

SB516_PGCEX-FAV.pdf

Uploaded by: Angela Alsobrooks

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: Senate Bill 516 - Equitable and Inclusive Transit–Oriented Development Enhancement Act

SPONSOR: Senator Augustine

HEARING DATE: February 16, 2022

COMMITTEE: Budget and Taxation

CONTACT: Intergovernmental Affairs Office, 301-780-8411

POSITION: SUPPORT

The Office of the Prince George's County Executive **SUPPORTS Senate Bill 516 - Equitable and Inclusive Transit–Oriented Development Enhancement Act**, which extends the More Jobs for Marylanders Program by three years and expands eligibility to certain businesses located in transit-oriented developments (TODs). The bill establishes the TOD Capital Grant and Revolving Loan Fund and its purpose, funding sources, and authorized uses. The Governor must include in the annual budget bill an appropriation sufficient to ensure a fund balance of at least \$10.0 million at the beginning of the fiscal year.

Prince George's County's unveiled its economic development platform last June, and we were excited to be sharing the vision we had for place-based economic development. Our targeted investment along the Blue Line Corridor is an opportunity to create new destinations for our residents, our region, and beyond. Over the next decade, we will transform the Blue Line into an accessible, walkable, amenity-rich destination with excellent access to transit.

We were able to crystallize that vision because of what we have seen at New Carrollton through the joint investments made between WMATA, our County and the Development Partner, Urban Atlantic. This model has continued to cement the value of these public private partnerships. We look forward to expanding our ability to spur investment along other nodes in the Blue Line Corridor, along the Purple Line, and other parts of the county. Working across multiple agencies, including partners from inside and outside of government, we are working intently to incorporate additional investment from the Infrastructure Bill to leverage opportunities that will significantly amplify our ability to create jobs and amenities for our residents in Prince George's County.

As we turn this vision into reality, we are creating a broader landscape where Prince Georgians can grow and prosper together. **SB 516** adds more tools that will accelerate the opportunities for growth before us.

We are going to capitalize on this growth to demonstrate that sensible and sustainable opportunities are all around us and we are well positioned to be one of the region's best places to invest, to live and to work.

For the reasons stated above, the Office of the Prince George's County Executive **SUPPORTS SB 516** and asks for **FAVORABLE** report.

SB0516 - Equitable and Inclusive Transit-Oriented

Uploaded by: Catherine Plaisant

Position: FAV

Budget and Taxation Committee of the Senate

Testimony on: SB516 - Equitable and Inclusive Transit–Oriented Development Enhancement Act

Submitting: Catherine Plaisant

Position: Favorable

Hearing Date: 2.16.2022, 1:00 PM

To the Honorable Chair Guzzone and all the members of the Senate Budget and Taxation Committee:

I am in favor of SB516 because I support transit-oriented development only when such projects are equitable and inclusive of Maryland residents.

For example, I think that available funds should not be used for projects which only benefit the rich, or projects which lead to a reduction of the quality of life of already disadvantaged communities.

Thank you

Catherine Plaisant
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301 529-1089
plaisant@umd.edu

SB0516 - 2.16.22 Equitable and Inclusive Transit-

Uploaded by: Donald Fry

Position: FAV



POSITION STATEMENT

TESTIMONY PRESENTED TO THE SENATE BUDGET AND TAXATION COMMITTEE

SENATE BILL 516 – EQUITABLE AND INCLUSIVE TRANSIT-ORIENTED DEVELOPMENT ENHANCEMENT ACT

Sponsor – Senator Augustine

February 16, 2022

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Position: Support

Senate Bill 516 would expand the More Jobs for Marylanders Program to allow some businesses located in transit-oriented developments to qualify for the program. It also creates a Transit-Oriented Development Capital Grant and Revolving Loan Fund, which is a nonlapsing fund designed to promote the equitable and inclusive development of transit-oriented developments throughout the state.

The Greater Baltimore Committee (GBC) has long supported responsible transit-oriented development. The provisions of this bill require the Maryland Department of Transportation (MDOT) to use a data-driven approach and to utilize an equity lens when making capital and operating funding decisions. MDOT would be required to submit an annual report on the demographics, development activity, and transit utilization rates for each transit-oriented development site.

Senate Bill 516 also creates a Transit-Oriented Development Capital Grant and Revolving Loan Fund. The bill provision mandates an annual appropriation to ensure a fund balance of at least \$10,000,000. The fund may be used to provide financial assistance to local jurisdictions for design plans or public infrastructure improvements for a transit-oriented development project. The bill also allows a private entity participating in a transit-oriented development to partner with a local jurisdiction to receive gap funding for a project.

This bill is consistent with a core tenet in *Gaining A Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth. The key pillar that is applicable to this legislation is as follows:

Superior transportation infrastructure with reliable funding mechanisms. An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

For these reasons, the Greater Baltimore Committee urges a favorable report on Senate Bill 516.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 67-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

SB516 HB710 TOD. 2.15.2022.pdf

Uploaded by: Gina Stewart

Position: FAV



February 15, 2022

The Honorable William C. Ferguson IV
President of the Senate
Maryland State House, H-107
State Circle
Annapolis, MD 21401

The Honorable Adrienne A. Jones
House Speaker
Maryland State House, H-101
State Circle
Annapolis, MD 21401

The Honorable Bryan W. Simonaire
Senate Minority Leader
James Senate Office Building, Room 320
11 Bladen Street
Annapolis, MD 21401

The Honorable Jason C. Buckel
House Minority Leader
House Office Building, Room 212
6 Bladen Street
Annapolis, MD 21401

The Honorable Guy J. Guzzone
Senate Budget & Tax Committee Chair

Miller Senate Office Building, 3 West
11 Bladen Street
Annapolis, MD 21401

The Honorable Kumar Barve
House Environment & Transportation
Committee Chair
House Office Building, Room 121
6 Bladen Street
Annapolis, MD 21401

RE: SB 516/HB 710 - Equitable and Inclusive Transit-Oriented Development Enhancement Act

Dear President Ferguson, Speaker Jones, Minority Leaders Simonaire and Buckel, and Chairs Guzzone and Barve,

On behalf of its business industry members, the BWI Business Partnership respectfully submits this letter to share our support of the above-referenced legislation, which will provide more opportunities and financial incentives for transit-oriented development at the 17 State designated TOD sites.

As these types of projects are more costly to develop due to higher land costs, additional infrastructure features such as bus facilities, sidewalks and parking structures, having financial incentives to off-set some of these costs will bring more opportunities to our region. Transit-oriented developments provide a place where people can live, work, and play thus helping to minimize the number of vehicles commuting and lessen traffic on our roads and highways along with the opportunity for residents, especially low-income, that may not have their own transportation and rely on transit to live near places of employment.

Thank you for your consideration of our comments and concerns.

Sincerely,

Gina Stewart, Executive Director
BWI Business Partnership

CC: Honorable Malcolm Augustine and Honorable Pamela Beidle

SB0516 - Equitable and Inclusive TOD Enhancement A

Uploaded by: John Hillegass

Position: FAV

February 15, 2022

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, MD 21401

Re: Support for Senate Bill 0516 - Equitable and Inclusive Transit-Oriented Development Enhancement Act

Dear Chair Guzzone and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for Senate Bill 0516, which would enhance Maryland's existing Transit-Oriented Development (TOD) incentives helping to catalyze and create more equitable and inclusive communities.

The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness. In 2021, we released a study looking at [TOD opportunities in Prince George's and Anne Arundel counties](#), after a year of stakeholder interviews and data analysis. Additionally, we supported the region's creation of the [Capital Region Rail Vision](#), a 25-year strategy to transform the regional rail network to better connect our diverse communities to jobs, opportunity and inclusive growth. SB 0516 addresses key recommendations included in both the Blueprint, our TOD study, and the Rail Vision.

The State of Maryland has invested significantly in its commuter rail and transit networks, but too many station areas lack the transit-supportive infrastructure, land use, and development that can provide the best return on investment for the state and its residents. In 2008, the Maryland legislature enabled an official TOD state-designation process whereby projects within official TOD sites could receive state support. However, the 2008 statute did not include tangible benefits or incentives to encourage more TOD around the state's transit investments.

Developing around a transit station is often more expensive due to a combination of higher land costs, legacy developments and environmental hazards, and the need for supportive infrastructure to complement the transit station including sidewalk networks, station parking, etc. This bill will support TOD development by creating small, competitive grants and loans to support TOD planning and construction, coupled with an expanded incentive to encourage more jobs and affordable housing to be located near transit, bringing more of TOD's benefits to Maryland residents and communities.

I hope this bill receives a favorable report because it will help expand access to opportunities for Maryland residents by encouraging more accessible, connected, and inclusive communities to grow near the state's transit investments.

Sincerely,

John Hillegass
Manager, Regional Mobility & Infrastructure

SB0516-BT_MACo_SUP.pdf

Uploaded by: Kevin Kinnally

Position: FAV



Senate Bill 516

Equitable and Inclusive Transit-Oriented Development Enhancement Act

MACo Position: **SUPPORT**

To: Budget and Taxation Committee

Date: February 16, 2022

From: Kevin Kinnally

The Maryland Association of Counties (MACo) **SUPPORTS** SB 516. This bill would generally expand access to State economic development benefits under the More Jobs for Marylanders Program to businesses located in transit-oriented developments.

County governments, just as the State, have a vested interest in economic development. Local economic growth creates jobs and increases salaries, expanding the tax base both locally and statewide. Counties promote economic development through their own programs and coordinate with the State to attract and retain businesses where they are most beneficial to our economy.

Transit-oriented development creates dense, walkable, and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities. Transit-oriented development provides an opportunity to leverage smart growth strategies to encourage economic development, reduce sprawl, and maximize the return on existing transit investment.

The More Jobs for Marylanders Program helps incentivize businesses to locate or expand into several low-income or underserved urban and rural communities across Maryland. This in turn creates jobs, contributes to enhancing quality of life, and bolsters the local tax base – enabling counties to better provide core services for their residents.

SB 516 would incentivize private investment in transit-oriented communities to encourage economic growth, create jobs, and promote environmental sustainability. As such, MACo urges the Committee to issue a **FAVORABLE** report on SB 516.

SB 516 - MoCo_Elrich_FAV (GA 22).pdf

Uploaded by: Marc Elrich

Position: FAV



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

February 17, 2022

TO: The Honorable Guy Guzzone
Chair, Environment and Transportation Committee

FROM: Marc Elrich
County Executive

RE: Senate Bill 516 – *Equitable and Inclusive Transit-Oriented Development Enhancement Act* – Support

I am writing in strong support of Senate Bill 516, *the Equitable and Inclusive Transit-Oriented Development Enhancement Act*, which would double down on the efforts the State has been making to capitalize on the benefits transit-oriented development (TOD) offers. The bill sponsors seek to accomplish this by expanding to designated TOD sites existing incentives available to businesses that create new jobs in opportunity zones and by creating a new TOD Capital Grant and Revolving Loan Fund. Provisions in the bill that require annual reporting and the ability to modify the program will help establish accountability measures for outcomes.

The benefits to encouraging TOD as the preferred form of development around transit stations are numerous. They include economic development, reducing congestion, convenience, job accessibility, and housing. TOD makes so much sense. The State of Maryland recognizes this and has made efforts to support this preferred development pattern. However, there are a number of TOD sites that have fallen short of their potential for a variety of reasons. While the commuter rail and transit infrastructure is there, other supporting infrastructure is not. Therefore, the economic potential of the TOD is not being realized nor are many of the other benefits.

Of the 17 State designated TOD sites, two are located in Montgomery County – one in Wheaton and the other in White Flint. Both sites have great potential and the County is doing everything it can to ensure that these developments thrive. But both sites would benefit from additional State support – which Senate Bill 516 would provide – to ensure that the State's, the County's, and the private sector's return on investment is maximized and the goals of TOD are being met.

There is no time like the present to reevaluate our efforts and be willing to make changes going forward. The legislation before you does just that. Therefore, I urge the committee to act favorably on Senate Bill 516.

SB0516-FAV-DTMG-2-16-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood Maryland Team

Committee: Finance Committee

Testimony on: SB0516 – Equitable and Inclusive Transit-Oriented Development Enhancement Act

Position: Favorable

Hearing Date: February 16, 2022

Bill Contact: Senators Malcolm Augustine

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members across all districts in Montgomery County as well as a number of nearby jurisdictions. DTMG supports legislation and activities that keep residents healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports SB0516 because it will improve equity in access to transit across Maryland.

Difficulty getting around without a car limits our residents' ability to get to jobs and limits our businesses' potential because they don't have ready access to applicants and workers. Title VI of the 1964 Civil Rights Act was supposed to guarantee equal access to public transportation, but Maryland has not enforced it at the state level. There are many examples of inequity in transportation in Maryland -- from the cancellation of the Red Line in Baltimore to MTA service cuts in September 2020 that placed the greatest burden on routes serving black communities while there were no cuts in the airport or state highway administration and only minor temporary cuts proposed for the MARC commuter rail service with its 65-70% white ridership.

While expansion of mass transit throughout the state is still desperately needed, transit-oriented development (TOD) -- developing jobs and housing near transit stops -- will help fix long-standing inequities in transportation access for black and brown communities. To achieve this goal, SB0516 will require the State to make equity a primary goal in Maryland's Transportation Plan and take a proactive approach to equity in transit and intermodal transit planning and by broadening participation by transit dependent communities.

Building residences and businesses near transit stations allows more residents to access opportunities, especially low-income residents without cars who must rely on public transit. In 2008, the Maryland General Assembly enabled an official TOD state-designation process that allows development projects within a half-mile of designated TOD stations to be eligible to receive state support in advancing transit-oriented development around the station. However, developing around a transit station is often more expensive because of higher land costs, legacy developments, environmental hazards, and the greater need for supportive infrastructure, including sidewalk networks, station parking and bus facilities. Because this TOD program has had little funding or incentives, as of today, there are only 17 state-designated TOD sites throughout Maryland.

SB0516 will therefore improve and enhance the TOD program by creating a \$10 million competitive grant and revolving loan fund to provide financial assistance to local jurisdictions for design, planning, construction or gap funding and financing for public or private development within a state-designated TOD station area. SB0516 will also expand the tax credits that businesses receive for creating eligible jobs in Opportunity Zones to state-designated TOD sites and require the secretary of transportation to report annually on MDOT's efforts to increase TOD throughout the state. These measures will strengthen and rejuvenate the program.

Transit-oriented development is a really good idea that is languishing through lack of funding and incentives. The General Assembly should make the investment in our residents and in the businesses in the state that desperately need a better, more equitable, and more integrated transportation system. Therefore, DTMG strongly supports SB0516 and urges a **FAVORABLE** report on this bill.

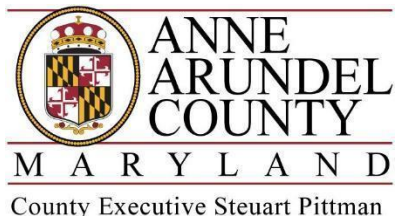
Respectfully submitted,

Olivia Bartlett
Co-lead, DoTheMostGood Maryland Team
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Anne Arundel County _FAV_SB 516.pdf

Uploaded by: Steuart Pittman

Position: FAV



February 16, 2022

Senate Bill 516

Equitable and Inclusive Transit-Oriented Development Enhancement Act

Senate Budget and Taxation Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** Senate Bill 516 – Equitable and Inclusive Transit-Oriented Development Enhancement Act. This bill will provide key benefits and incentives to encourage more Transit-Oriented Developments (TOD). In particular, this bill will extend the More Jobs for Marylanders Program to certain businesses located in TODs, and establish the TOD Capital Grant and Revolving Loan Fund to promote the equitable and inclusive development of TODs throughout the state.

The Maryland General Assembly created a process for designation of TOD projects in 2008. TOD generally refers to deliberately planned development within a half-mile of transit stations that is designed to maximize the use of walking, bicycling, and transit. TOD creates inclusive access to resources and opportunities through an efficient combination of mobility at a lower environmental cost.

Anne Arundel County has one state-designated TOD at the Odenton MARC station near Fort Meade. This is a joint development between the State, County, and a private developer. The County's General Development Plan recognizes the need for mixed use and economic development around existing or planned transit stations, and identifies potential for TOD at several MARC and light rail stations throughout the County. Key locations include BWI, Laurel, and Cromwell.

However, development near transit stations tends to be more expensive due to higher land costs, legacy developments, environmental hazards, and a greater need for supportive infrastructure. A December 2020 report from the Greater Washington Partnership made several recommendations to resolve barriers to TOD in Anne Arundel County, including expanding existing incentive programs like More Jobs for Marylanders to TOD-designated areas. The competitive grant and revolving loan fund in this bill will similarly provide financial incentive for TOD. The fund will assist local governments with TOD design plans, public infrastructure improvements within a TOD, and gap funding for public or private development within a TOD.

Promoting TOD will encourage sustainable and equitable communities. For all of these reasons, I respectfully request a **FAVORABLE** report on Senate Bill 516.

A handwritten signature in blue ink that reads "Stuart Pittman".

Stuart Pittman
County Executive

SB 516_Commerce_Informational.pdf

Uploaded by: Jennifer LaHatte

Position: INFO



Larry Hogan | Governor
Boyd Rutherford | Lt. Governor
R. Michael Gill | Secretary of Commerce
Signe Pringle | Deputy Secretary of Commerce

DATE: February 16, 2022
COMMITTEE: Senate Budget & Taxation
BILL NO: Senate Bill 516
BILL TITLE: Equitable and Inclusive Transit-Oriented Development Enhancement Act

Statement of Information

This bill proposes to expand eligibility under the More Jobs for Marylanders Program (MJM) to non-manufacturing projects in transit-oriented development (TOD) areas. It also proposes to extend the date when a project must enroll in MJM from June 1, 2022 to June 1, 2025.

Chapter 149 of 2017 established MJM to incentivize growth and job creation in the manufacturing sector. The program provides up to four different benefits available each year during a ten-year consecutive period.

The benefits include an income tax credit, a real property tax credit, a refund of sales and use tax, and corporate fee waiver. Eligibility for the incentives depends on whether the manufacturer is new or existing and whether the facility is located in a Tier 1 or Tier 2 Area. All manufacturers are eligible for the income tax credit, which require minimum creation of 5 or 10 jobs depending on location. The jobs must be full-time, pay at least 120% of the State minimum wage, and be filled for at least 12 months before certification. To date, Commerce has received 305 notices of intent from manufacturing businesses and enrolled 86 manufacturing projects. Manufacturing businesses account for 99.8% of the total reserved funding.

Chapter 211 of 2019 extended MJM to non-manufacturers in Opportunity Zones which is considered a Tier 1 Area. A new business is eligible for all four benefits and an existing business is eligible for the income tax credit only. For the income tax credit, the business must create at least 5 or 10 jobs depending on location. The jobs must be full-time, pay at least \$50,000 annually, and be fill for at least 12 months.

There are 149 Opportunity Zones in Maryland with at least one located in each county in the State. Nearly any business entity is eligible for MJM except for refiners and non-grocery store retailers. To date, Commerce has received 16 notices of intent from non-manufacturing businesses and enrolled two non-manufacturing projects. Non-manufacturers account for less than 1% of the total reserved funding.

This bill proposes to expand MJM to TOD areas in the same way as it applies in Opportunity Zones. Projected interest and participation will likely mirror the Opportunity Zone benefit although there are several notable distinctions between TOD areas and Opportunity Zones. First, there are currently 16 TOD areas compared to 149 Opportunity Zones. A number of the TOD

areas are located in an Opportunity Zone. The State may designate more TOD areas in the future which will expand access to MJM whereas the number of designated Opportunity Zones is static. Second, a TOD is a mix of private or public parking facilities, commercial and residential structures, and uses, improvements, and other facilities which are part of an overall transit plan. The number of eligibility projects within a TOD area is likely to be limited. Third, TOD areas are generally smaller than Opportunity Zones.