

HB710_PGCEX-FAV.pdf

Uploaded by: Angela Alsobrooks

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: House Bill 710 - Equitable and Inclusive Transit–Oriented Development Enhancement Act

SPONSOR: Delegate J. Lewis

HEARING DATE: February 17, 2022

COMMITTEE: Environment and Transportation

CONTACT: Intergovernmental Affairs Office, 301-780-8411

POSITION: SUPPORT

The Office of the Prince George's County Executive **SUPPORTS House Bill 710 - 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. **HB 710** 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 HB 710** and asks for **FAVORABLE** report.

HB 710_FAV_MML.pdf

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

February 17, 2022

Committee: House Environment and Transportation

Bill: HB 710 - Equitable and Inclusive Transit-Oriented Development Enhancement Act

Position: Support

Reason for Position:

The Maryland Municipal League supports HB 710 which creates a Transit Oriented Development (TOD) Fund for the purpose of promoting equitable and inclusive TOD throughout the State.

Municipalities are often densely populated centers of their region and in need of creative planning in terms of housing and transportation. TODs are in existence in and around some municipalities already and leverage access to mass transit with housing opportunities nearby. HB 710, and the fund it creates, will allow municipalities to defray some costs associated with TOD design plans, infrastructure improvements, and gap funding. The end result is progress towards additional TOD creation and a move toward the proliferation of TODs in all regions of the State.

HB 710 will help municipalities address the important issues of housing and transportation. The Maryland Municipal League supports this bill and asks this committee for a favorable report.

FOR MORE INFORMATION CONTACT:

Scott A. Hancock	Executive Director
Angelica Bailey	Director, Government Relations
Bill Jorch	Director, Research & Policy Analysis
Justin Fiore	Manager, Government Relations

1212 West Street, Annapolis, Maryland 21401

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HB0710- Equitable and Inclusive Transit-Oriented

Uploaded by: Catherine Plaisant

Position: FAV

Environment and Transportation Committee

Testimony on: HB0710 Equitable and Inclusive Transit-Oriented Development Enhancement Act

Submitting: Catherine Plaisant

Position: Favorable

Hearing Date: 2.17.2022, 1:00 PM

To the Honorable Chair Barve and all members of the House Environment and Transportation 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 been used for projects which only benefit the wealthy, or projects which lead to a reduction of the quality of life of already disadvantaged communities.

Thank you

Catherine Plaisant
8G Laurel Hill Rd. Greenbelt MD 20770
301 529-1089
plaisant@umd.edu

HB0710_Equitable_Transit_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR HB0710

Equitable and Inclusive Transit-Oriented Development Enhancement Act

Bill Sponsor: Delegate J. Lewis

Committee: Environment and Transportation

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of HB0710 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

It is really hard to get around Maryland. It limits all of our residents in that it is not easy to get to jobs, and it limits our businesses because they don't have ready access to applicants. Expanding our public transportation system is one way to alleviate that problem. Transit-oriented development is another.

In 2008, the Maryland General Assembly enabled an official transit-oriented development (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. Because this was a great idea with little funding or incentives, as of today, there are only 17 state-designated TOD sites throughout Maryland.

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. Though more expensive, building residences and businesses near transit stations allows more residents to access opportunities, especially low-income residents without cars who must rely on transit.

This bill would create 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. The bill would 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.

Transit-oriented development is a really great idea that is languishing through lack of funding and incentives. We should make the investment in our residents and in the businesses in the state who

desperately need a better, more equitable, and more integrated transportation system. We support this bill and recommend a **FAVORABLE** report in committee.

Priority Amendments

Building electrification and efficiency:

- Climate Catalytic Capital Fund
 - Explicitly state that 40% of funds from the Climate Catalytic Capital Fund be spent in low and moderate-income neighborhoods and that funds can be spent on whole-structure retrofits (including multi-family buildings) including health, safety, weatherization, and electrification measures.

- The purpose of the funds should explicitly include “Facilitate the electrification of the building sector”.
 - Explicitly state that funds cannot be used for installation of new equipment that uses fossil fuels
 - Funds from alternative compliance payments should go to the Climate Catalytic fund to be spent on low-income whole-structure retrofits, including low-income multi-family buildings.
- On page 35, lines 2-3, strike “water and space heating” and substitute “on-site energy” and add on line 3, “except for kitchen appliances”.
- On page 35, following line 9, add energy efficiency provisions for buildings. Add:
 - D. For new covered buildings funded at least 25% by State funds
 - A 40% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code for permit applications received between Jan 1 2023 and Dec 31 2025
 - A 60% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code for permit applications received between Jan 1 2025 and Dec 31 2027
 - E. For all other new covered buildings
 - A 40% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code for permit applications received between Jan 1 2025 and Dec 31 2027
 - A 60% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code for permit applications received F. MAJOR RENOVATIONS – Energy Conservation
 - F. “Major Renovation” means a renovation project:
 - For which the total projected cost exceeds 50% of the assessed value of the existing building; or
 - Involving a change of use, if the change involves the application of different requirements of the standards.
 - G. Except as provided in subsection () of this section, if a covered building is undergoing a major renovation, the building shall be renovated to achieve:
 - A 40% reduction in the building’s average annual energy use; or
 - A 20% reduction in modeled energy use consumption over the current Energy Code.
 - H. A local jurisdiction may waive the requirements under subsection () of this section if the building owner demonstrates that the cost of the improvements necessary to achieve the required energy reductions would exceed projected operational and energy savings from the improvements over a certain payback period:
 - A 25–year period for all buildings funded at least 25% by the State.
 - A 15–year period for all other buildings.
- Provisions regarding “alternative compliance pathway” on page 47, lines 20 -23, and lines 27-29, should be sunsetted. We suggest a sunset of 12/1/2030
- Pages 47, delete lines 18-19 (“PROVIDE MAXIMUM FLEXIBILITY TO THE OWNERS OF COVERED BUILDINGS TO COMPLY WITH BUILDING EMISSIONS STANDARDS”)
- The Building Emission Performance Standards regulations directive under 2-1602 (C) should
 - require that the adopted regulations prioritize direct emission reductions from qualified buildings via electrification plans and pathways,
 - provide protection against financial cost pass-through and evictions for tenants in covered multi-family buildings, 3) require covered public buildings’ retrofits to be

completed with a high-quality workforce (i.e. prevailing wage, insurance coverage, paid leave, etc.) (pg. 48)

Equity and Environmental Justice Provisions

- Strengthen the provisions on pages 9-12 by including language that requires 40% of investments go to overburdened communities and Rosenberg Justice 40 bill and/or the Boyce/Watson all agency climate, equity, and labor test language.
 - The language in the Boyce/Watson all agency climate, equity and labor test should be incorporated on page 22, lines 12-15 as well
 - The Interagency Commission on School Construction should be included as an agency required to consider climate in long-term planning

Net Zero Schools

- Explicitly state that the IAC state school construction funding process may cover planning, design, and engineering for net-zero schools.
- School buildings that are not net-zero should be net-zero ready Insert on Page 35, following line 6
(12-501(3)(I)(2)(A (under the provision requiring solar ready):
 - A. The Installation of Solar Energy Systems
 - To include a 40% roof set aside and necessary electrical panel and conduit requirements. if the building:
 - Will have 20,000 square feet or more of continuous roof space, excluding the parking area; and
 - Will be 20 stories or less in height, above grade plane.
 - B. Regulations adopted under this subsection may authorize a local jurisdiction to waive the solar-ready requirement for a building on a specific finding that:
 - incident solar radiation at the building site is less than 75% of incident solar radiation at an open site; or
 - shadow studies indicate that 25% of a building's roof area will be in shadow.
 - Clarify the definition of "Solar Ready" to include the 40% roof set aside and the necessary electrical panel and conduit requirements.
- Delete "subject to the availability of funding" on Page 8 Line 14 and replace that language with one of the options below -
- P. 8, line 9-13, (5-312(c)(2)(I), Delete para. "Except as Provided in . . .
Delete 5-312 (c) (2) (I) of the Education Article that was inserted: except as provided in subparagraph (iii) of this paragraph, the net-zero energy requirements that apply for a building to meet the definition of a 'high performance building' under § 3-602.1 12 of the state finance and procurement article

OR

- Amend to read: Except as provided in Subparagraph III of this Paragraph, Public Schools shall be required to achieve a 40% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code by 2023 and a 60% reduction in modeled energy use consumption over the 2018 International Energy Conservation Code by 2025.
- Pg 40 line 15-17. Remove having the Council develop guidelines and instead require them to provide an annual report on the status of meeting the high performance building requirements.
- Pg 8, line 25 – pg 9, line 2. If a school qualifies for a waiver because the Interagency Commission determines that either (I) or (II) is true, the school must be net-zero READY.

Buy Clean Maryland Act

- Consider adding To SB528 the **Buy Clean Maryland Act** provisions from HB806 - Del. Stein Public Buildings bill with one change related to the waiver provisions.

- Section 4-904 (E) **Strike** - ~~(4) RESULT IN ONLY ONE SOURCE OR MANUFACTURER BEING ABLE TO PROVIDE THE NECESSARY MATERIALS.~~
- **Add** - (F) IF ONLY ONE SOURCE OR MANUFACTURER IS ABLE TO PROVIDE THE NECESSARY MATERIALS, A SOLE SOURCE PROCUREMENT MAY BE ALLOWED, PROVIDED NONE OF THE OTHER WAIVER DETERMINATIONS ARE MADE.

Equity and Inclusive TOD.docx (1).pdf

Uploaded by: Delegate Jazz Lewis

Position: FAV

Testimony of Delegate Jazz Lewis
Equitable and Inclusive Transit-Oriented Development Enhancement Act
Before the Environment and Transportation Committee

To Chair Barve, Vice-Chair Stein, and members of the Environment and Transportation Committee:

I present this testimony in strong support of House Bill 710, the Equitable and Inclusive Transit-Oriented Development Enhancement Act. With this bill, we will help promote targeted growth and development in areas of the state with access to transit stations. Better leveraging the state's transportation assets, focusing development and dollars where they can be put to the best use.

Our state has a long history of investing in mass transit, and putting funding towards our transit system, which is why we have the sixth-highest share of transit commuters across the country, with DC being the highest. Though our transit numbers have taken a hard hit through the COVID-19 pandemic, mass transit continues to be essential to so many Marylanders and communities around the state. We have already seen riders returning to transit as we emerge from the pandemic, and this bill will help the state create a more transit-oriented and healthier state. Investing in our transit infrastructure makes sense economically, and environmentally, leveraging the state's dollars to their fullest potential.

In 2008, the General Assembly enacted an official Transit-Oriented Development (TOD) designation process by which the state allows projects within a half-mile of designated TOD stations to be eligible to receive state support to advance transit-oriented development around the station. However, this statute did not work in the incentives necessary to promote this development. As of January 2022, there are 17 state-designated TOD sites throughout Maryland. We can create a more inclusive, accessible Maryland by encouraging more development at each of these 17-locations already served by the state's transit system..

With this legislation, we leverage the More Jobs for Marylanders program to provide the same tax credits and benefits to businesses who create new jobs in opportunity zones as for TOD designated sites, incentivizing the creation of jobs where people can access them through mass transit options. This will directly benefit Marylanders who may not have access to a car, and thus are cut off from many job opportunities by encouraging businesses to locate near the state's designated TOD sites.

Further, this bill will create a \$10 million Transit-Oriented Development Capital Grant and Revolving Loan Fund, that the Maryland Department of Transportation (MDOT) will administer yearly to create competitive grant and loan programs that provide financial assistance to local jurisdictions for design, planning, construction, or gap funding for public or private development within a state-designated TOD site. This fund will help us target development where it can be supported by transit access and encourage more people to use the transportation infrastructure

we have. This small pot of money will accelerate targeted growth in TOD areas, enhance our transit capacity, build new infrastructure, and create more economic opportunities accessible to Marylanders across the state.

For these reasons, I urge a favorable report from the Environment and Transportation Committee and the Ways and Means Committee.

HB710-Equitable Transit-E&T-CJW-fav.docx.pdf

Uploaded by: Diana Younts

Position: FAV



Committee: Environment & Transportation

Testimony on: HB710 - Equitable & Inclusive Transit-Oriented Development Enhancement Act

Organization: Climate Justice Wing of the Maryland Legislative Coalition

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: February 17, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of HB710. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB710.

HB710 is designed to expand the More Jobs for Maryland program by creating greater opportunity than exists today for transit-oriented development (TOD) near designated rail, bus and subway stations. By doing so, TOD reduces reliance on cars, that is a critical need of low and moderate income households, the elderly, and the disabled. At the same time it increases transit ridership, reduces congestion thus decreasing polluting and unhealthy tailpipe emissions from cars, promotes community safety, convenience, and economic development, augments land use and environmental conservation efforts, and enhances accessibility to jobs, housing, and other destinations for all residents.

Although Maryland already has a TOD program, it has far created only 17 state-designated TOD sites throughout Maryland eligible to receive state support. This is in part because it is often more expensive to develop such areas 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, and other barriers.

What does this bill do?

The **Equitable and Inclusive TOD Act** will:

1. Expand the More Jobs for Marylanders program, which currently provides tax credits and benefits to businesses who create new jobs in opportunity zones, to provide the same tax credits and benefits to businesses who create new jobs in TOD designated sites.
2. Create a \$10 million Transit-Oriented Development Capital Grant and Revolving Loan

Fund, to be replenished each year that the Maryland Department of Transportation (MDOT) will administer to create competitive grant and loan programs that provide financial assistance to local jurisdictions for design, planning, construction, or gap funding for public or private development within a state-designated TOD site.

3. Require the Secretary to report to the General Assembly annually, on or before November 30, on efforts to increase TOD throughout the state, including an analysis of the demographic and socio-economic indicators for each TOD site, development activity occurring in the TOD since the last report, and transit stations utilization rates. MDOT shall review the findings from this report when making changes to the scoring standards for the TOD Capital Grant and Revolving Loan Fund.

We therefore request a **FAVORABLE** report in committee.

MLC Climate Justice Wing:

Assateague Coastal Trust
Maryland Legislative Coalition
MD Campaign for Environmental Human Rights
Chesapeake Climate Action Network
WISE
Frack Free Frostburg
Mountain Maryland Movement
Clean Water Action
Howard County Indivisible
Howard County Sierra Club
Columbia Association Climate Change and Sustainability Advisory Committee
HoCo Climate Action
CHEER
Climate XChange - Maryland
Mid-Atlantic Field Representative/
National Parks Conservation Association
350 Montgomery County
Glen Echo Heights Mobilization
The Climate Mobilization Montgomery County
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance

Takoma Park Mobilization Environment Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church
Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC
Potomac Conservancy
Casa de Maryland
Nuclear Information & Resource Service
Clean Air Prince Georges
Laurel Resist
Greenbelt Climate Action Network
Maryland League of Conservation Voters
Unitarian Universalist Legislative Ministry of Maryland
Concerned Citizens Against Industrial CAFOs
Wicomico NAACP
Chesapeake Physicians for Social Responsibility
Chispa MD
Climate Law & Policy Project
Maryland Poor People's Campaign

Labor Network for Sustainability
The Nature Conservancy
Clean Air Prince Georges
350 Baltimore
Maryland Environmental Health Network
Climate Stewards of Greater Annapolis
Talbot Rising
Adat Shalom Climate Action
Chesapeake Earth Holders
Climate Parents of Prince Georges
Echotopia
Maryland NAACP State Conference,
Environmental Justice Committee

HB0710 - 2.17.22 Equitable and Inclusive Transit-

Uploaded by: Donald Fry

Position: FAV



TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE

**HOUSE BILL 710 – EQUITABLE AND INCLUSIVE TRANSIT-ORIENTED
DEVELOPMENT ENHANCEMENT ACT**

Sponsor – Delegates Lewis, et al

February 17, 2022

**DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE**

Position: Support

House Bill 710 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.

House Bill 710 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 House Bill 710.

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

Johns Hopkins Testimony - HB 710 - Equitable and I

Uploaded by: Elizabeth Hafey

Position: FAV

HB 710
Favorable

TO: The Honorable Kumar Barve
Chair, House Environment and Transportation Committee

The Honorable Vanessa Atterbeary Chair,
House Ways and Means Committee

FROM: Elizabeth A. Hafey
Associate Director, State Affairs

DATE: February 17, 2022

Johns Hopkins strongly supports **House Bill 710 – Equitable and Inclusive Transit-Oriented Development Enhancement Act**. This bill would enhance Maryland’s existing Transit-Oriented Development (TOD) incentives helping to catalyze and create more equitable and inclusive communities. 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.

Johns Hopkins is a member of the Greater Washington Partnership (“The Partnership”). 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. 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 516 addresses key recommendations included in both the Blueprint 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.

Government and Community Affairs

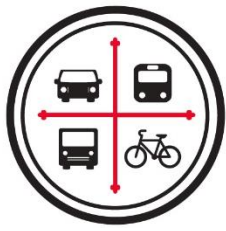
Developing around a transit station is often more expensive due to a combination of higher land costs, legacy developments and environmental hazards, and the need for supportive infrastructure to complement the transit station including sidewalk networks, station parking, etc. As the State's largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that adequate investments in Maryland's transportation system are critical to the economic competitiveness and livelihood of our state and region and in the lives of all our employees, students, patients, and visitors. Every day, they rely on public transit to get to work or school, to access healthcare, or to meet their needs. TOD improves public transit by creating more opportunities for investment.

With a strong presence in Baltimore, and growing presence in Washington, D.C., Johns Hopkins supports initiatives that create better rail connectivity throughout the region. Our continued success hinges on more TOD opportunities around Maryland's existing transit stations. Johns Hopkins urges a **favorable report on HB 710** to expand opportunities for Maryland residents through more accessible, connected, and inclusive communities to grow near the state's transit investments.

HB 710 Support_CMTA FINAL.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

February 17, 2022

Testimony on HB 710 – *Equitable and Inclusive Transit-Oriented Development Enhancement Act* Environment and Transportation Committee

Position: Favorable

The Central Maryland Transportation Alliance supports HB 710.

Over many decades, the State of Maryland has made significant investments in building and operating transit networks throughout the state. However, far too many of the areas around our transit stops and stations lack the transit-supportive infrastructure, land use, and development that can provide the best return on investment and equitably expand access to jobs and opportunities for residents.

Since 2008, the Maryland Department of Transportation (MDOT) has had an official Transit Oriented Development (TOD) state-designation process that allows projects within a half mile of designated TOD stations to be eligible for state support in advancing transit-oriented development around the station. As of January 2022, there are 17 state-designated TOD sites. HB 710 will help to catalyze the growth of more jobs and housing around those sites by expanding the available benefits.

We would also encourage the General Assembly to consider ways to support TOD beyond the state-designated sites to the dozens of other stations across the state. The current official TOD sites tend to be those where MDOT owns a surface parking lot or adjacent land. At these sites, there is an obvious role for the state to play by leveraging that land ownership. However, there are many transit stations where the state does not own land that could benefit from increased investment in jobs and housing around the station. Conversely, there are also designated TOD sites where transit service is too infrequent to support trips other than traditional commuting. The state could support TOD at those locations by running more frequent, all-day transit service. We hope the General Assembly will continue to build on the work it started in 2008 by passing HB 710 this session and continuing to support more TOD in the future.

We encourage a favorable report.

HB710_FAV_Stewart

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

BaltimoreCounty_FAV_HB0710.pdf

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JOEL N. BELLER
Acting Director of Government Affairs

JOSHUA M. GREENBERG
Associate Director of Government Affairs

MIA R. GOGEL
Associate Director of Government Affairs

BILL NO.: House Bill 710

TITLE: Equitable and Inclusive Transit–Oriented Development Enhancement Act

SPONSOR: Delegate Lewis

COMMITTEE: Environment and Transportation

POSITION: **SUPPORT**

DATE: February 17, 2022

Baltimore County **SUPPORTS** House Bill 710 – Equitable and Inclusive Transit–Oriented Development Enhancement Act. This legislation would extend and expand eligibility in the More Jobs for Marylanders Program, and establish the TOD Capital Grant and Revolving Loan Fund.

Transit-Oriented Developments (TODs) are tools to enhance transit for individuals without personal transportation or increase access to nearby economic hubs. The More Jobs for Marylanders Program enhances development and would exemplify the numerous benefits brought by TODs by providing tax incentives for businesses that choose to locate within them.

House Bill 710 expands and enhances incentives to develop and locate within TODs by extending the More Jobs for Marylanders Program and establishing the TOD Capital Grant and Revolving Loan Fund. Currently, manufacturing businesses located within a TOD have until June 1, 2022 to apply for certification from the Department of Commerce to be eligible for the program’s tax credit. This legislation would include non-manufacturing businesses and extend the program through June 1, 2025. The TOD Capital Grant and Revolving Loan Fund would provide local jurisdictions funding for the design or improvement of a TOD, as well as gap funding for development within a TOD. This vital investment in our communities will further the County’s efforts to promote accessible development for all residents.

Accordingly, Baltimore County requests a **FAVORABLE** report on House Bill 710. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

HB0710 - Equitable and Inclusive TOD Enhancement A

Uploaded by: John Hillegass

Position: FAV

February 15, 2022

The Honorable Kumar Barve
Chair, House Environment and Transportation Committee
Room 251 House Office Building
Annapolis, MD 21401

Re: Support for House Bill 0710 - Equitable and Inclusive Transit-Oriented Development Enhancement Act

Dear Chair Barve and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for House Bill 0710, which would enhance Maryland's existing Transit-Oriented Development (TOD) incentives helping to catalyze and create more equitable and inclusive communities.

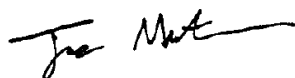
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released 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 on [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. HB 0710 addresses key recommendations included in 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,



Joe McAndrew
Vice President for Regional Mobility & Infrastructure

HB710_MDSierraClub_fav - 17Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation
Testimony on: HB 710 – “Equitable and Inclusive Transit-Oriented Development Enhancement Act”
Position: Favorable
Hearing Date: February 17, 2022

The Maryland Chapter of the Sierra Club supports HB 710 that would expand the More Jobs for Marylanders Program to provide tax credits and benefits to businesses that create new jobs in areas designated for transit-oriented development (TOD), just as it now provides tax credits and benefits to businesses that create jobs in areas designated as opportunity zones.

The bill also would create a special, non-lapsing Transit-Oriented Development Capital Grant and Revolving Loan Fund that would be administered by the Maryland Department of Transportation (MDOT) to promote equitable and inclusive TOD throughout the state. The Fund would receive an annual appropriation from the State sufficient to ensure it had a balance of at least \$10 million at the start of each fiscal year.

The Fund would provide financial assistance to local jurisdictions for TOD that meets equity goals established by MDOT. For jurisdictions to obtain financial assistance, their project(s) would need to enhance access to transit for low-income and minority residents of the jurisdiction, enhance access to transit in areas with affordable housing and a diversity of job and educational opportunities, or encourage development around underdeveloped and underutilized transit stations.

Transportation is the largest source of climate-disrupting greenhouse gases in Maryland and our nation today. Tailpipe emissions from vehicles also are hazardous to human health, and are linked to cancers, heart disease, asthma, emphysema, and other respiratory diseases. Promoting increased development throughout the state within a half mile of transit stations would encourage greater use of transit versus cars, increase revenue for transit, dramatically lessen the need to own a car, decrease sprawl, promote more walking, and make effective use of land by creating more housing, employment opportunities, and sustainable economic development.

Providing small, competitive grants and loans to support TOD planning and construction in an equitable manner, together with expanded incentives to create jobs and housing near transit, could accelerate TOD around Maryland’s transit stations. This would be good for the environment, public health, the state’s economy, and the general well-being of Maryland residents and communities. We urge a favorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

HOUSE BILL 0710_Josh_Bokee_FAVORABLE.pdf

Uploaded by: Joshua Bokee

Position: FAV

JOSH BOKEE - HOUSE BILL 0710 - FAVORABLE

Equitable and Inclusive Transit Oriented Development Act - House Bill 0710

My name is Josh Bokee and I am a resident of the City of Frederick. I am writing to support, as favorable, House Bill 0710, the Equitable and Inclusive Transit Oriented Development Act.

In Frederick County, we are served by the MARC rail system via the Brunswick line, which connects Frederick, Montgomery and Washington, D.C. We are fortunate to have MARC train boarding stations located in downtown City of Frederick; the Monocacy station, Brunswick and Point of Rocks. Each of these MARC stations represents opportunities for future transit oriented development to varying degrees. Frederick County government recognized the potential of Transit Oriented Development (TOD) when it pursued to have the Monocacy Station designated as an official TOD zone in 2019. The City of Frederick, which owns the land that surrounds the downtown MARC station site would especially benefit from a TOD designation.

HB 0710 will focus on tangible benefits that can come from having a MARC station designated as a TOD zone. These include access by local jurisdictions to competitive grants for design, construction and gap financing of transit friendly projects within the TOD zone; as well as access to the same revolving loan funds and grants to businesses within the TOD zone as those within state Opportunity Zones. In Frederick County, the financial and planning benefits that HB 0710 would open up could help make redevelopment more attractive at the existing MARC train stations.

Frederick County has consistently been one of the fastest growing jurisdictions in the state of Maryland; HB 0710 would make more tools available to help channel that energy into smart growth projects that offer more equitable benefits for the entire community.

Thank you for your consideration of HB 0710 and the opportunity to submit favorable testimony for it.

Joshua Bokee

Joshua Bokee

jbokee@gmail.com

Frederick, MD 21702

HB0710-ET_MACo_SUP.pdf

Uploaded by: Kevin Kinnally

Position: FAV



House Bill 710

Equitable and Inclusive Transit-Oriented Development Enhancement Act

MACo Position: **SUPPORT**

To: Environment and Transportation and
Ways and Means Committees

Date: February 17, 2022

From: Kevin Kinnally

The Maryland Association of Counties (MACo) **SUPPORTS** HB 710. 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.

HB 710 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 HB 710.

House Bill 710- Equitable and Inclusive Transit-Or

Uploaded by: Kristi Simon

Position: FAV



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.

Testimony HB-710 Transit-Oriented Development Enha

Uploaded by: Larry Kasecamp

Position: FAV

LARRY KASECAMP
Legislative Director

TOM CAHILL
Assistant Director

JOHNNY WALKER
Secretary



ANNAPOLIS OFFICE
176 Conduit St., Suite 206
Annapolis, MD 21401-2597

PH: 301-697-2695
utusldmd@gmail.com

February 17, 2022

The Honorable Chairman Kumar Barve and
Members of the House Environment & Transportation Committee

REPRESENTATIVES

CUMBERLAND
Local 600
LAWRENCE KASECAMP

BRUNSWICK
Local 631
TOM CAHILL

EDMONSTON
Local 1470
KENZELL CRAWFORD

BALTIMORE
Local 610
JOHNNY WALKER

Local 1949
ERIC BILSON

RE: SUPPORT HB-710

As Legislative Director in Maryland for the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Worker's (SMART) we urge your committee to support HB-710, "*Equitable and Inclusive Transit-Oriented Development Enhancement Act.*"

This legislation would codify the intent of the General Assembly that transit-oriented development is a transportation purpose and require the departments to make all reasonable attempts to include transit-oriented development as part of the preferred plan for development in areas served by transit services.

It would establish a Transit-Oriented Development Capital Grant and Revolving Loan Fund that would allow for transit-oriented developments to be equitably and inclusively promoted throughout the state. In addition, the fund would be used to provide financial assistance for design plans, for public infrastructure improvements, and for gap funding for transit-oriented developments

The legislation would have many positive effects. It would curtail sprawl by enticing the public to locate at or near transit-oriented developments. It would entice businesses to locate where the public and employees would have access to their businesses from transit-oriented developments. It would increase transit ridership thereby reducing pollution from automobiles and reduce the enormous congestion on the highways.

We urge a favorable report on HB-710.

Sincerely

A handwritten signature in cursive script that reads "Larry".

Lawrence E. Kasecamp
MD State Legislative Director
SMART Transportation Division

HB 710 - 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 Kumar P. Barve
Chair, Environment and Transportation Committee

FROM: Marc Elrich
County Executive

RE: House Bill 710 – *Equitable and Inclusive Transit-Oriented Development Enhancement Act* – Support

I am writing in strong support of House Bill 710, *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 House Bill 710 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 House Bill 710.

Equitable ^0 Inclusive Transit.pdf

Uploaded by: nanci Wilkinson

Position: FAV

Committee: House Environment & Transportation

**Legislation: HB 710 Equitable & Inclusive Transit Oriented Development
Act**

Organization: Environmental Justice Ministry Cedar Lane Unitarian Universalist Church

Position: Favorable

Hearing: February 17, 202

Dear Committee Chair and Committee Members,

The Environmental Justice Ministry strongly supports the Maryland Equitable Transit Oriented Development (TOD) Enhancement Act (HB 0710/SB 0516) that will create a \$10 million revolving loan fund to advance TOD designated projects at the 17 state oriented TOC locations. It expands the opportunity zone tax credit to cover jobs created in those TOC designated site. The Act further alters the More Jobs for Marylanders Program to allow certain businesses to qualify for certain Program benefits.

As a people of faith, we hold that justice and equity are key principles in creating job and transportation opportunities. Frequently, low and middle income earners are denied this equity because of a lack of fair, affordable and convenient transportation.

Please vote favorably on this important legislation.

Nanci Wilkinson

Environmental Justice Ministry Team

Cedar Lane Unitarian Universalist Church

HB0710-ET-FAV.pdf

Uploaded by: Natasha Mehu

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 710

February 17, 2022

TO: Members of the House Environment and Transportation Committee

FROM: Natasha Mehu, Director, Office of Government Relations

RE: House Bill 710 – Equitable & Inclusive Transit-Oriented Development Enhancement Act

POSITION: Support

Chair Barve, Vice Chair Stein, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 710.

HB 710 will encourage investments in Transit-Oriented Developments by making businesses located in these projects eligible for the More Jobs for Marylanders Tax Credit Program. Through the establishment of a capital grant and revolving loan fund, the bill will provide much-needed financial assistance to local jurisdictions to invest in Transit-Oriented Developments.

The More Jobs for Marylanders tax credit originated as a way to promote the growth of manufacturing in the State by incentivizing job creation, job training and apprenticeship, and investment in new equipment. In 2019, the State expanded the program to include non-manufacturing businesses located in Opportunity Zones. If passed, this bill would extend the benefits to businesses located in Transit-Oriented Developments.

Provided that companies meet the sector or locational criteria listed above, More Jobs for Marylanders allows existing businesses to claim a refundable credit against the State's income tax of 5.75% of wages for each qualified position, with benefits available for a 10-year period after the business claims the credit. In addition to this refundable income tax credit, new businesses can claim a credit against the State's portion of the property tax, a refund of sales and use tax, and a waiver of fees charged by the State Department of Assessments & Taxation. Businesses that qualify solely based on their location in an Opportunity Zone must create at least 5 qualified positions paying \$50,000 per year, filled for 12 months in order to claim the credit. For those businesses in a manufacturing sector, the jobs must pay at least 120% of the minimum

wage. If HB 710 becomes law, business located in Transit-Oriented Developments will enjoy access to the same benefits as Opportunity Zone-based businesses.

Baltimore City's economy has benefited from the eligibility of Opportunity Zone-based businesses for More Jobs for Marylanders; the expansion of eligibility to include Transit-Oriented Developments will similarly support new business attraction and existing business expansion. As a result of this bill, more businesses will locate in areas easily accessible to those without vehicles.

Transit-Oriented Development helps leverage existing transportation infrastructure to support higher-density residential, commercial, public, and retail spaces. It is not only accessible but sustainable, encouraging lower CO2 alternatives compared to single-occupancy vehicles. The increased emphasis on Transit-Oriented Development around existing transit infrastructure generally leads to higher transit ridership. The City's adopted Complete Streets Manual prioritizes pedestrians and transit vehicles over single-occupancy vehicles and encouragement of TOD is aligned with these priorities.

HB 710 establishes a Transit-Oriented Development Capital Grant & Revolving Loan Fund in order to galvanize the development of projects in Transit-Oriented Development zones. By funding these projects, the State will reduce traffic congestion while promoting equitable and inclusive developments which will benefit Baltimore City and other urbanized jurisdictions throughout the State. If passed, HB 710 will support business development, increase equity, decrease congestion, and build up density, while increasing the economic vitality of the State.

For these reasons, the BCA respectfully request a **favorable** report on House Bill 710.

HB710_IndivisibleHoCoMD_FAV_RichardDeutschmann.pdf

Uploaded by: Richard Deutschmann

Position: FAV



HB710 – Equitable and Inclusive Transit–Oriented Development Enhancement Act

Testimony before

House Environment and Transportation Committee

February 17, 2022

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Richard Deutschmann, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in support of HB710, to encourage more Transit Oriented Development in areas that have thus far not benefited from this equitable and environmentally preferred type of development in the state. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Delegates Lewis, Korman and Solomon for sponsoring this important legislation.

Since 2008, Transit Oriented Development (TOD) has been incentivized by a state designation allowing projects near transit sites be eligible for state financial support. But because of a variety of factors, there are now only 17 state-designated sites in Maryland. TOD's have the benefits of creating jobs and investment in the areas that are accessible to a transit stop, encouraging the use of transit, taking polluting automobiles off the road, and providing employment to those who do not have an automobile.

HB710 helps to alleviate this and encourages more TOD. It does this in 3 ways: 1) It expands the More Jobs for Marylanders program, with tax credits for those that create new jobs in the TOD zones; 2) it creates a TOD Capital Grant and Revolving Loan Fund, with mandatory funding in the state budget, to provide assistance for design, planning and other upfront funding project needs; 3) increases accountability by requiring the MDOT Secretary to report on the program annually, with emphasis on TODs in overburdened areas of the state.

This legislation will increase the kind of dense development around our transit centers that helps with our climate goals, increasing employment opportunities for those that have struggled with steady employment, and improving air quality in our cities. For these reasons, we support the goals of HB710, as critical in building an equitable and healthy Maryland for all. Thank you for your consideration of this important legislation.

We respectfully urge a favorable committee report.

Richard Deutschmann
Columbia, MD 21045

Anne Arundel County _FAV_HB 710 (1).pdf

Uploaded by: Steuart Pittman

Position: FAV



February 17, 2022

House Bill 710

Equitable and Inclusive Transit-Oriented Development Enhancement Act

House Environment and Transportation Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** House Bill 710 – 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 House Bill 710.

Steuart Pittman
County Executive

HB0710- Equitable and Inclusive Transit-Oriented D

Uploaded by: Susan Barnett

Position: FAV

Environment and Transportation Committee

Testimony on: HB0710 Equitable and Inclusive Transit-Oriented Development Enhancement Act

Submitting: Susan Barnett

Position: Favorable

Hearing Date: 2.17.2022, 1:00 PM

To the Honorable Chair Barve and all members of the House Environment and Transportation Committee:

I am writing in favor of HB0710 because I support Transit-Oriented development when such projects are strongly affordable, equitable and accessible to Maryland residents while improving neighborhoods.

Thank you for your favorable response to this bill.

Sincerely,

Susan Barnett
12 Plateau Place, Unit H, Greenbelt, MD 20770
suzanbwild@gmail.com
301 474 7465

FAVORABLE - HB0710 - 2022 Equitable and Inclusive

Uploaded by: Susan McCutchen

Position: FAV

February 17, 2022

Written Testimony in Favor of HB0710 – Equitable and Inclusive Transit-Oriented Development Enhancement Act (Cross-file SB0516)

Chairman Barve, Vice Chair Stein, and Members of the Environment and Transportation Committee,

My name is Susan McCutchen. I am writing in support of HB0710, sponsored by Delegates Jazz Lewis, Marc Korman, and Jared Solomon. I want to thank him for bringing forth this bill. A supporter of projects such as the West Baltimore Project, MARC, Amtrak, and other transportation projects that are equitable and inclusive of Maryland residents, I strongly support this bill.

Marylanders need projects that, unlike the SCMaglev that is exclusive and not mass transit, serve residents where they live and more readily address their real and pressing transportation needs creatively and at a reasonable cost to help them improve their lives. For example, the West Baltimore Project (Baltimore-Washington Transportation Research Group) would serve Baltimore residents far better than would the far-too-expensive and impractical SCMaglev Oligarch Train.

We already have a service in place capable of achieving the state [Maglev EIS] objectives ... MARC could run additive express service on the Penn Line with existing equipment on existing tracks tomorrow, if it chose to, and the trip time between Baltimore and Washington would be under a half-hour. No new construction needed, and with a ticket price of less than \$10."

(<https://westbaltimoreproject.org/maglev>)

In a pilot run on August 30, 2021 (unfortunately with no stop at the West Baltimore Station):

"During afternoon rush hour, the train took just 23 minutes to get to its BWI Rail Station station, 30 minutes to hit the West Baltimore Station (but not stop!), and 40 minutes to pull into Baltimore Penn."

(<https://westbaltimoreproject.org/maglev>)

Again, the above serves as an example of what can be achieved with equitable and inclusive transit-oriented development. We residents understand our legislators are tasked with finding solutions to our transportation needs. We ask that you strongly consider our input about practicable solutions to those needs where we live and try to thrive.

Thank you for this opportunity to provide written testimony. I look forward to HB0710 moving out of committee and going forward.

Sincerely,

Susan R. McCutchen

Susan R. McCutchen
5404 Spring Road
Bladensburg, Maryland
Tel: 301-699-9035

CSG HB710 TOD.pdf

Uploaded by: Cheryl Cort

Position: FWA

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;

Page Two
Support with amendments: HB 710
Coalition for Smarter Growth, Feb. 16, 2022

- 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

HB 710_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 17, 2022
COMMITTEE: House Environment and Transportation
BILL NO: House Bill 710
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.

HB0710 - OPCP - TOD Enhancement Act - LOI_FINAL.pd

Uploaded by: Patricia Westervelt

Position: INFO

February 17, 2022

The Honorable Kumar P. Barve
Chairman, House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

Re: Letter of Information – House Bill 710 – Equitable and Inclusive Transit-Oriented Development Enhancement Act

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 710 but offers the following information for the Committee's consideration.

House Bill 710 proposes changes to programs and agency functions in the interest of supporting State involvement in equitable and inclusive Transit-Oriented Development (TOD). The MDOT actively support these goals and works closely with State and local partners to promote TOD as an approach to increase transit ridership and support economic development, while maximizing the efficient use of transportation infrastructure.

House Bill 710 proposes major changes to how the State engages in and prioritizes investment in TOD. Proposed changes from House Bill 710 include a stated intent to ensure that "the Department make all reasonable attempts to include TOD as part of the preferred plan for development in areas served by transit services." The MDOT is engaged in several ongoing efforts that align with this intent. The MDOT manages several State and federal programs for planning and infrastructure development and consistently seeks opportunities to leverage such programs in support of TOD. By closely coordinating with the Department of Housing and Community Development and other key agencies of the Smart Growth Subcabinet (including Planning, Commerce, and Natural Resources), the MDOT has been able to leverage broader expertise and programs to support affordable housing and other non-transportation elements. MDOT's Office of Real Estate and Economic Development manages the State TOD program and coordinates with the various local jurisdictions and key agencies on the potential for State TOD designations. Additionally, the MDOT has partnered with many other State agencies to develop an interactive website, the State TOD Hub, that is a springboard for local jurisdictions, planners, elected officials, non-profit organizations, educational institutions, real estate professionals, and the general public. The website provides access to the "Transit Station Area Profile Tool" which provides interactive access to the most recent demographic, socio-economic, and ridership data for all of Maryland's fixed rail stations.

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House Bill 710 would require the MDOT to create and manage a new TOD Capital Grant and Revolving Loan Fund to promote TODs throughout the State. The bill requires an appropriation in the State budget in an amount sufficient to ensure a fund balance of \$10M at the start of each year, and the upfront capitalization of the Fund is \$10M. It is unclear in the current bill if that funding is expected to come from the Transportation Trust Fund or another source of funding.

The amount and pace at which these funds would have to be replenished is difficult to estimate and would vary depending on the interest and utilization of the Fund, whether these are provided as grants or loans, the payback period and rate for loans, the size of grants/loans provided, and the availability of funding from other sources. These uncertainties will pose challenges for the MDOT, not only in terms of projecting potential fiscal impacts, but also in managing cash flows and strategic investment to support the objectives of the program.

The TOD Capital Grant and Revolving Loan Fund described in House Bill 710 would also require the MDOT to exercise responsibility for areas of expertise that are not currently in our purview. Whereas the MDOT's current collaborative approach for investing in TODs benefits from expertise in affordable housing and small business lending of our partner State agencies, the bill charges the MDOT directly with responsibility for developing scoring and assessment protocols in these areas. To safeguard the State's financial interests, while meeting demands associated with the broad range of financial assistance described, the MDOT would need to evaluate how it would provide ongoing management of such projects. It is estimated that four additional positions would be needed to address such specific needs, and to provide for the extensive financial accounting required of the Fund. The establishment of the program and management may potentially require additional positions and consultant support.

The MDOT looks forward to continued collaboration to ensure that our efforts to provide safe transportation infrastructure are also leveraged to support broader goals of economic development and equity in the State, and respectfully requests that the Committee consider this information when deliberating House Bill 710.

Respectfully submitted,

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
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