



Central Maryland Chamber

The Center of Intelligent Business

February 15, 2022
Honorable Vanessa Atterbeary, Chair
House Ways & Means Committee
House Office Building Room 131
Annapolis, MD 21401

House Bill 710- Equitable and Inclusive Transit-Oriented Development Enhancement Act
Legislative Position: Favorable

Dear Delegate Atterbeary and Members of the Committee,

The Central Maryland Chamber of Commerce (CMC) was formed in 2017, a merger of two existing chambers- The Baltimore Washington Corridor Chamber (originally founded in 1948) and the West Anne Arundel County Chamber (originally founded in 1962). The CMC is a regional organization representing approximately 350 businesses in the Central Maryland corridor and exists to be the primary business resource and advocate as the area experiences exponential growth.

The Central Maryland Chamber is writing to support SB710.

We support the provisions in SB516 which seek to allow businesses located in certain transit-oriented developments (TOD's) to qualify for grant program benefits and establishes the TOD Capital Grant and Revolving Loan Fund which authorizes the Department of Transportation to provide financial assistance related to TOD's.

It is incredibly difficult to move throughout our region without a vehicle, and transit stations are not located in high density residential areas. Development around a transit station is often much more expensive due to land costs, infrastructure needs, and environmental issues. While more expensive, having residential and commercial development near these facilities supports the economic development of our region, increases quality of life, and supports business success.

Investing in Maryland's passenger rail service and infrastructure, transit-oriented development would improve connectivity in our region, create equitable and inclusive development, assist our region's employers with filling job vacancies and attracting regional talent, and would support job seekers with transportation options and finding quality employment.

TOD should be the preferred plan for development in specified areas when possible and we support the use of state grants and loans, federal community development block grants, proceeds from bonds, and tax credits to be used when possible. The grant and revolving loan fund, financial assistance, gap funding and tax credits would encourage transit-oriented development and could improve the future of regional transportation while removing cost barriers that are currently in place.

The Central Maryland Chamber requests that you vote favorably on HB710.