

**Committee on Banking, Housing, and Urban Affairs  
Nominations of Ms. Adrienne Todman and Ms. Nuria Fernandez  
May 11, 2021**

**Consolidated Responses of Ms. Nuria Fernandez**

**Questions for Ms. Nuria Fernandez, of California, to be Federal Transit Administrator,  
from Chairman Sherrod Brown:**

1) America’s communities are aging rapidly. Nationally, birthrates are at historical lows, and over the next decade it is expected that 77 million people will be 65 years or older. In my state of Ohio by 2025, more than 1 in 4 Ohioans will be 60 years of age and older.

What types of transportation challenges do we face if we fail to account for an aging population in the design of our communities? And what types investments in transit infrastructure and services do we need to make in rural and urban areas to help communities become more accessible and livable for our increasingly aging population?

**Answer:** Without effective public transportation options, older adults, particularly those unable to drive, may not be able to remain in their homes. It is critical to develop housing and transportation options that account for reduced mobility. Paved sidewalks, bus shelters with seating, and buses with low floors and ramps or lifts aid in allowing people to stay in their own homes and remain independent as they age. In many communities, especially those in rural areas with less robust public transit systems, it is important to ensure that there are specialized transportation services available to meet the needs of older adults. FTA’s formula programs, in particular the Enhanced Mobility for Seniors and Individuals with Disabilities program, help communities make these investments in transportation services that meet the unique needs of older adults.

2) In August 2011, President Obama issued an Executive Order establishing a coordinated, government wide initiative to promote diversity and inclusion in the federal workforce. The executive order reads, in part, that “Attaining a diverse, qualified workforce is one of the cornerstones of the merit-based civil service . . . . To realize more fully the goal of using the talents of all segments of society, the Federal Government must continue to challenge itself to enhance its ability to recruit, hire, promote, and retain a more diverse workforce. Further, the Federal Government must create a culture that encourages collaboration, flexibility, and fairness to enable individuals to participate to their full potential.” The order required each agency to establish an agency-specific diversity, equity, and inclusion strategic plan with specific objectives.

Will you commit to work with the Secretary to establish a system for reporting regularly on USDOT’s progress in implementing an agency-specific diversity, equity, and inclusion strategic plan and in meeting the objectives under the plan?

**Answer:** Yes. If confirmed, I commit to work with the Secretary to establish a system for reporting regularly on the Department’s progress in implementing an agency-specific diversity, equity, and inclusion strategic plan and in meeting the objectives under the plan.

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3) Will you commit to working with the Secretary on transparency on workplace policies, salaries, and benefits?

**Answer:** Yes. If confirmed, I commit to working with the Secretary to provide transparency regarding workplace policies, salaries, and benefits.

4) What are some short- and long-term strategies for addressing disparities in access to affordable transportation?

**Answer:** We have the responsibility to ensure that all Americans have equitable access to safe, affordable, and smart transportation options and an obligation to Build Back Better. If confirmed, I am committed to advancing President Biden's goal of increasing access to affordable, high-quality, reliable public transportation throughout America, and doing so in a way that improves racial and economic equity, accessibility, and sustainability and creates good-paying jobs. This includes recognizing existing disparities as we undertake efforts to help cities, towns, and other areas improve transit and invest in infrastructure that meets the needs of all residents. President Biden's American Jobs Plan has proposed numerous strategies to address this including investing \$85 billion to modernize transit and provide new transportation options to transit deserts.

5) Will you commit to implementing and requiring diversity, equity, and inclusion training for all employees within your purview? What is your plan for implementing these trainings?

**Answer:** If confirmed, I commit to implementing and requiring diversity, equity, and inclusion training for all FTA employees. As Deputy Administrator, I have already taken steps to implement these types of trainings. For example, FTA recently conducted implicit bias training for our senior management team. FTA also conducted a listening session with all employees regarding the racial violence that has occurred over the last year. In the coming months, we have a robust schedule of diversity and inclusion trainings that we plan to offer to all FTA employees.

6) Will you commit to implementing and requiring implicit bias training for managers within your purview? What is your plan for implementing these trainings?

**Answer:** If confirmed, I commit to implementing and requiring implicit bias training for managers at FTA. As Deputy Administrator, I have already taken steps to implement these types of trainings and will continue to do so in the coming months.

7) Please describe how you view the role of the Administrator in appropriately serving Black, Indigenous and people of color (BIPOC)? How do you view FTA and USDOT's role in furthering racial equity?

**Answer:** I share President Biden's commitment to advancing racial equity as a top priority of this Administration. If we can effectively incorporate equity considerations into our programs at FTA, we will provide not only safe transit options, but also affordable mobility options to all.

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Equity—as a matter of principle—is essential to fulfilling our mission at the Department and to everything we do to serve the American people. BIPOC communities disproportionately rely on transit and also face some of the longest transit journeys between home and work. If confirmed, I commit to working with the Secretary to improve transportation access and quality in BIPOC communities.

8) Please list at least 3 specific areas of focus/priorities for advancing racial equity, diversity, and inclusion at FTA. What specific measures will you use to evaluate success in these areas, and over what period of time?

**Answer:** If confirmed, I would focus on the following to advance racial equity, diversity, and inclusion at FTA: (1) enhancing outreach efforts and building relationships with minority-serving institutions of higher learning and with professional organizations that represent communities of color and indigenous people to promote FTA as a premier employer and agency to attract and retain a diverse workforce; (2) increasing training opportunities provided for employees on diversity, inclusion, and community-building and promoting the achievements of FTA employees across all demographic groups; and (3) incorporating racial equity and environmental justice as priorities in our program activities, including competitive funding opportunities and research activities, and incorporating public engagement with environmental justice populations in the planning process, where appropriate.

I would measure FTA’s progress in the first two priority areas on an annual basis by assessing the composition of FTA’s workforce, at all levels of the organization, and the degree to which employees feel connected to and professionally supported by FTA. In our funding programs and research activities, I would measure success by examining the impact of projects on advancing racial equity and removing barriers to opportunity.

9) What specific measures will you use to evaluate the FTA’s success in understanding and addressing the needs of BIPOC? Will you work with the Secretary to regularly report to Congress on the progress being made on these measures?

**Answer:** It is important for FTA to understand and address the needs of BIPOC. Such efforts start internally by ensuring that FTA’s workforce is representative of the people we serve. In terms of external efforts, FTA requires transit agencies to perform a Title VI equity analysis and public outreach when undertaking major capital projects and considering service changes. If confirmed, I will evaluate our internal measures for diversity, hiring, and leadership to ensure FTA continues to reflect the communities and the nation that we support and will assess our external efforts to ensure that we identify and address disparities in the provision of transit service. I also commit to working with the Secretary to regularly report to Congress on the progress being made on these measures.

10) An agency’s budget reflects its values and goals. How do you plan to identify and recommend resources for internal and external efforts to advance diversity, equity and inclusion

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as part of the agency's annual budget process? How will you work to ensure sufficient financial support for the agency-specific diversity, equity, and inclusion strategic plan to ensure you are able to meet the objectives established under that plan in a reasonable time period?

**Answer:** FTA's budget will reflect the priorities of the Biden-Harris Administration, which include a focus on how our nation's transportation programs can advance racial equity. For example, it is critical to support FTA's Office of Civil Rights, which enables a more equitable and accessible transit system by overseeing transit agencies' compliance with civil rights requirements and providing technical assistance to the industry. FTA's budget will likewise continue to advance diversity, equity, and inclusion within the agency and beyond by allowing FTA to conduct trainings and promote public engagement in these areas.

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**Questions for Ms. Nuria Fernandez, of California, to be Federal Transit Administrator, from Ranking Member Patrick Toomey:**

*Congressional oversight*

1) Please provide your philosophy on how FTA will approach and respond to Congressional information requests (both for documentary information and oral testimony), if you are confirmed.

**Answer:** I understand and respect Congress' duty to conduct oversight of Executive Branch agencies and functions. If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

2) If confirmed, do you intend to respond to information requests differently depending on who is making the Congressional information request (whether it's the chair of the Congressional committee, the ranking member, or another member of Congress)? Please answer "yes" or "no." If your answer is "yes," please explain.

**Answer:** I understand and respect Congress' duty to conduct oversight of Executive Branch agencies and functions. If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

3) Will you commit that, if confirmed, you will respond in a timely manner and fully comply with all information requests from me? Please answer "yes" or "no." If your answer is "no," please explain.

**Answer:** If confirmed, I am committed to ensuring that FTA is responsive to oversight requests and provides Congress with the information that it needs consistent with appropriate law and regulations.

4) Will you commit that, if confirmed, you will make yourself and any other FTA employees expeditiously available to provide oral testimony (including but not limited to briefings, hearings, and transcribed interviews) to the Committee on any matter within its jurisdiction, upon the request of either the Chairman or Ranking Member? Please answer "yes" or "no." If your answer is "no," please explain why.

**Answer:** If confirmed, I am committed to ensuring that FTA is responsive to requests for oral testimony consistent with appropriate law and regulations.

5) Do you believe that FTA may assert any privileges or other legal justifications to withhold information (whether records or oral testimony) from Congress? Please answer "yes" or "no."

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**Answer:** If confirmed, I will consult the agency’s legal counsel so that FTA can be responsive to Congress while ensuring that FTA can carry out the statutory duties with which it is entrusted.

6) If you answered “yes” to question #5, please list every such privilege or other legal justification and provide the legal basis for why you believe FTA may use such privilege or legal justification to withhold information from Congress.

**Answer:** If confirmed, I will consult the agency’s legal counsel so that FTA can be responsive to Congress while ensuring that FTA can carry out the statutory duties with which it is entrusted.

7) In an effort to be open and transparent with Congress and the public, will you commit not to assert any such privilege or legal justification against Congress that you listed above? If not, why not? If so, please identify all such privileges or legal justifications that you will commit to not assert against Congress.

**Answer:** If confirmed, I will consult the agency’s legal counsel so that FTA can be responsive to Congress while ensuring that the can carry out the statutory duties with which it is entrusted.

*State and local funding for transit*

8) Traditionally, Congress has taken the view that local jurisdictions and states where public transit systems reside have primary responsibility to pay for these systems. In 2000, you expressed a similar view, when you said in Congressional testimony: “As important as the Federal assistance is, it is at the local level where the key decisions concerning how to develop and fund local transit operations are made. The most important thing for transit agencies to accomplish in order to meet these challenges is to assure stable and reliable State and local sources of funding for capital and operating needs.”

- a. Is it still your view that the primary responsibility for funding transit and making decisions about transit development is at the local level?

**Answer:** I still believe in the importance of local leadership in transit projects and decision making. State and local governments provide the vast majority of transit funding and most Federal transit programs require a state or local match of 20 percent. Transit agencies need a reliable Federal partner, however, to be able to ensure safety and maintain a state of good repair, provide new fixed guideway services, and respond to emerging transportation needs and trends.

*Role for autonomous vehicles in transit*

9) Recently, we have seen an increase in the development and adoption of autonomous vehicle technology in the United States. In fact, some transit agencies are already working on ways to incorporate this technology into their systems. Do you believe that technology, such as autonomous vehicles, can play a role in public transportation?

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**Answer:** I recognize that autonomous vehicles are part of the future of our nation's transportation infrastructure, including transit, and, when done right, can make our transportation system safer and more efficient. This exciting new technology can present opportunities to expand or enhance transit service, but development of such concepts must ensure safety, the preservation of existing labor protections, and certainty for transit employees. If confirmed, I would work with Congress to ensure the safety of autonomous transit vehicle operations nationwide, and work with industry, American workers, safety organizations, environmental groups, and other stakeholders to determine how to create American jobs and advance American technological leadership through this industry.

*Fare evasion*

10) Fare evasion is a problem for transit agencies that can result in substantial revenue losses for agencies. For example, the Washington Metropolitan Area Transit Authority (WMATA) estimated that it lost approximately \$40 million from fare evasion in fiscal year 2019. In 2017, Bay Area Rapid Transit (BART), which partnered with the Santa Clara Valley Transportation Authority (VTA) on several transit projects in Silicon Valley while you were CEO of VTA, found that it suffered from widespread fare evasion and ineffective attempts at citations, costing BART as much as \$25 million per year in lost revenue. In 2012, New York's Metropolitan Transportation Authority (MTA) estimated that fare evasion cost it \$328 million in lost revenue. Further, MTA has reported a gradual increase in fare evasion since 2015.

- a. Do you think that fare evasion is an issue transit agencies should take seriously and do you think fare evaders should be punished?

**Answer:** As you know, transit agencies rely on fare revenues for a significant share of their operations. While FTA is prohibited by law from overseeing or regulating fare policies or fare enforcement, we are supporting research to develop innovative fare collection technologies that will make it easier for riders and agencies alike to pay and collect fares. As we work with agencies and industry to develop these technologies, we are focused on ensuring that new fare systems are developed with a focus on equity for riders for whom current fare payment systems may impose barriers. If confirmed, I will work to ensure that FTA continues to support transit agencies as they invest in improvements to fare systems that will improve efficiency and reduce the cost of collecting and processing fares.

- b. If confirmed, will you work to increase transit agency fiscal accountability and address the issue of revenue loss on transit systems?

**Answer:** We recognize that transit agencies and local governments need to balance the cost and efficiency of fare enforcement with the revenue losses due to fare evasion. Recognizing that FTA is prohibited by law from regulating local transit fare policies, I will, if confirmed, seek opportunities to provide technical

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assistance to transit agencies as they develop and implement new and more efficient systems to collect and process fares.

*Transit ridership*

11) Transit ridership has been steadily declining since 2014. Ridership plummeted as a result of the COVID pandemic falling 50% with some transit systems suffering more severe contractions in demand. According to Moody's, ridership may never return to pre-pandemic levels. Do you think that FTA and transit agencies should reevaluate capital plans in light of declining ridership?

**Answer:** The funding that Congress has provided to public transit agencies has been essential, given the declines in ridership and revenue caused by the COVID-19 pandemic. As public health conditions improve, transit ridership will no doubt increase, but it will be a while before we recover to pre-pandemic levels. If confirmed, I am committed to helping transit agencies build back better, not just return to the way things were before the pandemic. While the pandemic saw transit ridership drop significantly, bus ridership, especially in neighborhoods where essential workers live, remained relatively stable, highlighting the importance of public transit for essential workers and those who need access to health care, groceries, and more. While the changes of travel patterns as a result of the COVID pandemic may develop over a series of years, the need to improve access and quality of transportation services remains. FTA estimates that the transit state of good repair backlog exceeds \$105 billion and there are more than \$20 billion of expansion projects in the project pipeline. That is why President Biden has proposed \$85 billion to modernize public transit as part of the American Jobs Plan.

*FTA capital investment grants*

12) Under federal law, FTA reviews whether to give a capital investment grant to a transit agency based on six justification criteria, including environmental benefits, congestion relief, and cost effectiveness. Federal law requires that FTA "give comparable, but not necessarily equal, numerical weight to each of the [statutory project justification] criteria." However, FTA's policy is to give equal weight to the six project justification criteria. Will you continue FTA's policy of assigning equal weight to each of the capital investment grant project justification criteria?

**Answer:** If confirmed, I am committed to continuing compliance with the statutory requirement to ensure comparable weight is given to the project justification criteria.



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**Questions for Ms. Nuria Fernandez, of California, to be Federal Transit Administrator, from Senator Mike Crapo:**

1) In Idaho and in many other rural western states, transit in small cities and rural areas are provided by very small agencies. It is often on demand service, not scheduled route service. The burden of any new regulations can fall heavily on an agency staffed by very few people and, potentially, increase regulatory compliance costs that can cut service.

- a. How do you propose FTA should handle the different regulatory needs of rural and urban systems, and can you commit to carefully considering the differences between such systems when implementing regulations?

**Answer:** I recognize that a one-size-fits-all approach to regulations is not always necessary or advisable. If confirmed, I commit to carefully considering the differences between rural, small urban, and large urban systems when FTA issues regulations and look forward to working with you on this issue.

2) Urban transit systems have often allowed themselves to fall into a state of disrepair and seeking federal dollars to bring them into a state of good repair is not only fiscally irresponsible but takes away resources from rural communities, like those in Idaho.

- a. How would you work to ensure that rural transit gets the resources it needs for those who are truly transit-dependent and is not overshadowed by large, urban systems?

**Answer:** People living in rural areas do not have the same mobility choices found in cities, which makes transit service in rural areas even more essential for folks who do not or cannot drive. Rural transit provides a lifeline of connectivity to older Americans who are aging in place, connects veterans to healthcare, and supports freedom of choice in where people live. If confirmed, I will work with FTA staff to ensure we communicate all FTA opportunities available for rural areas, including existing funding sources, best practices, and technical assistance, to ensure that these critical services have the financial and technical resources they need to fulfill their important mission.

- b. Do you agree that support for transit in rural states and areas is an essential part of the transit portion of surface transportation reauthorization?

**Answer:** Yes.

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**Questions for Ms. Nuria Fernandez, of California, to be Federal Transit Administrator, from Senator Steve Daines:**

1) How can you translate the extensive urban system experience you have into addressing the needs of rural states and communities that have significantly different needs that what would be necessary in a more urban setting?

**Answer:** I understand and appreciate that people living in rural areas do not have the same mobility choices found in cities. From my prior years of service with FTA, I am keenly aware of the essential role of transit in rural States and communities and recognize that different needs exist. If confirmed, I will use my experience to ensure FTA adequately communicates all opportunities available for rural areas, including existing funding sources, best practices, and technical assistance. I will also look for additional ways FTA can work with Congress, state departments of transportation, and rural transit service providers to ensure that these essential services are available to keep people in rural areas connected.

2) One complaint frequently noted about FTA is the complexity of regulatory reporting requirements. In some cases communities in my state have had to bring on additional staff just to handle paperwork related to these requirements. How can FTA work to reduce these onerous requirements so that rural communities are better able to put these resources to use?

**Answer:** I recognize that a one-size-fits-all approach to regulatory requirements is not always necessary or advisable. If confirmed, I commit to carefully consider the differences between rural, small urban, and large urban systems when FTA issues or revises regulations and look forward to working with you on this issue.

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**Questions for Ms. Nuria Fernandez, of California, to be Federal Transit Administrator, from Senator Chris Van Hollen:**

*Question on Private Transit Providers*

1) In the Consolidated Appropriations Act, 2020 and again in the American Rescue Plan Act of 2021 (“ARPA”) Congress provided that the payroll and other expenses of private providers of public transportation are among the expenses for which COVID relief funds provided by Congress are to be directed. See, for example, section 3401 of ARPA. However, in some cases public transit agency recipients of these relief funds have not provided any assistance to the private providers of transportation offered under arrangements with those transit agencies, leaving the private operators to suffer significant COVID-related losses associated with providing public transportation under such arrangements. In at least one case, the transit agency has imposed a requirement that the private providers first become FTA subrecipients and in another case the transit agency has imposed a requirement that a new contract must be in place.

Can you state your position on whether public transit agencies may properly withhold funds from private providers of public transportation for these or similar reasons in the face of Congress’ clear intent that payroll and other expenses of these private provisions be covered by the relief funds? Would you be prepared to work with my office to resolve this inequity in the COVID relief programs administered by FTA?

**Answer:** As you stated, private providers of public transportation are eligible to receive COVID-19 supplemental funding from all three relief and rescue Acts. While the decision on how to use the COVID supplemental funding resides at the State and local level, FTA continues to award the funding in accordance with the law, prioritizing funding for payroll and operations for all public transit providers, including private providers of public transportation. If confirmed, I commit to work with your office to provide technical assistance to transit agencies and private providers with respect to the situations you have highlighted.

*Question on Transit Workforce Training*

2) Transit agencies need highly skilled maintenance and operations workers, and closing this skills gap would help ensure transit safety and efficiency. Training workers in these occupations would also help create good paying, steady jobs.

I introduced the National Transit Frontline Workforce Training Act to establish a National Transit Frontline Training Center. The Center would award \$12 million in annual grants to nonprofits for transit career training programs and apprenticeships and establish national standards for transit maintenance and operations skills.

Ms. Fernandez, can you explain the importance of transit workforce training to the quality of service provided to riders across the country?

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**Answer:** Creating high quality, American jobs is core to the Biden-Harris Administration’s vision. Workforce development and training are deeply important issues to fulfilling that goal and are priorities for the Secretary and me. As new technologies develop, it is important that the transit workforce is prepared for these innovations, particularly to maintain quality of service. It is also important that current frontline transit workers be retained and retrained to be part of the transit of the future. Recently, FTA announced a \$5 million Notice of Funding Opportunity under the Technical Assistance and Workforce Development Program to establish a Transit Workforce Center (TWC) that supports public transit agencies’ workforce development needs for all modes of public transit across urban, tribal, and rural entities. Additionally, as we expand the fleet of zero emission vehicles, it is important that the growth of these green technologies coincide with growing the skillset of the transit workforce, ensuring that maintenance workers are provided the opportunity to continue working on the vehicles of the future. FTA is committed to that mission, and when we announced the Notice of Funding Opportunity for the FY 2021 Low or No Emissions Vehicle Program, we included language prioritizing grant applications that included workforce development as part of their proposal. If confirmed, I will continue to ensure that FTA supports the training needs of the Nation’s transit workforce and helps transit agencies hire, train, and retain the diverse workforce needed for today and tomorrow.

*Question on Red Line*

3) In Baltimore, we have urgent transit needs for those households that do not have access to a vehicle. A few years ago Governor Hogan opted to cancel the Red Line that the Baltimore metro area leaders spent 10+ years to get to a Full Funding Grant Agreement from the FTA. This was a historic loss and one we are still reeling from today.

- a. Ms. Fernandez, how would you suggest Baltimore leaders prepare today to maximize the American Jobs Plan and our impending work to reauthorize the transit title as part of the surface authorization to ensure we fast track efforts to get back to the table of providing rapid transit connections between east and west Baltimore?

**Answer:** I am committed to working with you to ensure that all Americans have equitable access to safe, affordable, and smart transportation options. Equity is a cornerstone of President Biden’s American Jobs Plan, which proposes to invest \$2 trillion to transform infrastructure, with \$85 billion targeted to modernize and expand public transportation to provide high-quality service in underserved areas and transit deserts. Equity is a cornerstone of the plan. Local leaders can prepare today by making key decisions concerning the planning and development of public transportation projects that provide critical community connections.

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- b. Do you have any policy prescriptions to limit what we saw in Maryland – the cancellation of a project already vetted and approved by FTA – when a new person becomes Governor?

**Answer:** The Department and FTA do not have the authority to require States or local governments to develop particular transit projects. If confirmed, I stand ready to work with Maryland DOT, however, should the State decide to proceed with this or any other project.

*Question on Red Line and Highway to Nowhere*

- 4) Background: In Baltimore we have the Highway to Nowhere – a road originally designed to be part of the interstate system, connecting to I-70 and the Beltway, it became a useless scar, a big gash, running through the western part of Baltimore City.

I'm glad to see President Biden's American Jobs Plan includes a provision to eliminate dated infrastructure like Baltimore's Highway to Nowhere. I've been fighting for this priority since last Congress. I was able to get a provision in the ATIA bill last Congress to create a new "Community Connectivity" pilot grant program within USDOT to provide funding to remove unnecessary infrastructure, like the 'Highway to Nowhere', so that the space can be better utilized by the community.

The Red Line was planned to intersect with the Highway to Nowhere and was even documented as a potential "opportunity to correct" the longstanding barrier and historical wound to the neighborhood.

Ms. Fernandez, would you agree that removing unnecessary infrastructure like the Highway to Nowhere to free up space for transit – like the Red Line – is one way to address the long-term negative societal impacts of unnecessary infrastructure and also to improve and expand transit in cities like Baltimore for those same people who were impacted by the structure to begin with?

**Answer:** The Biden-Harris Administration has made a commitment to address major transportation inequities—including those caused by highways that divided Black and Brown communities. The American Jobs Plan includes \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects, including public transportation, increase opportunity, advance racial equity and environmental justice, and promote affordable access.

*Question on Transit vs Highway Funding*

- 5) When it comes to federal funds for highway and transit projects we have a situation here where the federal match is more favorable for highway projects than transit projects.

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Highway is 80 or 90% and Transit is 60 to 80% but we know, there are currently no Core Capacity or New Starts with Full Funding Grant Agreements or in the pipeline with a federal share higher than 49.5%.

I think this creates an incentive for states to build more highway projects because their state funds can go further in this scenario.

This seems like a backwards policy if we want to expand our transit capacity at home here in Maryland and nationwide.

Baltimore's roads are largely built, however, its transit system is not competitive with its peer regions on the Northeast, it cannot connect residents to jobs or opportunities in a fast or reliable or frequent schedule. It also inadequately serves lower income residents, Black residents, and residents without access to vehicles, compounding generational inequities we have established through redlining and unfair housing policies.

Yet our current federal program would have the State of Maryland and Baltimore metro further invest in our highways due to unjust funding allocations and treatments to matching funds when we compare the National Highway Performance Program (NHPP) and the FTA Capital Investment Program (CIG).

Allowing this continuation of the imbalance of the federal programs, and high hurdles to fund and construct transit projects, will severely delay the ability for Baltimore, and many other metro areas throughout the U.S., from building truly game changing transit systems that can reduce the burden on the highway network, and further perpetuates Baltimore residents' inequitable access to opportunity and upward social movement for generations.

Do you believe the current funding allocation between highways and transit is equitable and just and should we increase the federal match for transit to the same levels that highway projects receive?

**Answer:** Through the American Jobs Plan, the Biden-Harris Administration is asking Congress to double Federal funding for transit and invest \$85 billion to modernize existing transit and help agencies expand service to meet rider demand. If confirmed, I am committed to working with you and your colleagues to realize President Biden's vision for a transformational investment in American infrastructure.