

February 16, 2022

Hon. Delegate Kumar P. Barve, Chair  
Environment and Transportation  
Maryland House of Delegates

Position: **Support** with amendments: Housing Bill HB0710: Equitable and Inclusive Transit-Oriented Development Enhancement Act

Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region, including suburban Maryland, advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We wish to express our support, with amendments, for HB 710. This legislation would allow the More Jobs for Marylanders Program to support certain businesses located in transit-oriented developments, establish the Transit-Oriented Development Capital Grant and Revolving Loan Fund, and authorize the Department of Transportation to use the Fund to provide financial assistance related to transit-oriented development.

We commend this bill for recognizing the special challenges and importance of providing financial assistance to small businesses and investments in transit-oriented development. The state and local governments have worked to create transit service and station areas that foster more sustainable transportation options and land use patterns. We support the bill's intention to boost jobs and investments that create thriving, walkable transit station areas. By locating more jobs, services and homes around transit stations, Maryland can reduce its carbon footprint as it grows its economy. We recommend prioritizing walk, bike and bus transit connections for access to and around transit stations, while minimizing and managing vehicle parking. Market pricing for vehicle parking is an important step in more effective management.

We wish to recommend the following amendments –

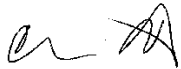
- 1) Amend section 7-1204 (A) (1) (II) (II) to add:  
PUBLIC INFRASTRUCTURE IMPROVEMENTS, especially walk, bicycle and bus transit facilities, WITHIN A TRANSIT-ORIENTED DEVELOPMENT;

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- 2) Amend section 7-1204 (B)(2)(II) 2 to add:  
“ENHANCE ACCESS TO TRANSIT IN AREAS WITH AFFORDABLE HOUSING AND A  
DIVERSITY OF JOB AND EDUCATIONAL OPPORTUNITIES, especially through walk, bicycle  
and bus transit access,”
- 3) For MDOT designated TOD sites where transit service is infrequent compared to other  
stations, we recommend that MDOT provide more robust transit service if these sites are to  
be the beneficiaries of assistance.
- 4) We request that the MDOT designated TOD list be expanded to include station areas where  
there is robust transit service and development opportunity even if the site does not have  
an MDOT-controlled parking facility.

Thank you for the opportunity to provide testimony.

Sincerely,



Cheryl Cort  
Policy Director