

# HOUSE BILL 9

R2  
HB 141/22 – ENT

(PRE-FILED)

3lr0393  
CF 3lr0394

By: **Delegates Ruth, Bagnall, Cardin, Chang, Charkoudian, Ebersole, Foley, Fraser-Hidalgo, Henson, Hill, Kerr, Lehman, Love, Patterson, Qi, Terrasa, and Watson**

Requested: September 13, 2022

Introduced and read first time: January 11, 2023

Assigned to: Environment and Transportation

## A BILL ENTITLED

1 AN ACT concerning

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

3 FOR the purpose of requiring that equity be considered when certain State transportation  
4 plans, reports, and goals are developed; altering the membership of the advisory  
5 committee on State transportation goals, benchmarks, and indicators; requiring the  
6 Department of Transportation, in collaboration with the Maryland Transit  
7 Administration, to conduct certain analyses and consult with certain communities  
8 before announcing or proposing certain service changes; requiring the  
9 Administration to take certain actions to avoid or minimize certain disparate  
10 impacts or disproportionate burdens; requiring the Administration to compile a  
11 report on the impacts of a proposed service change after holding a public hearing on  
12 the proposed service change; requiring the Department, in collaboration with the  
13 Administration, to conduct certain analyses and consult with certain communities  
14 before announcing any reduction or cancellation of a capital expansion project in the  
15 construction program of the Consolidated Transportation Program; requiring the  
16 Administration to compile a report on the impacts of a proposed reduction or  
17 cancellation of a capital expansion project in the construction program of the  
18 Consolidated Transportation Program; and generally relating to equity in  
19 transportation.

20 BY repealing and reenacting, with amendments,  
21 Article – Transportation  
22 Section 2–103.1(d), (h), and (j) and 7–101  
23 Annotated Code of Maryland  
24 (2020 Replacement Volume and 2022 Supplement)

25 BY repealing and reenacting, without amendments,  
26 Article – Transportation

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



Section 2–103.1(g) and (i)  
Annotated Code of Maryland  
(2020 Replacement Volume and 2022 Supplement)

BY adding to  
Article – Transportation  
Section 7–714 through 7–716  
Annotated Code of Maryland  
(2020 Replacement Volume and 2022 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,  
That the Laws of Maryland read as follows:

**Article – Transportation**

2–103.1.

(d) **(1)** The Maryland Transportation Plan shall:

**[(1)] (I)** Except as otherwise provided, be revised every 5 years through  
an inclusive public participation process;

**[(2)] (II)** Include a 20–year forecast of State transportation needs, based  
on the financial resources anticipated to be available to the Department during that  
20–year period;

**[(3)] (III)** Be expressed in terms of the State transportation goals and  
measures; and

**[(4)] (IV)** Include a summary of the types of projects and programs that are  
proposed to accomplish the State transportation goals and measures, using a multi–modal  
approach when feasible.

**(2) BEGINNING WITH THE 2045 MARYLAND TRANSPORTATION PLAN,  
THE DEPARTMENT SHALL CONSIDER WAYS TO ACHIEVE EQUITY IN THE  
TRANSPORTATION SECTOR WHEN DEVELOPING THE STATE TRANSPORTATION  
GOALS.**

(g) Beginning with the year 2002 State Report on Transportation and continuing  
thereafter, before the General Assembly considers the proposed Maryland Transportation  
Plan and the proposed Consolidated Transportation Program, the Department shall submit  
an annual report on the attainment of State transportation goals and benchmarks for the  
approved and proposed Maryland Transportation Plan and the approved and proposed  
Consolidated Transportation Program to the Governor and, subject to § 2–1257 of the State  
Government Article, to the General Assembly.

(h) (1) The report required under subsection (g) of this section shall include:

(i) The establishment of certain measurable performance indicators or benchmarks, in priority funding areas at a minimum, designed to quantify the State transportation goals and measures specified in the Maryland Transportation Plan and § 2–103.7 of this subtitle; and

(ii) The degree to which the projects and programs contained in the approved Maryland Transportation Plan and Consolidated Transportation Program attain those goals and benchmarks as measured by the performance indicators or benchmarks.

(2) The Department shall include in its report measurable long-term goals, and intermediate benchmarks of progress toward the attainment of the long-term goals, for the following measurable transportation indicators:

(i) An increase in the share of total person trips for each of transit, high occupancy auto, pedestrian, and bicycle modes of travel;

(ii) A decrease in indicators of traffic congestion as determined by the Department; and

(iii) Any other performance goals established by the Department for reducing automobile traffic and increasing the use of nonautomobile traffic.

**(3) (I) BEGINNING WITH THE 2024 ATTAINMENT REPORT ON TRANSPORTATION SYSTEM PERFORMANCE, THE ADVISORY COMMITTEE ADVISING THE DEPARTMENT ON STATE TRANSPORTATION GOALS, BENCHMARKS, AND INDICATORS SHALL RECOMMEND MEASURABLE TRANSPORTATION INDICATORS THAT CAN BE EVALUATED FOR:**

**1. RACIAL AND ETHNIC DISPARITIES; AND**

**2. TO THE EXTENT DATA IS AVAILABLE, IMPACTS ON PERSONS WITH DISABILITIES.**

**(II) THE DEPARTMENT SHALL EVALUATE THE INDICATORS RECOMMENDED UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH TO IDENTIFY ANY:**

**1. RACIAL AND ETHNIC DISPARITIES; AND**

**2. TO THE EXTENT DATA IS AVAILABLE, IMPACTS ON PERSONS WITH DISABILITIES.**

**[(3)] (4)** The performance indicators or benchmarks described in this subsection shall acknowledge the difference between urban and rural transportation needs.

(i) The Smart Growth Subcabinet, established under Title 9, Subtitle 14 of the State Government Article, shall conduct an annual review of the State transportation goals, benchmarks, and indicators.

(j) (1) An advisory committee shall be assembled to advise the Department on the State transportation goals, benchmarks, and indicators under subsection (h) of this section.

(2) Membership of the advisory committee shall include but is not limited to the following members appointed by the Governor:

(i) A representative of the Maryland business community;

(ii) A representative of the disabled citizens community;

(iii) A representative of rural interests;

(iv) A representative of an auto users group;

(v) A representative of a transit users group;

(vi) A representative of the goods movement industry;

(vii) A nationally recognized expert on transportation demand management;

(viii) A nationally recognized expert on pedestrian and bicycle transportation;

(ix) A nationally recognized expert on transportation performance measurement;

(x) A representative of an environmental advocacy organization;

(xi) A representative from the Maryland Department of Planning;

(xii) A representative of the Maryland Association of Counties; [and]

(xiii) A representative of the Maryland Municipal League;

**(XIV) A REPRESENTATIVE OF THE MARYLAND STATE CONFERENCE OF THE NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE; AND**

**(XV) A REPRESENTATIVE OF A TRANSPORTATION LABOR ORGANIZATION, DESIGNATED BY THE MARYLAND STATE AND DISTRICT OF**

**COLUMBIA AFL–CIO.**

(3) The Governor shall appoint the chairman of the advisory committee.

(4) The advisory committee shall meet at least four times during the process of developing the Maryland Transportation Plan to provide advice to the Department on meeting the requirements of this subsection.

(5) The Department and the advisory committee shall consider the following:

(i) Transportation and population trends and their impact on the State's transportation system and priority funding areas;

(ii) Past and present State funding devoted to the various transportation modes and demand management;

(iii) The full range of unmet transportation needs in priority funding areas;

(iv) The full range of transportation measures and facilities available, and their role, effectiveness, and cost effectiveness in providing travel choices and reducing congestion;

(v) A review of transportation performance indicators and their use in other states;

(vi) A review of the coordination of State transportation investments with local growth plans for priority funding areas;

(vii) The types of investments needed and their levels of funding for supporting the State transportation goals and measures established under § 2–103.7 of this subtitle;

(viii) The impact of transportation investment on:

1. The environment;

2. Environmental justice as defined in § 1–701 of the Environment Article;

3. Communities; [and]

4. Economic development; [and]

**5. RACIAL EQUITY; AND**

**6. TO THE EXTENT DATA IS AVAILABLE, PERSONS WITH DISABILITIES, INCLUDING SERVICE ACCESSIBILITY; AND**

(ix) The Climate Action Plan goals required by the Greenhouse Gas Emissions Reduction Act of 2009 under § 2–1205(b) of the Environment Article.

7–101.

(a) In this title the following words have the meanings indicated.

(b) “Administration” means the Maryland Transit Administration.

(c) “Administrator” means the Maryland Transit Administrator.

**(D) “DISPARATE IMPACT” MEANS A FACIALLY NEUTRAL POLICY OR PRACTICE THAT DISPROPORTIONATELY AFFECTS MEMBERS OF A GROUP IDENTIFIED BY RACE, COLOR, OR NATIONAL ORIGIN, WHERE THE RECIPIENT’S POLICY OR PRACTICE LACKS A SUBSTANTIAL LEGITIMATE JUSTIFICATION AND WHERE THERE EXIST ONE OR MORE ALTERNATIVES THAT WOULD SERVE THE SAME LEGITIMATE OBJECTIVES BUT WITH LESS DISPROPORTIONATE EFFECT ON THE BASIS OF RACE, COLOR, OR NATIONAL ORIGIN.**

**(E) “DISPROPORTIONATE BURDEN” MEANS A FACIALLY NEUTRAL POLICY OR PRACTICE THAT DISPROPORTIONATELY AFFECTS LOW-INCOME POPULATIONS MORE THAN NON-LOW-INCOME POPULATIONS AND, ON A FINDING OF DISPROPORTIONATE BURDEN, REQUIRES THE RECIPIENT TO EVALUATE ALTERNATIVES AND MITIGATE BURDENS WHERE PRACTICABLE.**

**[(d)] (F)** “District” means:

(1) The Metropolitan Transit District, consisting of Baltimore City, Baltimore County, Anne Arundel County, and other areas as designated by the Secretary after consultation and coordination with the affected jurisdiction and subject to the provisions of the Washington Metropolitan Transit Authority Compact; and

(2) Any area in which railroad service is performed under contract with the Administration or in which railroad facilities are owned by the Administration.

**[(e)] (G)** “Excursion train” means any special event train sponsored or contracted for in connection with the promotion of a public event benefiting the State and its citizens.

**[(f)] (H)** “Light rail transit” means rail transit which is electrically powered and can operate in mixed traffic with automobiles.

1           [(g)] (I)       “Private carrier” means any person that renders transit service within  
2 the District under an operating permit or license issued by an agency of this State  
3 exercising regulatory jurisdiction over transportation of passengers within this State and  
4 over persons engaged in that business.

5           [(h)] (J)       “Proof of fare payment” means evidence of fare prepayment authorized  
6 by the Administration for the use of transit service.

7           [(i)] (K)       “Railroad company” means any entity engaged in the providing of  
8 railroad service under this title.

9           [(j)] (L)       (1)   “Railroad facility” means any facility used in providing railroad  
10 services, and includes any one or more or combination of:

11                           (i)   Switches, spurs, tracks, structures, terminals, yards, real  
12 property, and other facilities useful or designed for use in connection with the  
13 transportation of persons or goods by rail; and

14                           (ii)   All other appurtenances, including locomotives, cars, vehicles,  
15 and other instrumentalities of shipment or carriage, useful or designed for use in  
16 connection with the transportation of persons or goods by rail.

17           (2)   “Railroad facility” does not include any transit facility.

18           [(k)] (M)       “Railroad service” means any service utilizing rail or railroad facilities  
19 performed by any common carrier operating under the jurisdiction of the State or federal  
20 government as a common carrier and includes any such service performed by the National  
21 Railroad Passenger Corporation.

22           [(l)] (N)       “Transit facility” includes any one or more or combination of tracks,  
23 rights-of-way, bridges, tunnels, subways, rolling stock, stations, terminals, ports, parking  
24 areas, equipment, fixtures, buildings, structures, other real or personal property, and  
25 services incidental to or useful or designed for use in connection with the rendering of  
26 transit service by any means, including rail, bus, motor vehicle, or other mode of  
27 transportation, but does not include any railroad facility.

28           [(m)] (O)       “Transit-oriented development” means a mix of private or public  
29 parking facilities, commercial and residential structures, and uses, improvements, and  
30 facilities customarily appurtenant to such facilities and uses, that:

31           (1)   Is part of a deliberate development plan or strategy involving:

32                           (i)   Property that is adjacent to the passenger boarding and alighting  
33 location of a planned or existing transit station; or

34                           (ii)   Property, any part of which is located within one-half mile of the

passenger boarding and alighting location of a planned or existing transit station;

(2) Is planned to maximize the use of transit, walking, and bicycling by residents and employees; and

(3) Is designated as a transit-oriented development by:

(i) The Secretary, after considering a recommendation of the Smart Growth Subcabinet established under § 9–1406 of the State Government Article; and

(ii) The local government or multicounty agency with land use and planning responsibility for the relevant area.

**[(n)] (P)** (1) “Transit service” means the transportation of persons and their packages and baggage and of newspapers, express, and mail in regular route, special, or charter service by means of transit facilities between points within the District.

(2) “Transit service” does not include any:

(i) Vanpool operation; or

(ii) Railroad service.

**[(o)] (Q)** (1) “Transit station” means any facility, the primary function of which relates to the boarding and alighting of passengers from transit vehicles.

(2) “Transit station” includes platforms, shelters, passenger waiting facilities, parking areas, access roadways, and other real property used to facilitate passenger access to transit service or railroad service.

**[(p)] (R)** “Transit vehicle” means a mobile device used in rendering transit service.

**7–714.**

**THE ADMINISTRATION SHALL DEVELOP TRANSIT EQUITY ANALYSIS POLICIES AND GUIDELINES, INCLUDING THRESHOLDS FOR WHEN A REDUCTION OR CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM REQUIRES ANALYSIS.**

SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read as follows:

**Article – Transportation**



1 7-715.

2 (A) BEFORE ANNOUNCING ANY SERVICE CHANGE THAT WOULD  
3 CONSTITUTE A MAJOR SERVICE CHANGE UNDER THE FEDERAL TRANSIT  
4 ADMINISTRATION'S TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL  
5 TRANSIT ADMINISTRATION RECIPIENTS, THE DEPARTMENT, IN COLLABORATION  
6 WITH THE ADMINISTRATION, SHALL:

7 (1) CONDUCT A TRANSIT EQUITY ANALYSIS IN ACCORDANCE WITH  
8 THE TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT  
9 ADMINISTRATION RECIPIENTS TO DETERMINE WHETHER THE CHANGE WILL  
10 CREATE A DISPARATE IMPACT OR A DISPROPORTIONATE BURDEN;

11 (2) PERFORM A COST-BENEFIT ANALYSIS, INCLUDING AN ANALYSIS  
12 OF IMPACTS ON:

13 (I) ECONOMIC DEVELOPMENT;

14 (II) EMPLOYMENT;

15 (III) EDUCATION;

16 (IV) HEALTH; AND

17 (V) ENVIRONMENTAL JUSTICE; AND

18 (3) CONSULT WITH MEMBERS AND LEADERS OF AFFECTED  
19 COMMUNITIES, INCLUDING THROUGH COMMUNITY OUTREACH TO:

20 (I) RACIAL MINORITY COMMUNITIES;

21 (II) LOW-INCOME COMMUNITIES;

22 (III) DISABLED RIDERS;

23 (IV) RIDERS WITH LIMITED ENGLISH PROFICIENCY;

24 (V) TRANSIT-RELIANT RIDERS; AND

25 (VI) SENIOR RIDERS.

26 (B) (1) IF A TRANSIT EQUITY ANALYSIS REVEALS DISPARATE IMPACT OR  
27 DISPROPORTIONATE BURDEN, THE ADMINISTRATION SHALL:

28 (I) DEVELOP ALTERNATIVES THAT WOULD MEET THE GOALS

1 OF THE PROPOSED SERVICE CHANGE; AND

2 (II) CONDUCT A TRANSIT EQUITY ANALYSIS ON THE  
3 ALTERNATIVES.

4 (2) IF A DISPARATE IMPACT CAN BE AVOIDED THROUGH USE OF ONE  
5 OF THE ALTERNATIVES ANALYZED, THE ADMINISTRATION SHALL PROCEED WITH  
6 THAT ALTERNATIVE AS THE PRIMARY PROPOSED SERVICE CHANGE.

7 (3) IF THERE IS NO ALTERNATIVE THAT WOULD AVOID A DISPARATE  
8 IMPACT OR DISPROPORTIONATE BURDEN, THE ADMINISTRATION:

9 (I) MAY NOT IMPLEMENT THE PROPOSED SERVICE CHANGE  
10 UNLESS A SUBSTANTIAL JUSTIFICATION EXISTS THAT NECESSITATES THE CHANGE;  
11 AND

12 (II) SHALL IMPLEMENT THE ALTERNATIVE THAT CAUSES THE  
13 LEAST DISPARATE IMPACT OR DISPROPORTIONATE BURDEN.

14 (C) BEFORE HOLDING A PUBLIC HEARING ON A PROPOSED SERVICE  
15 CHANGE, THE ADMINISTRATION SHALL PUBLISH ON THE ADMINISTRATION'S  
16 WEBSITE, FOR THE ROUTES OR LINES IMPACTED BY THE SERVICE CHANGE, AN  
17 EVALUATION ON THE DEMOGRAPHICS OF:

18 (1) THE RIDERS OF THE ROUTES OR LINES; AND

19 (2) THE SERVICE AREA.

20 (D) (1) AFTER COMPLETING THE PUBLIC HEARINGS, THE  
21 ADMINISTRATION SHALL:

22 (I) PUBLISH THE TRANSIT EQUITY ANALYSIS AND  
23 COST-BENEFIT ANALYSIS ON THE ADMINISTRATION'S WEBSITE; AND

24 (II) COMPILE A REPORT ON THE IMPACTS OF THE PROPOSED  
25 SERVICE CHANGE.

26 (2) THE REPORT SHALL INCLUDE:

27 (I) THE TRANSIT EQUITY ANALYSIS;

28 (II) THE COST-BENEFIT ANALYSIS;

29 (III) A COMMUNITY OUTREACH REPORT;

(IV) ANY ALTERNATIVES ANALYZED; AND

(V) IF APPLICABLE, THE FINAL ALTERNATIVE SELECTED.

(3) IF A DISPARATE IMPACT OR DISPROPORTIONATE BURDEN EXISTS IN THE FINAL ALTERNATIVE SELECTED, THE REPORT SHALL INCLUDE A SUBSTANTIAL JUSTIFICATION STATEMENT.

(4) THE REPORT SHALL BE:

(I) MADE AVAILABLE TO THE PUBLIC ON THE ADMINISTRATION'S WEBSITE, WITH A VISIBLE LINK FROM THE PRIMARY INFORMATION PAGE RELATING TO THE PROPOSED SERVICE CHANGE; AND

(II) DISTRIBUTED TO:

1. THE MEMBERS OF THE BOARD OF PUBLIC WORKS;

2. THE ATTORNEY GENERAL;

3. THE SECRETARY OF TRANSPORTATION;

4. ANY ELECTED OFFICIALS WHOSE DISTRICTS WOULD BE IMPACTED BY THE PROPOSED SERVICE CHANGE;

5. ANY COMMUNITY LEADERS CONSULTED DURING THE COMMUNITY OUTREACH PROCESS; AND

6. IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE:

A. THE PRESIDENT OF THE SENATE;

B. THE SPEAKER OF THE HOUSE;

C. THE SENATE FINANCE COMMITTEE; AND

D. THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE.

7-716.

(A) BEFORE ANNOUNCING ANY REDUCTION OR CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM THAT EXCEEDS THE THRESHOLDS

DEVELOPED BY THE ADMINISTRATION, THE DEPARTMENT, IN COLLABORATION WITH THE ADMINISTRATION, SHALL:

(1) CONDUCT A TRANSIT EQUITY ANALYSIS IN ACCORDANCE WITH THE TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS AND THE GUIDELINES DEVELOPED BY THE ADMINISTRATION TO DETERMINE WHETHER THE REDUCTION OR CANCELLATION WILL CREATE A DISPARATE IMPACT OR A DISPROPORTIONATE BURDEN;

(2) PERFORM A COST-BENEFIT ANALYSIS, INCLUDING AN ANALYSIS OF IMPACTS ON:

(I) ECONOMIC DEVELOPMENT;

(II) EMPLOYMENT;

(III) EDUCATION;

(IV) HEALTH; AND

(V) ENVIRONMENTAL JUSTICE; AND

(3) CONSULT WITH MEMBERS AND LEADERS OF AFFECTED COMMUNITIES, INCLUDING THROUGH COMMUNITY OUTREACH TO:

(I) RACIAL MINORITY COMMUNITIES;

(II) LOW-INCOME COMMUNITIES;

(III) DISABLED RIDERS;

(IV) RIDERS WITH LIMITED ENGLISH PROFICIENCY;

(V) TRANSIT-RELIANT RIDERS; AND

(VI) SENIOR RIDERS.

(B) (1) AFTER COMPLETING THE REQUIREMENTS UNDER SUBSECTION (A) OF THIS SECTION, THE ADMINISTRATION SHALL COMPILE A REPORT ON THE IMPACTS OF THE PROPOSED REDUCTION OR CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM.

(2) THE REPORT SHALL INCLUDE:

1                   **(I) THE TRANSIT EQUITY ANALYSIS;**

2                   **(II) THE COST–BENEFIT ANALYSIS; AND**

3                   **(III) A COMMUNITY OUTREACH REPORT.**

4                   **(3) THE REPORT SHALL BE:**

5                           **(I) MADE AVAILABLE TO THE PUBLIC ON THE**  
6 **ADMINISTRATION’S WEBSITE, WITH A VISIBLE LINK FROM THE PRIMARY**  
7 **INFORMATION PAGE RELATING TO THE PROPOSED REDUCTION OR CANCELLATION;**  
8 **AND**

9                   **(II) DISTRIBUTED TO:**

10                           **1. THE MEMBERS OF THE BOARD OF PUBLIC WORKS;**

11                           **2. THE ATTORNEY GENERAL;**

12                           **3. THE SECRETARY OF TRANSPORTATION;**

13                           **4. ANY ELECTED OFFICIALS WHOSE DISTRICTS WOULD**  
14 **BE IMPACTED BY THE PROPOSED SERVICE CHANGE;**

15                           **5. ANY COMMUNITY LEADERS CONSULTED DURING THE**  
16 **COMMUNITY OUTREACH PROCESS; AND**

17                           **6. IN ACCORDANCE WITH § 2–1257 OF THE STATE**  
18 **GOVERNMENT ARTICLE:**

19                                   **A. THE PRESIDENT OF THE SENATE;**

20                                   **B. THE SPEAKER OF THE HOUSE;**

21                                   **C. THE SENATE FINANCE COMMITTEE; AND**

22                                   **D. THE HOUSE ENVIRONMENT AND TRANSPORTATION**  
23 **COMMITTEE.**

24           SECTION 3. AND BE IT FURTHER ENACTED, That Section 2 of this Act shall take  
25 effect July 1, 2024.

26           SECTION 4. AND BE IT FURTHER ENACTED, That, except as provided in Section  
27 3 of this Act, this Act shall take effect June 1, 2023.