



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.