



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