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 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.