



Testimony to the Senate Finance Committee
SB 19 Equity in Transportation Sector-Guidelines and Analyses
Position: Favorable

February 1, 2022

The Honorable Melony Griffith, Chair
Senate Finance Committee
Third Floor, Miller Senate Office Building
Annapolis, MD 21401
cc: Members, Senate Finance Committee

Honorable Chair Griffith 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 SB 19 and urge a favorable report. SB 19 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, SB 19 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 simple best practice in project design and implementation.

For all these reasons, we support SB 19 and urge a favorable report.

Best,

Marceline White
Executive Director