	27	48	88

Source: [Baltimore Neighborhood Indicators Alliance, Vital Signs 2020](#)

As the table illustrates, there is a strong relationship between residents who use or may rely on public transportation and communities of color. Moreover, many of these same neighborhoods have a large percentage of residents without cars who likely have few transportation options available to them.

In addition, cost-benefit analysis is simply sound public policy management and consultation with potentially affected communities is a best simple best practice in project design and implementation.

For all these reasons, we support HB 09 and urge a favorable report.

Best,

Marceline White  
Executive Director

**HB0009 Bill Testimony.docx.pdf**

Uploaded by: Maryland Legislative Latino Caucus

Position: FAV



## MARYLAND LEGISLATIVE LATINO CAUCUS

Lowe House Office Building, 6 Bladen Street, Room 200 · Annapolis, Maryland 21401  
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DAVID FRASER-HIDALGO, CHAIR  
JOSELINE A. PEÑA-MELNYK, VICE-CHAIR  
GABRIEL ACEVERO, TREASURER  
JESSE T. PIPPY, SECRETARY  
MADELIN MARTINEZ, EXECUTIVE DIRECTOR

TO: Delegate Kumar P. Barve, Chair  
Delegate Dana Stein, Vice Chair  
Environment and Transportation Committee Members

FROM: Maryland Legislative Latino Caucus

DATE: January 19th, 2023

RE: HB0009 Equity in Transportation Sector - Guidelines and Analyses

### **The MLLC supports HB0009 - Equity in Transportation Sector - Guidelines and Analyses, 2023**

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB0009.

Maryland's history of inequitable transportation policies (e.g. the cancellation of the Red Line light rail transit system in the Baltimore area<sup>1</sup> and the I-495/I-270 widening plan that would create toll lanes for those who could pay to bypass traffic<sup>2</sup>) desperately needs addressing. Ongoing systematic reviews have shown that transportation is an important social determinant of health, as transportation barriers disproportionately affect the most vulnerable groups of society who carry the highest burden of chronic diseases by blocking them from arriving to outpatient clinic appointments and obtaining medications.<sup>3</sup> These vulnerable groups, low-income inner-city residents who often belong to racial/ethnic minority communities, are less likely to obtain medical care due to transportation barriers, controlling for socioeconomic status.<sup>4</sup> In Maryland, transportation challenges to vulnerable individuals and their families include lack of access to a vehicle, the rising cost of gas, reliability of public transport, the additional time using public transportation takes – sometimes adding more than an hour to commute times – and cost (which for some can mean choosing between going to work or paying for groceries).<sup>5</sup> For example, low-income people of color make up the majority of transit users in Baltimore, being more likely to live in neighborhoods adjacent to high-traffic roadways or heavily trafficked industrial areas,

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<sup>1</sup> Campbell, C. (2020, September 11). *Five Years Later, Many Across Baltimore Bitterly Lament Gov. Hogan's Decision to Kill the Red Line Light Rail*. Baltimore Sun. Retrieved January 19, 2023, from <https://www.baltimoresun.com/politics/bs-md-pol-red-line-five-years-20200911-b2d3knvbpngdrircb44fd55pti-story.html>.

<sup>2</sup> DePuyt, B. (2022, November 17). *Decision on I-495/I-270 Toll Lanes Contract Delayed; Project's Fate Now Rests with Moore, New BPW*. Maryland Matters. Retrieved January 19, 2023, from <https://www.marylandmatters.org/2022/11/17/decision-on-i-495-i-270-toll-lanes-contract-delayed-projects-fate-now-rests-with-moore-new-bpw/>.

<sup>3</sup> Starbird, L. E., DiMaina, C., Sun, C.-A., & Han, H.-R. (2019). A Systematic Review of Interventions to Minimize Transportation Barriers Among People with Chronic Diseases. *Journal of Community Health, 44*(2), 400–411. <https://doi.org/10.1007/s10900-018-0572-3>.

<sup>4</sup> Ibid.

<sup>5</sup> Baker, F. (2022, May 9). *Transportation is a Critical Need for Maryland Workers in Underserved Communities*. United Way of Central Maryland. Retrieved January 19, 2023, from <https://uwcm.org/blog/stories/transportation-critical-need-maryland-workers-underserved-communities>.

meaning they face the highest level of transit-related inequity, not just in terms of commute times but also when it comes to air pollution and health risks associated with vehicle emissions.<sup>6</sup>

To address the issues surrounding transportation equity in the state of Maryland, this mandate bill would require that equity, with a focus on predicting and avoiding rather than fixing problems be considered when State transportation plans, reports, and goals are developed. It will require the Maryland Department of Transportation to conduct transit equity analyses according to intermediate benchmarks and measurable long-term goals; cost-benefit analyses of economic development, employment, education, health, and environmental justice; and consult with certain communities (e.g. racial minority communities, low-income communities, disabled riders, riders with limited English proficiency, transit-reliant riders, and senior riders) before announcing or proposing any major service change or any reduction or cancellation of a certain capital expansion project in the construction program.

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on HB0009.

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<sup>6</sup> Underferth, D. (2021, October 7). *New Report Finds Stark Transit Inequity in Baltimore City*. Johns Hopkins Bloomberg School of Public Health. Retrieved January 19, 2023, from <https://publichealth.jhu.edu/2021/new-report-finds-stark-transit-inequity-in-baltimore-city>.

**TEA 2022.pdf**

Uploaded by: Megan E Latshaw

Position: FAV

# Transportation Equity Act of 2022

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

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

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

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

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

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

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

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

# **M Badeker\_HB 9-Transportation Equity Act of 2023.p**

Uploaded by: Melissa Badeker

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of District 8. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

Melissa Badeker  
3020 Linwood Avenue, Parkville MD 21234  
443-977-7596  
Showing Up for Racial Justice Baltimore







# **HB9 - Johns Hopkins - Support.pdf**

Uploaded by: Michael Huber

Position: FAV

**TO:** The Honorable Kumar Barve  
Chair, Environment and Transportation Committee

**FROM:** Michael Huber  
Director, State Affairs

**DATE:** February 2, 2023

**RE:** HOUSE BILL 9 – EQUITY IN TRANSPORTATION SECTOR - GUIDELINES AND ANALYSES

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Johns Hopkins University and Medicine urges a favorable report on **House Bill 9 – Equity in Transportation Sector - Guidelines and Analyses**. This bill requires that equity to be considered when developing certain transportation plans, reports, and goals. It requires the Maryland Department of Transportation (MDOT) to perform outreach to affected communities before public hearings or major proposed changes to the capital plan. It establishes the Commission on Transportation Equity to assist in developing policies and performance measures to ensure the State transportation system is equitable.

As the State’s largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that equitable investments in Maryland’s transportation system are critical to the strength and health of Maryland’s communities and the well-being of our workers. Our employees, students, patients, and visitors often rely on the transit system to get to work or school, to access healthcare, or to meet their needs. This bill will help enhance Maryland’s ability to invest in its transportation system where it can best benefit those who rely on it most.

Johns Hopkins urges the Budget and Taxation Committee to take action to advance Baltimore and the State of Maryland’s transit future by issuing a **favorable report on HB 9**.

**HB0009 - Balt Sust Comm.pdf**

Uploaded by: Miriam Avins

Position: FAV

# BALTIMORE COMMISSION ON SUSTAINABILITY

*People ♦ Planet ♦ Prosperity*

January 31, 2023

Delegate and Committee Chair Kumar P. Barve  
Members of the House Environment and Transportation Committee

RE: **Support** for HB0009, Equity in Transportation Sector - Guidelines and Analyses

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

We are writing in support of HB0009, the Equity in Transportation Sector - Guidelines and Analyses.

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

The Baltimore Commission on Sustainability has a strong interest in the success of HB0009, which will enable a proactive and participatory approach to equity in transit. This will ensure that changes in MDOT MTA service do not disproportionately affect transit-reliant populations. The history of MDOT MTA service changes, including the proposed service cuts in 2020 that would have severely cut service for predominantly poor and black communities in the middle of the COVID-19 pandemic, point to the need for the provisions contained in HB0009. These provisions are strongly aligned with the racial equity objectives of the 2019 Baltimore Sustainability Plan.

We thank the Delegates for their support of the 2022 version of this Bill, which passed but was vetoed by then-Governor Hogan. Passage of HB0009 will offer a strong signal of the House's commitment to transportation equity goals under the new administration of Governor Moore.

Sincerely,

Miriam Avins  
Mia Blom  
Co-chairs, Commission on Sustainability

Cc: Delegate Sheila Ruth

**MD Catholic Conference\_FAV\_HB0009.pdf**

Uploaded by: MJ Kraska

Position: FAV



MARYLAND  
CATHOLIC  
CONFERENCE

February 02, 2023

HB 09

**Equity in Transportation Sector - Guidelines and Analyses**

**House Environment & Transportation Committee**

**Position: Support**

The Catholic Conference is the public policy representative of the three (arch)dioceses serving Maryland, which together encompass over one million Marylanders. Statewide, their parishes, schools, hospitals, and numerous charities combine to form our state's second largest social service provider network, behind only our state government.

House Bill 09 requires the Maryland Department of Transportation (MDOT) beginning July 1, 2024, in collaboration with the Maryland Transit Administration (MTA), to conduct a transit equity analysis, perform a cost-benefit analysis, consult with members and leaders of affected communities, and take specified actions based on the results of these activities before announcing (1) any service change that would constitute a major service change under specified federal guidelines or (2) any reduction or cancellation of a capital expansion project in the construction program of the Consolidated Transportation Program (CTP) that exceeds transit equity thresholds developed by MTA pursuant to the bill. The bill also expands existing transportation plans, reports, and committees to include transportation equity issues.

The Conference supports legislation that recognizes the dignity of the human person in pursuit of the common good. Transit-oriented 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 a key role by providing health and education solutions for families while realizing cost savings that, at times, can be significant. As stated in *Economic Justice for All: A Pastoral Letter on Catholic Social Teaching and the U.S. Economy* "Government should assume a positive role in generating employment and establishing fair labor practices, in guaranteeing the provision and maintenance of the economy's infrastructure, such as roads, bridges, harbors, public means of communication, and transport." House Bill 09 seeks to identify the need for more equitable public transportation in Maryland by analyzing the needs of our most vulnerable and marginalized communities.

The Conference appreciates your consideration and, for these reasons, respectfully requests a **favorable** report on House Bill 09.



# **HB9\_DD Coalition\_Support.pdf**

Uploaded by: Rachel London

Position: FAV



## MARYLAND DEVELOPMENTAL DISABILITIES COALITION

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

### House Environment and Transportation Committee

February 2, 2023

### HB 9: Equity in Transportation Sector – Guidelines and Analyses

Position: Support



8601 Robert Fulton Dr  
Suite 140  
Columbia, MD 21046

The Maryland Developmental Disabilities Coalition (DD Coalition) is comprised of five statewide organizations that are committed to improving the opportunities and outcomes for Marylanders with intellectual and developmental disabilities (IDD). As such, the DD Coalition supports HB 9.



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.



8835 Columbia 100 Pkwy  
Suite P  
Columbia, MD 21044

#### WHAT does this legislation do?

- This bill requires the Department of Transportation to consider ways to achieve equity in transportation, and requires 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.



**Maryland Developmental  
Disabilities Council**

217 E Redwood Street  
Suite 1300  
Baltimore, MD 21202

#### 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.

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. Maryland must make more effort to ensure that people with disabilities have access to affordable and reliable transportation.



7000 Tudsbury Road  
Windsor Mill, MD  
21244

**The DD Coalition supports HB 9 because it is a critical step to increase access to public transit for people with disabilities in Maryland.**

Contact: Rachel London, Executive Director, Maryland Developmental Disabilities Council,  
[RLondon@md-council.org](mailto:RLondon@md-council.org)

# **HB 9-Transportation Equity Act of 2023-shillenn.pdf**

Uploaded by: Rebecca Shillenn

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of District 45. I'm also involved with the Central Maryland Transportation Alliance, and a bus rider in North and Northeast Baltimore. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**



There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

**Rebecca Shillenn**

**5401 Elsrode Avenue Baltimore, MD 21214**

Showing Up for Racial Justice Baltimore

# **HB 9\_Maryland Catholics for Our Common Home\_FAV.pdf**

Uploaded by: Robert Simon

Position: FAV



Hearing before the House Environment and Transportation Committee  
Maryland General Assembly  
February 2, 2023

**Statement of Support (FAVORABLE)  
of Maryland Catholics for Our Common Home on  
HB 9, Equity in Transportation Sector - Guidelines and Analyses**

Maryland Catholics for Our Common Home (MCCH) is a lay-led organization of Catholics from parishes in the three Catholic dioceses in Maryland: the Archdiocese of Baltimore, the Archdiocese of Washington, and the Diocese of Wilmington. It engages in education about, and advocacy based on, the teachings of the Catholic Church relating to care for creation. MCCH is a voice for the understanding of Catholic social teaching held by a wide array of Maryland Catholics, but should be distinguished from the Maryland Catholic Conference, which represents the public policy interests of the bishops who lead these three dioceses.

MCCH would like to express its strong support for passage of House Bill 9, Equity in Transportation Sector - Guidelines and Analyses. As Catholics, we see care for God's creation and care for vulnerable groups in society as an integral part of our faith, as taught by recent Popes, including the forceful statements of Pope Francis. In his 2015 encyclical, entitled *Laudato Si': On Care for Our Common Home*,\* Pope Francis specifically mentions how "the quality of life in cities has much to do with systems of transport" that are often inadequate and serve as "a source of much suffering for those who use them." (p. 153) The provisions of House Bill 9 that introduce the analyses of disparate impact and disproportionate burden into Maryland's transportation planning and management are responsive to this insight, as well as to Pope Francis's concern that "substantial improvements" need to be made in transportation systems, "which in many cities force people to put up with undignified conditions due to crowding, inconvenience, infrequent service and lack of safety." (p. 153)

The analyses and consultations that will be required under the provisions of House Bill 9 are responsive to Pope Francis's call to "integrate questions of justice in debates on the environment, so as to hear both the cry of the earth and the cry of the poor" (p. 49). The bill ensures that the concerns of our fellow citizens who are especially dependent on public transportation (i.e., members of racial minority communities, low-income communities, disabled riders, riders with limited English proficiency, transit-reliant riders, and senior riders) are integrated into major decisions on transportation systems and services. These changes will increase the ability of Maryland's transportation system to serve all Marylanders in accord with their fundamental God-given dignity.

Thank you for your consideration of our views and our respectful request for a **favorable** report on House Bill 9.

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\* The English text of the encyclical, to which the paragraph numbers in the following parentheses refer, can be found at: [https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco\\_20150524\\_enciclica-laudato-si.html](https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_enciclica-laudato-si.html).

# **Ruth - HB9 - FAV - Sponsor Testimony.pdf**

Uploaded by: S Ruth

Position: FAV



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

SPONSOR TESTIMONY IN SUPPORT OF HB0009  
EQUITY IN TRANSPORTATION SECTOR - GUIDELINES AND ANALYSES

Delegate Sheila Ruth  
January 31, 2023

All Marylanders should have fair access to the benefits of a well-planned transportation system, including economic development, clean air, and access to jobs, schools, healthcare, and fresh food, regardless of race, ethnicity, language, income, zip code, disability status, and/or age. Transportation is not only a means to get from place to place: it plays a key role in economic development, health outcomes, and the environment.

House Bill 9 takes a data-driven approach to ensuring equity. It does the following:

- Requires that MDOT consider equity when developing the goals in the Maryland Transportation Plan;
- Requires MDOT to report data on racial disparities and impact on persons with disabilities to the extent data is available in the annual Attainment Report on Transportation System Performance;
- Adds representatives from the Maryland State Conference NAACP and a transportation labor organization to the Advisory Committee that advises the Department on the State transportation goals, benchmarks, and indicators, and requires the Committee to use collected data to consider the impact of transportation decisions on racial equity and persons with disabilities, to the extent that data is available;
- Requires MDOT MTA to publish demographics for the routes and lines impacted by proposed service changes on the MTA website before holding the required public hearings on those service changes;
- Requires transit equity analyses, cost benefit analysis, and outreach to affected communities regarding any major service change. These analytics build on the federal requirements outlined in Title VI of the Civil Rights Act of 1964, enhancing them with additional reporting and codifying them in state law;
- Requires transit equity analyses, cost benefit analysis, and outreach to affected communities before the cancellation or reduction of any capital project in the Consolidated Transportation Program.

This bill is in the same form as last year's HB141, which was passed by the Maryland General Assembly in 2022 but vetoed by then-Governor Hogan. The 2022 bill that ultimately passed was the product of extensive work with stakeholders, including the Maryland Department of



Transportation. The bill has broad support from organizations representing a wide variety of interests and communities.

I hope that I can count on your support in finally pushing this bill across the finish line. I ask for a favorable report for HB9.

**Testimony on HB 9 Samuel Jordan 2-2-2023 .pdf**

Uploaded by: Samuel Jordan

Position: FAV

## Samuel Jordan Testimony for HB 9 Thursday, February 2, 2023

Delagate Barve, Chair, and Members of the Environment and Transportation Committee, greetings. I am Samuel Jordan, President of the Baltimore Transit Equity Coalition. We urge you to report favorably on HB 9 the Equity in Transportation Sector Act of 2023.

HB 9 promotes equity in transportation through anticipation and prevention as the better strategies when compared to penalty and correction, the principal strategies in the past.

Title VI-equivalent provisions are not enforced at the state level. HB 9 provides for such enforcement.

HB 9 is distinguished by the requirement that changes in transportation policy must be justified BEFORE they can be implemented. NOT AFTER implementation.

The bill's provisions would have prevented: **1)** Cancellation of the Red Line project in 2015; **2)** The fifteen-month exposure of riders to derailment on the subway in 2018; and **3)** MTA's proposal of permanent racially disparate budget cuts in the core bus service in 2020.

HB 9's anticipation and prevention strategies protect the "public" in public transportation.

Due to the bill's mandatory prior due diligence, the cost of policy change implementation will be reduced. HB 9 is also cost effective.

HB 9 has major implications for climate change response and environmental protection. If, for example, MDOT MTA put zero emissions buses in service on routes only serving mostly white passengers, HB 9 would reject such disparate distribution of the benefits of zero emissions vehicles.

Finally, we would alert the Committee to the equity goals of this legislature and our new Governor. With enactment of HB 9, Maryland will become the leader among the states of the nation in the enforcement of Title VI-equivalent equity protections in public transportation.

Delegate Barve and Committee, we again urge you to report favorably on HB 9. Thank you.

# **HB 9-Transportation Equity Act\_FAV.pdf**

Uploaded by: Sarah Johnson

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of District 41. **I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

Sarah Johnson

1 Merryman Court, Baltimore MD 21210

Showing Up for Racial Justice Baltimore



# **HB 9-Transportation Equity Act of 2023.pdf**

Uploaded by: Tamara Todd

Position: FAV

Dear Members of the House Environment and Transportation Committee,

This testimony is being submitted by Showing Up for Racial Justice Baltimore, a group of individuals working to move white folks as part of a multi-racial movement for equity and racial justice in Baltimore City and Baltimore County. We are also working in collaboration with the Baltimore Transit Equity Coalition. I am a resident of **District 10. I am testifying in support of House Bill 9, the Transportation Equity Act of 2023.**

There is an urgent need for greater transparency, accountability and community input at all levels of public transit planning and decision-making in Maryland. The Transportation Equity Act of 2023 will, at long last, bring the State into compliance with [Title VI of the 1964 Civil Rights Act](#) by establishing a state-wide transportation equity analysis development, maintenance, review, and enforcement framework to ensure access to public transportation is statutorily guaranteed for *all* Marylanders, regardless of race, socioeconomic status, or disability. In addition, HB 9 takes into account the DOT's [Order on Environmental Justice \(5610.2\)](#) that requires federally funded transportation projects to identify and address human health and environmental impacts within the minority and low-income communities that have historically been disproportionately adversely affected.

Although the Maryland legislature passed the Transit Equity Act in 2022 with resounding bipartisan support, the governor vetoed the bill. **This year, the Maryland legislature has the opportunity to reiterate its commitment to equity and basic civil rights in public transit by voting in favor of the Transit Equity Act of 2023.**

House Bill 9 will, among other things:

- Mandate equity be a primary consideration when any State transit plan, goal, or project is in development;
- Require MDOT-MTA conduct transit equity and cost-benefit analyses, community outreach, public hearings and reporting *before* any major service or project proposal, change, or cancellation;
- Alter the membership of the advisory committee to more accurately reflect impacted community members;
- Mandate the collection, analysis and annual reporting of data on racial disparities and disability access across all modes of public transit;

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 – a proposed project that would have provided both urgently-needed access to jobs for residents in low-income, redlined communities in Baltimore, as well as extensive regional economy-transforming, transit-oriented-development (TOD). Another example demonstrating the need for decision-making oversight is the pandemic-era proposal by the MTA, in response to record low ridership, to eliminate 25 bus lines that primarily operated in mostly Black Baltimore neighborhoods. The MTA backed off its proposed cuts after widespread outcry, but HB 9 would establish more efficient, proactive decision-making by utilizing the results of the cost-benefit and equity analyses to identify and understand how such bus line cuts would have clearly, disproportionately impacted Black workers in Baltimore – *including Black essential workers* – who simply needed to get to their jobs.

Equitable transportation also plays a key role in dismantling systemic racism and building thriving communities by:

- Increasing access to good jobs, schools, education, health care, 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 and all Marylanders.

In effect, HB 9 mandates that MTA-MDOT use transparency, accountability, and public input at all stages of projects, policies, and decision-making in order to guarantee full and equitable access to public transit services for all Marylanders, *including* full and equitable access to this basic public service long denied to majority Black communities, low-income communities, and disabled folks.

**It is for these reasons that I am encouraging you to vote in support of House Bill 9.**

Thank you for your time, service, and consideration.

Sincerely,

Tamara Todd

221 Northway Rd, Reisterstown, MD, 21136

Showing Up for Racial Justice Baltimore



# **HB 9 Equity in Transportation Sector Guidelines an**

Uploaded by: Tammy Bresnahan

Position: FAV





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1-866-542-8163 | Fax: 410-837-0269  
aarp.org/md | md@aarp.org | twitter: @aarpmd  
facebook.com/aarpmd

**HB 9 Equity in Transportation Sector – Guidelines and Analyses**  
**FAVORABLE**  
**House Environment and Transportation**  
**February 2, 2023**

Good Afternoon Chairman Barve and Members of the House Environment and Transportation and Committee. I am Tammy Bresnahan, Senior Director of Advocacy 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 support HB 9 Equity in Transportation Sector – Guidelines and Analyses.** We thank Delegate Ruth for introducing this important legislation.

HB 9 requires the Maryland Department of Transportation (MDOT) beginning July 1, 2024, in collaboration with the Maryland Transit Administration (MTA), to conduct a transit equity analysis, perform a cost-benefit analysis, consult with members and leaders of affected communities, and take specified actions based on the results of these activities before announcing (1) any service change that would constitute a major service change under specified federal guidelines or (2) any reduction or cancellation of a capital expansion project in the construction program of the Consolidated Transportation Program (CTP) that exceeds transit equity thresholds developed by MTA pursuant to the bill.

Transportation planning should be 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 believes that state policy should adopt plans that enhance the mobility of all Marylanders. 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 Marylanders is a 2023 legislative priority for AARP Maryland. Transportation options allows access to key services and opportunities for all residents to participate in community activities.

AARP Maryland respectfully requests that the House Environment and Transportation Committee give a favorable report to HB 9. Thanks very much for your time and consideration. If you have questions, please contact Tammy Bresnahan [tbresnahan@aarp.org](mailto:tbresnahan@aarp.org) or by calling 410-302-8451

**HB 0009\_IndivisibleHoCoMD\_FAV\_VirginiaSmith.pdf**

Uploaded by: Virginia Smith

Position: FAV



## **HB0009 – Equity in Transportation Sector - Guidelines and Analyses**

**Testimony before**

**House Environment and Transportation Committee**

**February 2, 2023**

**Position: Favorable**

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Virginia Smith, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in **support of HB0009**, which would improve equity in our transportation planning process. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Delegate Ruth in sponsoring this important legislation.

There have been multiple studies and articles demonstrating that while public transit and infrastructure are often built through communities of color, they do not benefit from these systems. As stated in an article from Rice University Kinder Institute for Urban Research, there tend to be two separate transit systems in this country and in Maryland where the affluent (and often White) citizens benefit from on-time and comfortable systems, while poorer (and sadly often Black) citizens have inconsistent services with stops far and few between. They often have to transfer multiple times to reach their final destination. Meanwhile the nicer systems run through their communities, so they must suffer the health impacts. This bill will attempt to equalize this disparity by requiring a transit equity analysis, including a cost-benefit analysis that will examine impacts on not only economic development and employment, but on health, environmental justice and education. It will also require that racial minority communities, low-income communities, disable riders and other often over looked populations to ensure that all sides are considered before a project moves forward or ends.

For these reasons, we support HB0009.

Thank you for your consideration of this important legislation.

**We respectfully urge a favorable report.**

Virginia Smith  
Columbia, MD 21044

# Testimony Supporting SB0019.pdf

Uploaded by: walkiria pool

Position: FAV



## Written Testimony for HB9/SB19

### Testimony Supporting SB0019/HB0009

### Senate Finance / House Environment & Transportation Committee

February 1, 2023 / February 2, 2023

#### Position: SUPPORT

As Walkiria Pool, President of Centro de Apoyo Familiar (CAF) a minority serving non-profit organization, I am writing to express my support for the Transportation Equity Act, SB0019/HB0009, sponsored by Senator Jill Carter and Delegate Sheila Ruth, which will put equity at the forefront of Maryland transportation planning and ensure equitable access to transportation for all Marylanders.

Increases access to public transportation will benefit all Marylanders, and for minority communities such as Latinos, this legislature has the potential to increase quality of life and health outcomes. The communities we serve report air-quality as a source of concern as many are near auto-centric areas such as busy roads and interstates, which can increase the incidence of illnesses such as asthma, respiratory and cardiovascular diseases. An increase in public transport has the potential to reduce the air-pollution harm that front-line communities are exposed to.

Additionally, a robust and affordable transit system makes it so economically disadvantaged communities can cut down on commute times, and have greater access to job opportunities and increase their housing and economic stability. The currently disjoint public transport system makes it hard for low-income families to take advantage of public transport to the fullest extent.

Furthermore, better MTA transit equity reports will make it easier to see the impacts as well as areas of improvement for this major project. Communities need to understand the projects being proposed that will affect their lives and the cost-benefit analysis of these projects.

For all of these reasons and many more, please support the Transportation Equity Act. Thank you.

Sincerely,

  
Walkiria Pool

# **GR, DRM, CARS 2023 Testimony on HB9 SB19, Transpor**

Uploaded by: Gabriel Rubinstein

Position: FWA



Empowerment. Integration. Equality.

1500 Union Ave., Suite 2000, Baltimore, MD 21211

Phone: 410-727-6352 | Fax: 410-727-6389

[www.DisabilityRightsMD.org](http://www.DisabilityRightsMD.org)

## **Equity in Transportation Sector – Guidelines and Analyses**

SB0019, Senate Finance Committee, 2/1/23

HB009, House Environment and Transportation, 2/2/23

Testimony of Disability Rights Maryland & Consumers for Accessible Ride Services (CARS)

FAVORABLE WITH AMENDMENTS

Disability Rights Maryland, DRM (formerly known as the Maryland Disability Law Center, MDLC) is Maryland's designated Protection & Advocacy (P&A) agency, which is part of a nationwide network of organizations established by Congress to protect and advance the rights of people with disabilities. We note that today we provide testimony on behalf of Consumers for Accessible Ride Services, or CARS, a consumer group of people with disabilities who rely on paratransit service. DRM and CARS are dedicated to advancing the civil rights of people with disabilities.

HB9/SB 19 is significant to people with disabilities as it impacts how transportation services effect access to education, health care, employment, and decent housing. While our testimony focuses on persons with disabilities, we recognize the intersectionality with persons of color. Our legacy of race, ethnicity and disability discrimination has driven our patterns of segregation and exclusion.

The Americans with Disabilities Act specifically found that society has isolated and segregated people with disabilities and that discrimination continues to be a pervasive problem in transportation. The National Council on Disability identifies transportation as a major barrier to community inclusion for people with disabilities. The national transit household survey found in 2017, that over 25 million people with disabilities had disability related barriers to travel. Equity requires that our transit agency assess whether its plans, services and policies perpetuate systemic barriers to opportunities and benefits for people with disabilities.

We join the Maryland Centers for Independent Living, nonprofit disability resource and advocacy organizations located throughout Maryland operated by and for people with disabilities, in requesting the following minor yet meaningful changes:

At present, the bill language treats disability differently than race and ethnicity. It qualifies the Advisory Committee's identification of indicators for people with disabilities. "to the extent data is available." If no available data is identified for persons with disabilities, no equity analysis of the impact of transit decisions on people with disabilities will be conducted.

Our suggested language places consideration of disability on equal footing with race and ethnicity and puts a reasonable expectation for the Advisory Committee to identify indicators that are reasonably available. Our amendment to page 3, lines 24-25 is simple:

THE ADVISORY COMMITTEE ADVISING THE DEPARTMENT ON STATE TRANSPORTATION GOALS, BENCHMARKS, AND INDICATORS SHALL RECOMMEND MEASURABLE TRANSPORTATION INDICATORS THAT CAN BE EVALUATED FOR **RACIAL, DISABILITY, AND ETHNIC DISPARITIES AS SUCH DATA IS AVAILABLE OR CAN REASONABLY BE OBTAINED.**

A few years ago, the Maryland Transit Administration announced plans to cut numerous bus lines without reviewing the impact on people with disabilities. The routes targeted for elimination would have put dialysis centers, medical day programs, supportive employment programs and disability service providers out of range of public transit. Community opposition, including organized opposition from the disability community, resulted in MTA reversing its proposal. This bill should prevent decision-making that does not consider the impact on specific communities by identifying indicators that are reasonably available.

We also seek a simple amendment to the next section of the bill that requires the Department to evaluate the indicators recommended by the Advisory Committee, but again creates a distinct standard for persons with disabilities by including qualifying language related to available data. Because the indicators from the Advisory Committee are based on available data, the qualifying language is unnecessary and redundant; and could suggest that the Department may conduct its own secondary review applicable only to persons with disabilities. We suggest simply stating:

(II) THE DEPARTMENT SHALL EVALUATE THE INDICATORS RECOMMENDED UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH TO IDENTIFY ANY RACIAL, DISABILITY OR ETHNIC DISPARITIES.

Similarly, on page six, lines 1-2 the qualifying language about available data ( “TO THE EXTENT DATA IS AVAILABLE”) should be removed related to transit investment considerations that support the goals and indicators established. The indicators, goals and measurements are identified based on reasonably available data. Again, the qualifying language is only applied to persons with disabilities.

Finally, but critically, the definition of “disparate impact” should be amended to include “disability.” Race, and national origin are classifications listed for consideration of any disparate impact, but “disability” is not. This omission raises legal concerns. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. But the Americans with Disabilities Act and the Rehabilitation Act of 1973, as amended, prohibit discrimination based on disability, including government actions creating a disparate impact. For instance, if new transit plans included bus routes where no right of ways or bus stops were accessible, the plans could have a disparate impact on persons with disabilities.

Thank you for your consideration of our four simple amendments. We are excited that this legislation seeks to apply an equity lens to transit decisions. With amendments, we heartily support this legislation. Our amendments seek fair consideration of transportation barriers and needs faced by persons with disabilities in the assessment, planning, implementation, and



evaluation of transit plans . Such consideration will better equip our state to develop policies and programs that deliver resources and benefits equitably to all.

The Transportation Equity Act requires data collection and analysis of the impact of our public transportation system on people with disabilities and people of color. HB9/SB19 is long overdue, remedial legislation. A person's health, income, and opportunity should not be defined by where they live. For these reasons, Disability Rights Maryland supports this legislation with the aforementioned amendments.

Thank you for your time and consideration.

Please feel free to contact:

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**Floyd Hartley**

Chair  
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**HB 09.pdf**

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Position: FWA



HB 09: Equity in Transportation Sector – Guidelines and Analyses  
**SUPPORT with AMENDMENTS**

Testimony of Maryland Centers for Independent Living  
House Committee Environment and Transportation, February 2, 2023

The seven Centers for Independent Living (CIL) were established by federal law and work to ensure the civil rights and quality services of people with disabilities in Maryland. Centers for Independent Living are nonprofit disability resource and advocacy organizations located throughout Maryland operated by and for people with disabilities. CIL staff and Boards are at least 51% people with disabilities. We are part of a nationwide network which provides Information and Referral, Advocacy, Peer Support, Independent Living Skills training, and Transition Services.

HB 09 is significant to people with disabilities as it impacts how transportation services effect access to education, health care, employment, and decent housing. While this testimony focuses on persons with disabilities, we recognize the intersectionality with persons of color. Our legacy of race, ethnicity and disability discrimination has driven our patterns of segregation and exclusion. The Americans with Disabilities Act specifically found that society has isolated and segregated people with disabilities and that discrimination continues to be a pervasive problem in transportation. (42 U.S.C. §12101 (a)). The National Council on Disability identifies transportation as a major barrier to community inclusion for people with disabilities. The national transit household survey found in 2017, that over 25 million people with disabilities had disability related barriers to travel. Equity requires that our transit agency assess whether its plans, services and policies perpetuate systemic barriers to opportunities and benefits for people with disabilities.

Regarding the language we dispute, the bill language treats disability *differently* than race and ethnicity. It qualifies the Advisory Committee’s identification of indicators for people with disabilities. “to the extent data is available.” If no available data is identified for persons with disabilities, **no** equity analysis of the impact of transit decisions on people with disabilities will be conducted.

Our suggested language places consideration of disability on equal footing with race and ethnicity and puts a reasonable expectation for the Advisory Committee to identify indicators that are **reasonably available**. Our amendment to page 3, lines 24-25 is simple:

THE ADVISORY COMMITTEE ADVISING THE DEPARTMENT ON STATE  
TRANSPORTATION GOALS, BENCHMARKS, AND INDICATORS SHALL  
RECOMMEND MEASURABLE TRANSPORTATION INDICATORS THAT CAN BE  
EVALUATED FOR **RACIAL, DISABILITY, AND ETHNIC DISPARITIES AS SUCH  
DATA IS AVAILABLE OR CAN REASONABLY BE OBTAINED.**

As an example, a few years ago MTA announced plans to cut numerous bus lines without reviewing the impact on people with disabilities. The routes targeted for elimination would have put dialysis centers, medical day programs, supportive employment programs and disability service providers out of range of public transit. Community opposition, including organized opposition from the disability community, resulted in MTA reversing its proposal. This bill should prevent decision-making that does not consider the impact on specific communities by identifying indicators that are reasonably available.

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Thank you for your consideration of our four simple amendments. We are excited that this legislation seeks to apply an equity lens to transit decisions. One in five non-institutionalized Maryland adults has one or more disability. A 2006 study by the Baltimore Metropolitan Council found that 43% of the population has a self-reported travel-related disability. With amendments, we heartily support this legislation. Our amendments seek fair consideration of transportation barriers and needs faced by persons with disabilities in the assessment, planning, implementation, and evaluation of transit plans. Such consideration will better equip our state to develop policies and programs that deliver resources and benefits equitably to all.

Contact Information:

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**HB 9\_MAA\_FWA.pdf**

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Position: FWA

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Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
G. Marshall Klinefelter

February 2, 2023

Delegate Kumar Barve, Chair  
House Environment and Transportation Committee  
Room 251 House Office Building  
Annapolis, MD 21401

**RE: HB 9– FAVORABLE WITH AMENDMENTS – Equity in Transportation Sector – Guidelines and Analyses**

Dear Chair Barve and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 9 requires equity as a priority in the development of State transportation plans, reports and goals. To do this, the bill requires that the Maryland Department of Transportation (MDOT) and the Maryland Transit Administration (MTA) conduct a transit equity analysis, perform a cost-benefit analysis, consult with members and leaders of affected communities, and take all of this information into consideration before announcing any new developments. This bill also adds additional members to the advisory committee.

While the bill adds two additional representatives to the advisory committee, we respectfully request the bill also include a representative from the transportation construction industry. Currently, no one from the industry sits on the advisory committee and we strongly believe our insight is invaluable.

We appreciate you taking the time to address our request on House Bill 9.

Sincerely,

Marshall Klinefelter  
President  
Maryland Asphalt Association

**HB 9\_MTBMA\_FWA.pdf**

Uploaded by: Nicolae Copper

Position: FWA





February 2, 2023

Delegate Kumar Barve, Chair  
House Environment and Transportation Committee  
Room 251 House Office Building  
Annapolis, MD 21401

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While the bill adds two additional representatives to the advisory committee, we respectfully request the bill also include a representative from the transportation construction industry. Currently, no one from the industry sits on the advisory committee and we strongly believe our insight is invaluable.

We appreciate you taking the time to address our request on House Bill 9.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**HB0009 - MTA - Equity - LOI\_FINAL.pdf**

Uploaded by: Patricia Westervelt

Position: INFO

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February 2, 2023

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

***RE: Letter of Information – House Bill 9 – Equity in Transportation Sector – Guidelines and Analyses***

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 9 but offers the following information for the Committee’s consideration.

House Bill 9 would task the MDOT with considering 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.

As drafted, House Bill 9 requires that, beginning with the 2045 MTP, the MDOT must consider ways to achieve equity in the transportation sector when developing the State transportation goals. The advisory committee that provides feedback to MDOT on the State transportation goals, benchmarks, and indicators is expanded to include a representative of (1) the Maryland State conference of the National Association for the Advancement of Colored People and (2) a transportation labor organization, designated by the Maryland State and District of Columbia AFL-CIO. The responsibilities of the committee are expanded to include the consideration of the impact of transportation investment on racial equity and, to the extent data is available, persons with disabilities, including service accessibility.

Additionally, beginning with the 2024 Attainment Report on Transportation System Performance, the committee must recommend measurable transportation indicators that can be evaluated for racial and ethnic disparities and, to the extent data is available, impacts on persons with disabilities. The MDOT must evaluate these indicators to identify any racial and ethnic disparities and, to the extent data is available, 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. If the newly required data is available, the 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.

The Honorable Kumar P. Barve  
Page Two

Prior to each transit major service change, House Bill 9 would require the MDOT MTA to conduct a transit equity analysis, perform a cost benefit analysis of impacts on economic development, employment, education, and health, and consult with members of affected communities. If the studies determine there is a disparate impact, House Bill 9 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 an evaluation on the demographics of the service area and affected routes before the public hearings on the proposed changes and then after the hearings, publish the equity and cost benefit analysis and complete a report after the hearings, adding a community outreach report and additional components.

The 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 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. The completed Title VI equity analyses are posted on MDOT MTA's website once finalized, reviewed, and approved.

Additionally, House Bill 9 would require Title VI equity analysis and cost-benefit analysis for cancellation or reduction of a capital expansion project in the construction program of the Consolidated Transportation Program (CTP). Title VI and Federal Transit Administration guidance does not have a process for when facilities or expansion projects are canceled or for investments not occurring.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 9.

Respectfully submitted,

David Myers  
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Maryland Transit Administration  
410-767-0820

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