

**TRANSPORTATION EQUITY
ANALYSIS OF THE TIER 2 STUDY ARDS
APPENDIX A**



JANUARY 2026

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Agency or Organization	Policy/Goal/Principle	Reference
Maryland State Legislature	The protection, preservation, and enhancement of the State’s diverse environment is necessary for the maintenance of the public health and welfare and the continued viability of the economy of the State and is a matter of the highest public priority.	MD Code, Natural Resources § 1-103.1(b)
Natural Resources Article	All State agencies must conduct their affairs with an awareness that they are stewards of the air, land, water, living and historic resources, and that they have an obligation to protect the environment for the use and enjoyment of this and all future generations.	MD Code, Natural Resources § 1-103.1(c)
Maryland Environmental Policy Act	The determination of an optimum balance between economic development and environmental quality requires the most thoughtful consideration of ecological, economic, developmental, recreational, historic, architectural, aesthetic, and other values.	MD Code, Natural Resources § 1-103.1(f)
State of Maryland Executive Department Valuing Opportunity, Inclusion, and Community Equity (VOICE)	State agencies within the Moore-Miller Administration can and should take additional actions to embed explicit analysis of equity considerations in policies and practices, including by analyzing demographic and geographic gaps in outcomes and access to funding and services, and reviewing community engagement strategies with a focus on Marylanders who reside in communities that have historically been overburdened and marginalized including coastal, rural, tribal and urban populations;	Executive Order 01.01.2025.17 July 17, 2025
Maryland State Legislature	Maryland Transportation Plan: 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.	MD Code, Transportation § 2-103.1(d)(2)
Transportation Article 2023 Equity in Transportation Law	Maryland Transportation Plan: 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 racial, disability, ethnic, and low-income disparities based on available sources or information. The Department shall evaluate the indicators recommended under subparagraph (i) of this paragraph to identify any racial, disability, ethnic, or low-income disparities.	MD Code, Transportation § 2-103.1(h)(3)(i) and (h)(3)(ii)

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<p>Maryland State Legislature</p> <p>Transportation Article</p> <p>2023 Equity in Transportation Law</p>	<p>Transportation Advisory Committee: An advisory committee shall be assembled to advise the Department on the State transportation goals, benchmarks, and indicators...</p> <p>The Department and the advisory committee shall consider the following:</p> <p>The impact of transportation investment on:</p> <ol style="list-style-type: none"> 1. The environment; 2. Environmental justice as defined in § 1-701 of the Environment Article; 3. Communities; 4. Economic development; 5. Racial equity; and 6. Persons with disabilities, including service accessibility 	<p>MD Code, Transportation § 2-103.1(j)(1) and (j)(5)(viii)</p>
<p>Maryland State Legislature</p> <p>Transportation Article</p> <p>2023 Equity in Transportation Law</p>	<p>Transit equity analysis policies and guidelines: 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.</p> <p>Major service changes; transit equity and cost-benefit analyses; consultation with members and leaders of affected communities:</p> <p>Reduction or cancellation of a capital expansion project; transit equity and cost-benefit analyses; consultation with members and leaders of affected communities</p>	<p>MD Code, Transportation § 7-715</p> <p>MD Code, Transportation § 7-716</p> <p>MD Code, Transportation § 7-717</p>

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<p>Maryland State Legislature</p> <p>Environment Article</p> <p>Commission on Environmental Justice and Sustainable Communities</p>	<p>Definitions:</p> <p>(a)(5) “Environmental justice” means equal protection from environmental and public health hazards for all people regardless of race, income, culture, and social status.</p> <p>(a)(7) “Overburdened community” means any census tract for which three or more of the following environmental health indicators are above the 75th percentile statewide:</p> <ul style="list-style-type: none"> (i) Particulate matter (PM) 2.5; (ii) Ozone; (iii) National Air Toxics Assessment (NATA) diesel PM; (iv) NATA cancer risk; (v) NATA respiratory hazard index; (vi) Traffic proximity; (vii) Lead paint indicator; (viii) National Priorities List Superfund site proximity; (ix) Risk Management Plan facility proximity; (x) Hazardous waste proximity; (xi) Wastewater discharge indicator; (xii) Proximity to a Concentrated Animal Feeding Operation (CAFO); (xiii) Percent of the population lacking broadband coverage; (xiv) Asthma emergency room discharges; (xv) Myocardial infarction discharges; (xvi) Low-birth-weight infants; (xvii) Proximity to emitting power plants; (xviii) Proximity to a Toxic Release Inventory (TRI) facility; (xix) Proximity to a brownfields site; (xx) Proximity to mining operations; and (xxi) Proximity to a hazardous waste landfill. <p>(a)(8) “Underserved community” means any census tract in which, according to the most recent U.S. Census Bureau Survey:</p> <ul style="list-style-type: none"> (i) At least 25% of the residents qualify as low-income; (ii) At least 50% of the residents identify as nonwhite; or (iii) At least 15% of the residents have limited English proficiency. 	<p>MD Code, Environment § 1-701(a)</p>

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<p>Maryland State Legislature</p> <p>Environment Article</p> <p>Commission on Environmental Justice and Sustainable Communities</p>	<p>Duties: (h) The Commission shall:</p> <p>(1) Advise State government agencies on environmental justice and related community issues;</p> <p>(2) Use data sets and mapping tools to review and analyze the impact of current State and local laws, permits, actions, and policies on the issue of environmental justice and sustainable communities, including cumulative impacts, effects, and exposure;</p> <p>(3) Assess the adequacy of State and local government laws to address the issue of environmental justice and sustainable communities, including assessing compliance with Title VI of the federal Civil Rights Act of 1964;</p> <p>(4) Coordinate with the Children's Environmental Health and Protection Advisory Council, the Maryland Office of Minority Health and Health Disparities, and the Commission on Climate Change on recommendations related to environmental justice and sustainable communities;</p> <p>(5) In accordance with § 1-702 of this subtitle, coordinate with the Department on:</p> <p>(i) The adoption of a methodology for identifying communities disproportionately affected by climate impacts;</p> <p>(ii) The development of specific strategies to address geographical impact concerns, reduce emissions of greenhouse gases and co-pollutants, and build climate equity and resilience within disproportionately affected communities; and</p> <p>(iii) The establishment of goals for the percentage of State funding for greenhouse gas emission reduction measures that should be used for the benefit of disproportionately affected communities;</p> <p>(6) Recommend options to the Governor and the General Assembly for addressing issues, concerns, or problems related to environmental justice that surface after reviewing State laws and policies, including prioritizing areas of the State that need immediate attention; and</p> <p>(7) Recommend options to the Secretary for ensuring that the Department is making progress in advancing the human right to safe, clean, affordable, and accessible water for consumption, cooking, sanitation, health, and recreation purposes.</p>	<p>MD Code, Environment § 1-701(h)</p>

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<p>Maryland State Legislature</p> <p>State Finance and Procurement Article</p> <p>Maryland Economic Growth, Resource Protection, and Planning Policy</p>	<p>The 1992 Economic Growth, Resource Protection, and Planning Act articulates the State's growth policy through eight visions centered on concentrating development in suitable areas, protecting sensitive areas, and establishing funding mechanisms to achieve the visions. The Act also requires local jurisdictions to address these same visions in their comprehensive plans.</p> <p>On April 8, 2025, Governor Wes Moore signed new legislation into law creating the Sustainable Growth Planning Principles. These eight principles modernize and replace the former planning visions. These new principles guide Maryland's shift from Smart Growth to Sustainable Growth, a more balanced way of managing land use and development. Sustainable Growth focuses on policies that fairly address economic, social, and environmental factors for both current and future generations. The eight Planning Principles aim to make sustainable growth policies simpler, clearer, and easier for everyone involved in planning and development to use effectively. The eight principles focus on consideration of Maryland's land, transportation, housing, economy, equity, resilience, place, and ecology.</p>	<p>MD Code, State Finance and Procurement § 5-7A-01 and 02(a)</p>
<p>Maryland Department of Transportation</p> <p>Maryland 2050 Transportation Plan</p>	<p>Guiding Principles – Equity</p> <p>Integrate equity considerations in all aspects of transportation planning, programming, and operational processes. Understanding where minority populations are located, along with other socioeconomic factors such as income and age, helps MDOT to identify the unique transportation needs of the regions and create strategies to meet those needs.</p> <p>Action Plan:</p> <p>Goal: Serve Communities and Support the Economy</p> <p>Objective: Prioritize the Transportation Needs of Underserved and Overburdened Communities in Project Selection</p> <p>Strategy: Identify opportunities to prioritize underserved and overburdened communities in project selection, scoping and design</p> <p>Equity Definition: The 2050 MTP uses the Climate Solutions Now Act (CSNA) (2022), a state law with provisions to reduce negative environmental impacts on overburdened and underserved communities.</p> <ul style="list-style-type: none"> • Overburdened communities are defined as any census tract for which three or more of 21 environmental health indicators are above the 75th percentile. • Underserved communities are defined as any census tract where the most recent census survey shows: At least 25% of the residents qualify as low-income; or At least 50% of the residents identify as non-white; or At least 15% of the residents have limited English proficiency. 	<p>https://playbook.mdot.maryland.gov/</p>

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<p>Baltimore Regional Transportation Board, Baltimore Metropolitan Council</p> <p>Resilience 2050, Regional Long-Range Transportation Plan</p>	<p>Regional Transportation Goals and Strategies:</p> <p>Improve Accessibility: Identify and support multimodal options and systems that promote equity, are resilient and sustainable and enable all individuals to reach their destinations safely and seamlessly.</p> <ul style="list-style-type: none"> • Increase transportation options and equity for all segments of the population, including minority and low-income communities and disabled, elderly and carless individuals. <p>Promote Prosperity and Economic Opportunity: Support the vitality of communities and businesses, opportunities for workers and the movement of goods and services within and through the region.</p> <ul style="list-style-type: none"> • Consider the harms and inequities associated with prior transportation investments and seek to ensure that future transportation investments promote equitable access to opportunity for workers and communities underserved by existing transportation systems — low-income and minority households — as well as disabled, elderly, Limited English Proficiency and carless individuals. <p>Foster Participation and Cooperation Among All Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.</p> <ul style="list-style-type: none"> • Increase coordination, communication and engagement with underserved communities. Hold public outreach events at accessible venues within affected communities. • Prioritize environmental justice through programs and policies to ensure that the benefits and burdens of transportation projects are shared equitably. This includes considering the needs of and actively engaging with those traditionally underserved by existing transportation systems — low-income and minority households — as well as disabled, elderly, Limited English Proficiency and carless individuals. <p>Promote Informed Decision-Making: Ensure that adopted transportation policies and performance measures guide the regional decision-making process.</p> <ul style="list-style-type: none"> • Pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequality. 	<p>https://www.baltometro.org/transportation/plans/long-range-transportation-plan/resilience2050</p>

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<p>Baltimore Regional Transportation Board, Baltimore Metropolitan Council</p> <p>Equity Scan</p> <p>June 30, 2023</p>	<p>Presents a prioritized list of recommendations and supporting information BMC can use to advance equity through the four key BRTB planning processes: the unified planning work program (UPWP), the long-range transportation plan (LRTP), the transportation improvement program (TIP), and the public participation plan (PPP).</p> <p>What is Equity in Transportation? Equity in transportation means all users of the transportation network are provided with the mobility and accessibility they need to achieve their full potential. This means we must:</p> <ul style="list-style-type: none"> • Provide equitable safe access to essential destinations; • Ensure equitable distribution of transportation benefits and impacts; and • Make equitable decisions that promote fair and just outcomes. <p>How Do We Measure Equity? We measure barriers and disparities experienced by different communities and population groups regarding:</p> <ul style="list-style-type: none"> • Multimodal access to essential destinations that is safe, affordable, and within consistently reasonable and reliable travel times; • Health, environmental, and economic impacts associated with transportation infrastructure investments and system operation; and • Community engagement and representation in the planning and decision-making process <p>Who Experiences Barriers and Disparities? For decades, Americans within certain socio-economic groups have disproportionately experienced poor access to destinations, high negative impacts of transportation investments and operations, and low representation in decision-making. To correct persistent disparities, BMC/ BRTB will need to prioritize investments in underserved communities for years until parity is achieved. Indicators of “equity emphasis” populations and communities include:</p> <ul style="list-style-type: none"> • Low-income households; • Minority households or people of color; • Limited English Proficiency (LEP) individuals; • Persons with disabilities; • Older adults; • Car-less individuals (people who cannot own and/or operate an automobile); and • People who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. 	<p>https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/about-brtb/BMC-Equity-Scan-Recommendations.pdf</p>

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<p>Baltimore Regional Transportation Board, Baltimore Metropolitan Council</p> <p>Promoting Inclusiveness and Cooperation Brochure</p> <p>March 2020</p>	<p>Giving individuals, organizations, and groups the opportunity to actively engage in the regional transportation planning process is a vital part of the work of the Baltimore Regional Transportation Board (BRTB).</p> <p>Active engagement, by the public and partner agencies alike, is an essential part of a meaningful transportation planning process because it enables government agencies to understand and account for the concerns and needs of the public, particularly at times when key decisions regarding the region’s transportation network are made.</p> <ul style="list-style-type: none"> • Public Participation Plan: Additional emphasis should be placed on involving persons and groups typically under- represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations. • Environmental Justice: BMC staff uses accessibility and mobility performance measures, including accessibility to jobs and shopping opportunities, travel times to work, and proximity to key destinations such as hospitals and supermarkets as the basis of an analysis of the potential effects on EJ and non-EJ areas of the transportation projects in the regional long-range transportation plan. • Limited English Proficiency Plan: Policies to ensure meaningful access to information and services. • Vulnerable Population Index: Use of regional mapping tool to identify locations of vulnerable populations: low-income; minority; Hispanic or Latino; LEP; disabilities; elderly; and households with no car. 	<p>https://www.baltometro.org/node/12255</p>
<p>Anne Arundel County Executive Order 50</p> <p>A Commitment to Equity, Diversity and Inclusion</p> <p>September 1, 2021</p>	<p>Equity recognizes that some groups were (and are) disadvantaged in accessing opportunities and are, therefore, underrepresented or marginalized in organizations and institutions.</p> <p>Anne Arundel County is committed to promoting equity, diversity and inclusion by addressing the legacy of policy inequities within our communities, government departments, services, programs and workplaces.</p>	<p>https://www.aacounty.org/sites/default/files/2023-04/SP-50.PDF</p>
<p>Plan 2040: Anne Arundel County General Development Plan</p>	<p>A consistent theme in goals, policies, and strategies in Plan2040 is to be inclusive of all our residents, to prioritize investment in historically underserved and under-resourced communities, and to remove barriers that limit people’s opportunities based on who they are or where they live in the County.</p> <p>Policy BE15.2: Provide practical and reliable transportation choices and connections for County residents, especially vulnerable populations.</p>	<p>https://www.aacounty.org/planning-and-zoning/countywide-planning/plan2040</p>

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<p>2022 Queen Anne’s County Comprehensive Plan</p>	<p>Transportation: The ability for the County to provide a safe, efficient, and equitable transportation system is important to maintaining a high quality of life, providing for economic expansion as well as maintaining acceptable levels of community sustainability.</p> <p>Guiding Principles:</p> <p>Encourage the provision of safe and easily accessible pedestrian and bicycle accommodations for residents with considerations of accessibility and equity.</p> <p>Facilitate accessible, reliable, equitable, and safe transportation options for older and disabled citizens</p> <p>Transportation Indicators & Measures:</p> <p>Sustainability indicators used to track and measure success of providing, maintaining, and operating necessary transportation facilities and services.</p> <ul style="list-style-type: none"> • Transit dependent populations – Queen Anne’s County Transit Dependence Index • Autoless Households • Senior Adult Population • Youth Population • Individuals with Disabilities • Minority Populations • Below Poverty Populations • Limited English Proficiency 	<p>https://www.qac.org/1575/2022-Comprehensive-Plan</p>