

**HB12\_PGCEX\_FAV.pdf**

Uploaded by: Angela Alsobrooks

Position: FAV



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

**BILL:** House Bill 12 - Equitable and Inclusive Transit-Oriented Development Enhancement Act

**SPONSOR:** Delegate J. Lewis

**HEARING DATE:** February 2, 2023

**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 12 - 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 recently unveiled its economic development platform, and we are 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 12** adds more tools that will accelerate the opportunities for growth before us.

**HB12\_MDSierraClub\_fav - 2Feb2023.pdf**

Uploaded by: Brian Ditzler

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee:** Environment and Transportation

**Testimony on:** HB12 – “Equitable and Inclusive Transit-Oriented Development Enhancement Act”

**Position:** Support

**Hearing Date:** February 2, 2023

The Maryland Chapter of the Sierra Club supports HB12 that would establish the Transit-Oriented Development Capital Grant and Revolving Loan Fund as a special, non-lapsing fund whose purpose is to promote the equitable and inclusive development of transit-oriented development (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 Maryland Department of the Environment (MDOT) would be authorized to use the fund to provide financial assistance to counties and municipalities for TOD that meets equity goals established by MDOT. The equity goals would specify projects 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 in TODs.

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 vs. cars, increase revenue for transit, dramatically lessen the need to own a car, decrease sprawl, promote more walking and biking, and make effective use of land by creating more housing, employment opportunities and sustainable economic development near transit.

In summary, providing small, competitive grants and loans to support TOD planning and construction in an equitable manner would accelerate development 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](mailto:Brian.Ditzler@MDSierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto: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.

# **HB0012 TOD Enhancement Act.pdf**

Uploaded by: Cecilia Plante

Position: FAV



## **TESTIMONY FOR HB0012**

### **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 HB0012 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 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.

# **HB12--Oral Testimony.pdf**

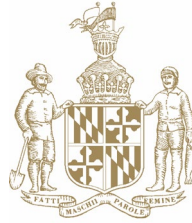
Uploaded by: Delegate Jazz Lewis

Position: FAV

**Jazz Lewis**  
*Legislative District 24*  
Prince George's County

Majority Whip

Appropriations Committee



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**THE MARYLAND HOUSE OF DELEGATES**  
Annapolis, Maryland 21401

**Oral Testimony of Delegate Jazz Lewis**  
**HB12–Equitable and Inclusive Transit-Oriented Development Enhancement Act**  
**Before the Environment and Transportation Committee**

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

Today I am here to present testimony in strong support of House Bill 12, the Equitable and Inclusive Transit-Oriented Development (TOD) Enhancement Act. This bill will advance growth and development in areas around our state's transit hubs so that we can better leverage our mass transit assets. This Transit-oriented development will ensure that we better connect Marylanders to more communities and opportunities.

HB12 will help the state to best utilize its resources and current transportation assets. By supporting transit-oriented development, we can ensure that having a car is not the only way to commute in Maryland and that our mass-transit hubs are integrated into the communities in which they are placed and not just isolated stations that are difficult to access.

In 2008, Maryland created the Transit Oriented Development designation process. However, since then we have failed to provide the meaningful incentives required to fully fund and realize TOD across Maryland. Without further action, Maryland will miss opportunities and fall far short of its transit goals and many Marylanders will be left behind as a result.

To help build a more connected Maryland, HB12 creates a TOD Capital Grant and Revolving Loan, which will be administered by the Department of Transportation yearly, to promote the equitable development of TODs throughout the state. The fund will 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 money will allow jurisdictions to sponsor development that will boost our mass transit hubs and better connect Marylanders.

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 the Washington DC region being the highest. Though our transit numbers took a hard hit through the COVID-19 pandemic, mass transit continues to be essential to so many Marylanders and communities around the state. And we continue to see 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 mass-transit infrastructure makes sense

economically, and environmentally, leveraging the state's dollars to their fullest potential and ensuring that Marylanders have the means to get where they need to go.

This bill is a reintroduction from last year, where it passed out of the Senate unanimously. We continue to work with advocates, our Senate sponsor, and DLS on amendments to this bill to ensure this bill is truly equitable and statewide in scope, we will provide these amendments once we have them back from the amendment office.

Transit-oriented development is our state's best chance to offer more commuting options and achieve our goals to address the climate crisis. By focusing development where it already exists and close to mass-transit options our state can be more environmentally healthy, and better connected.

**For these reasons, I urge a favorable report.**

**HB0012-ET\_MACo\_SUP.pdf**

Uploaded by: Dominic Butchko

Position: FAV



## House Bill 12

### *Equitable and Inclusive Transit-Oriented Development Enhancement Act*

MACo Position: **SUPPORT**

To: Environment and Transportation  
and Ways and Means Committees

Date: February 2, 2023

From: Dominic Butchko

The Maryland Association of Counties (MACo) **SUPPORTS** HB 12. This bill would provide additional resources for local jurisdictions looking to expand transit-oriented development.

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 Transit-Oriented Development Capital Grant and Revolving Loan Fund helps incentivize county governments to foster and maintain communities that can accommodate more density and have lesser reliance on car ownership. The provisions enabling county partnerships with the nonprofit sector serve as a force multiplier – allowing for additional effectiveness of public investment. Overall, this program incentivizes counties to encourage growth while preserving local autonomy to shape communities.

HB 12 would incentivize public and 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 12.

# **HB12\_TODPlans\_KennedyKriegerSupport.pdf**

Uploaded by: Emily Arneson

Position: FAV





**DATE:** February 2, 2023

**COMMITTEE:** Environment and Transportation

**BILL NO:** House Bill 12

**BILL TITLE:** Equity in Transportation Sector - Guidelines and Analyses

**POSITION:** Support

## **Kennedy Krieger Institute supports House Bill 12 - Equitable and Inclusive Transit-Oriented Development Enhancement Act**

### **Bill Summary:**

House bill 12 establishes the Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund. The bill requires the Secretary of Transportation to annually submit a report to the General Assembly on efforts to increase TOD throughout the State.

### **Background:**

Kennedy Krieger's Neurodiversity at Work program takes a multi-faceted approach to hiring and retaining individuals of all abilities as part of the workforce. Neurodiversity at Work is a collective impact initiative designed to create and support gainful employment for individuals with disabilities, providing economic benefit for businesses and the larger community. The Neurodiversity at Work program fosters integrated workplace settings where all individuals can experience success and independence. Currently the program includes several specialty initiatives Project SEARCH, CORE Foundations a Developmental Disabilities Administration Licensed Agency, HR pathways hiring program, training and education services, legislative efforts, research, transition consultation services, and planning for a national conference and on-going events.

Kennedy Krieger Institute is an inclusive employer that believes that individuals with disabilities have the skills, talents, and drive to contribute significantly to the workforce and to the broader community. A neurodiverse workforce benefits all.

### **Rationale:**

Prioritizing "transit-oriented development" will guarantee increased access to reliable and equitable transportation. This can have a profound impact on an individual with disabilities' ability to access their community and workplace. Transportation continues to be a barrier for individuals with disabilities when accessing their community and workplace due to inaccessible public transportation, limited cross-county transportation, financial implications of public transportation, and reliability of scheduled para-transit services. Developing transit proposals with intention would provide an opportunity to identify extant barriers and to develop innovative solutions to overcome those barriers, bringing economic benefit to Maryland and Maryland employers.

People with disabilities want the opportunity to join the workforce; accessing employment begins with accessible and reliable transportation. Transportation should not affect an employers' ability to build and maintain an inclusive workforce.

## **Kennedy Krieger Institute requests a favorable report on House Bill 12.**

# **HB12Support.pdf**

Uploaded by: Eric McWilliams

Position: FAV



January 24<sup>th</sup>, 2023

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

**SB151/HB12- Equitable and Inclusive Transit-Oriented Development Enhancement Act-Support**

Chairman Guzzone and Members of the Budget and Taxation Committee,

I am writing to you today in the capacity of ICSC Maryland Government Relations Chair to urge a favorable report of Senate Bill 151, the Equitable and Inclusive Transit-Oriented Development Enhancement Act. ICSC is the marketplaces industry association supporting more than 45,000 members. In Maryland, we support almost 1,000 members, 500,000 jobs and provide nearly \$7.1 Billion in state sales and use tax revenue.

This bill would establish much needed funding for transit-oriented developments (TODs) around transit stations and gives authority to MDOT to award grants for development projects around transit facilities. With the ongoing State investment into multi-modal transit options, it is important to create strong and inclusive developments around new and existing transit facilities. Additional development around transit facilities will create a positive environment for businesses and more equitable opportunity for Marylanders for travel and employment. Incentivizing such projects with dedicated funding and a robust grants program is critical.

We respectfully urge the Committee to give this bill a favorable report. Thank you for your consideration, and if you have any questions regarding our stance or would like to discuss more please reach out to Sushant Sidh at [Sushant.Sidh@capitol-strategies.com](mailto:Sushant.Sidh@capitol-strategies.com).

Eric McWilliams, R.L.A  
Chair, ICSC Maryland Government Relations Chair

# HB 12\_CBF\_FAV.pdf

Uploaded by: Erik Fisher

Position: FAV



# CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration  
Environmental Education*

## House Bill 12

### Equitable and Inclusive Transit-Oriented Development Enhancement Act

Date: February 2, 2023

Position: Support

To: Environment & Transportation Committee

From: Erik Fisher, AICP, MD Land Use Planner

Chesapeake Bay Foundation (CBF) urges a **FAVORABLE** report from the House Environment & Transportation Committee on HB 12. If adopted, this bill would prioritize Transit-Oriented Development as the preferred land use in and around transit stations with a dedicated fund to advance supportive capital improvements.

**Transit-Oriented Development supports healthy communities and can help clean up local waterways.** Emissions from passenger vehicles are a significant source of air and water pollution. Nitrous oxides from tailpipes can aggravate respiratory conditions such as asthma. These oxides also precipitate into streams, creeks, and the Chesapeake Bay, adding excess nitrogen that drives algae blooms, cloudy water, and low oxygen conditions that harm aquatic life. Transit options can be far less impactful on a passenger-mile basis, providing communities with more transportation options, cleaner air, and clearer water.

The carefully designed density, mix of land uses, and connections between transportation modes inherent to TOD are essential to building an inclusive, equitable, and environmentally supportive transportation system. The supportive land use and development patterns of TOD maximize ridership and the environmental benefits of transit. Redevelopment can also improve stormwater management in the area and reduce development pressure on outlying farms and forest land.

**HB 12 would integrate needed capital funding with existing state and local priorities to advance Transit-Oriented Development.** TOD often requires up-front capital investment to unlock its powerful economic and environmental returns. Development sites adjacent to transit can require updated infrastructure, clearing or remediation of past uses, and public-private partnership to ensure that affordable housing and other inclusive practices can be part of the project. The fund established by HB 12 would help fill this gap, leveraging existing programs like Community Development Block Grants and the Complete Streets program. It would also encourage compatible land use regulation at the local level. Scoring and reporting requirements in the bill would provide assurance that funds are distributed in an equitable manner within communities and across the state. Nested within existing state programs and policies that are already calibrated with environmental goals, the investments directed by HB 12 are positioned to return an economic, social, and environmental triple bottom line.

**CBF urges the Committee's FAVORABLE report on HB 12.**

For more information, please contact Matt Stegman, Maryland Staff Attorney at [mstegman@cbf.org](mailto:mstegman@cbf.org).

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 300,000 members and e-subscribers, including over 109,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

# **HB0012 - Equitable and Inclusive TOD Enhancement A**

Uploaded by: John Hillegass

Position: FAV

# BALTIMORE'S TRANSIT FUTURE

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January 31, 2023

The Honorable Kumar Barve  
Chair, House Environment and Transportation Committee

***Re: Support for House Bill 0012  
Equitable and Inclusive Transit-Oriented Development Enhancement Act***

Dear Chair Barve and Committee Members,

On behalf of the signatories listed below, we are writing to express our support for House Bill 0012, which would enhance Maryland's existing Transit-Oriented Development (TOD) designation to help catalyze and create more equitable and inclusive communities along the state's existing transit and rail infrastructure.

The State of Maryland has long recognized TOD as a preferred approach to development because of its many significant benefits, including increased transit ridership, reduced congestion, increased safety and convenience, adjacent economic development opportunities, environmental conservation, and better access to jobs, housing, and services. However, the state government has not adequately encouraged or facilitated equitable and smart development around its transit stations. Public incentives, and often direct support, are typically needed for such projects due to the complexities of TOD, including higher land costs, environmental conditions, and especially the need for critical supporting infrastructure, such as sidewalks and vehicle parking.

Despite a [long history of TOD as a central element of Maryland's smart growth strategy](#), too many station areas lack the adjacent economic development -- commercial and residential -- that would boost the return on our transit investments while also improving access to jobs and opportunities for Marylanders. Without public encouragement, incentives, and support, it remains easier for developers to build on "greenfield" sites that promote sprawl and contradict Maryland's smart growth and development law and policy.

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 sufficient tangible benefits or incentives to encourage more TOD around the state's transit investments. This bill strengthens the benefits of TOD designation by creating a state-run competitive grant and loan program for projects within TOD designated sites to support TOD planning and construction,

The undersigned signatories and organizations hope HB 0012 receives a favorable report because the bill will help accelerate the development of TOD and bring its benefits to more Maryland residents and communities.

# BALTIMORE'S TRANSIT FUTURE

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Sincerely,

Associated Catholic Charities	JBG Smith
Ballard Spahr	Johns Hopkins University and Medicine
Baltimore City Chamber of Commerce	MedStar Health
Baltimore MARC Riders	PNC Bank
Baltimore Collegetown Network	Southway Builders
The BWI Business Partnership	Towson University
CareFirst BlueCross BlueShield	Transit Choices
Central Maryland Transportation Alliance	University of Baltimore
Gensler D.C.	University of Maryland, Baltimore
Greater Baltimore Committee	University of Maryland Medical System
Greater Washington Partnership	VHB
Howard County Chamber of Commerce	

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## About the Baltimore's Transit Future Campaign

The [Greater Baltimore Committee](#) and [Greater Washington Partnership](#) launched the Baltimore's Transit Future campaign to call attention to the urgent business imperative and need for the Greater Baltimore region to create a world-class public transit system that helps create shared economic prosperity and catalyzes inclusive growth. Since June 2022, more than 65 business, civic, and non-profit organizations, including many of the largest employers in the State, have joined the campaign encouraging regional focus on six priorities:

1. Address the transit system's repair backlog and operator shortage.
2. Establish frequent, reliable transit service to regional job centers.
3. Support regional coordination, decision making, and funding.
4. Implement a 10-year rapid transit expansion program.
5. Prioritize regional rail investment.
6. Catalyze equitable development at transit and rail stations.

The time for action is now. The residents and businesses of Maryland's largest city and surrounding suburbs deserve a world-class transit system. These six strategic priorities will set the course for a more equitable transportation system, making the Baltimore region a more attractive place to live, work, play, and build a business.



# **HB12 - 2.2.23 - Equitable and Inclusive Transit-Or**

Uploaded by: Kam Bridges

Position: FAV



**TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE**

**HOUSE BILL 12 – EQUITABLE AND INCLUSIVE TRANSIT-ORIENTED  
DEVELOPMENT ENHANCEMENT ACT**

**Sponsor – Delegate Jazz Lewis**

**February 2, 2023**

**Mark A. Thomas**

**PRESIDENT & CEO**

**GREATER BALTIMORE COMMITTEE**

**Position: Support**

House Bill 12 would enhance Maryland’s existing Transit-Oriented Development (TOD) designation to help catalyze the development of more equitable and inclusive communities along the state’s existing transit and rail infrastructure.

The Greater Baltimore Committee (GBC) has long supported responsible transit-oriented development. Most recently, we have partnered with the Greater Washington Partnership on the [Baltimore’s Transit Future](#) campaign, aimed at advancing a world-class public transit system that creates shared economic prosperity and catalyzes inclusive growth in Greater Baltimore. The campaign is supported by more than 65 businesses, anchor institutions, non-profits and labor organizations ready to partner with the public sector to deliver big wins for the transit system.

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, bringing more of TOD’s benefits to Maryland residents and communities.

House Bill 12 creates a non-lapsing Transit-Oriented Development Capital Grant and Revolving Loan Fund to promote the equitable and inclusive development of transit-oriented developments at state-designated transit-oriented development sites throughout the state. 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.

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.

This bill consistent with the six priorities of the Baltimore’s Transit Future campaign, GBC’s [2023 Legislative Priorities](#), and 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.

**For these reasons, the Greater Baltimore Committee urges a favorable report on House Bill 12.**

*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, Cecil, Harford, and Howard counties as well as Baltimore City. The GBC is a 68-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](http://www.gbc.org)

**HB012-Transit Oriented Dev-E&T-CJW-fav.pdf**

Uploaded by: Laurie McGilvray

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB012 – Equitable and Inclusive Transit–Oriented Development Enhancement Act**

**Organization: Climate Justice Wing of the Maryland Legislative Coalition**

**Submitting: Laurie McGilvray, Co-Chair**

**Position: Favorable**

**Hearing Date: February 2, 2023**

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of HB012. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB012.

HB012 establishes a Transit–Oriented Development Capital Grant and Revolving Loan Fund (Fund) to provide financial assistance to local jurisdictions to be used for: 1) design plans for a transit–oriented development, provided the development meets equity goals; 2) public infrastructure improvements within a transit–oriented development; or 3) gap funding for public or private development within a transit–oriented development.

Transit-oriented development is a key policy in reducing the State’s greenhouse gases because it reduces the need for people to drive to get to work and other activities. As a coalition that cares about both climate and equity, we strongly support the intent of this bill which addresses the equity aspects of transit-oriented development. The bill accomplishes this goal in three ways. First, it directs the Secretary of the Department of Transportation (DOT) to collect and report data on the State’s efforts to increase transit-oriented development, and in particular: 1) the demographic and socioeconomic indicators present in the transit–oriented development and the surrounding areas; 2) development activity occurring in the transit–oriented development during the report period; and 3) transit station utilization rates for the transit–oriented development. Second, it directs the DOT to consider these results in updating scoring standards for applications for financial assistance from the Fund. Third, it allows DOT to establish different funding and eligibility scoring standards, including preferences for projects that will: 1) enhance access to transit for low–income and minority residents of the jurisdiction; 2) enhance access to transit in areas with affordable housing and a diversity of job and educational opportunities; or 3) encourage development around underdeveloped and underutilized transit stations in transit–oriented developments.

For these reasons, we support HB012 and recommend a **FAVORABLE** report in Committee.

**HB 12 - MoCo\_Elrich\_FAV (GA 23).pdf**

Uploaded by: Marc Elrich

Position: FAV



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
*County Executive*

February 2, 2023

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

FROM: Marc Elrich  
County Executive

RE: House Bill 12 – *Equitable and Inclusive Transit-Oriented Development Enhancement Act*  
Support

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I am writing in strong support of House Bill 12, *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 sponsor seeks to accomplish this 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, one is located in Montgomery County, at North Bethesda. However, the designations of three more sites are pending -- Twinbrook, Shady Grove, and Wheaton. All have great potential, and the County is doing everything it can to ensure that these developments thrive. But every one of these sites would benefit from additional State support – which House Bill 12 could 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 12.

# **HB12 - Johns Hopkins - Support.pdf**

Uploaded by: Michael Huber

Position: FAV

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

**FROM:** Michael Huber  
Director, State Affairs

**DATE:** February 2, 2023

**RE:** HB12 EQUITABLE AND INCLUSIVE TRANSIT – ORIENTED DEVELOPMENT  
(TOD) ENHANCEMENT ACT

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Johns Hopkins University and Medicine urges a favorable report on **House Bill 12 – Equitable and Inclusive Transit-Oriented Development (TOD) Enhancement Act**. This bill would establish a capital grant and revolving loan fund to promote the equitable and inclusive development around State-designated TOD sites helping to bring more of TOD benefits to communities around Maryland.

The State of Maryland has long recognized TOD as a preferred approach to development because of its many significant benefits, including increased transit ridership, reduced congestion on roads, increased safety and convenience, adjacent economic development opportunities, environmental conservation, and better access to jobs, housing, and services. However, the state government has not adequately encouraged or facilitated equitable and smart development around its transit stations. Public incentives, and often direct support, are typically needed for such projects due to the complexities of TOD, including higher land costs, environmental conditions, and especially the need for critical supporting infrastructure, such as sidewalks and parking.

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. Supporting more development around transit stations will also enhance the lives of our employees, students, patients, and visitors, especially those that rely on the transit system to get to work or school, to access healthcare, or to meet their needs. This bill will help enhance Maryland's ability to invest in its transportation system over the long-term by expanding development opportunities, and tax revenues, around transit.

Johns Hopkins is a member of both the Greater Baltimore Committee and the Greater Washington Partnership, who are leading a campaign to advance [Baltimore's Transit Future](#). Equitable development at transit and rail stations is one of the six priority pillars of the campaign and is addressed and supported by **HB 12**. Johns Hopkins is a supporter and signatory of the Baltimore's Transit Future campaign's efforts to advance a world-class public transit system for the Baltimore region that creates shared economic prosperity and catalyzes inclusive growth.



**Government and Community Affairs**

Johns Hopkins urges the Budget and Taxation Committee to take action to advance Baltimore and the State of Maryland's transit future by issuing a **favorable report on HB 12**.

# **HB0012\_FAV\_City of Rockville\_Equitable & Inclusive**

Uploaded by: Pam Kasemeyer

Position: FAV



## **Testimony of the Mayor and Council of Rockville House Bill 12 - Equitable and Inclusive Transit-Oriented Development Enhancement Act Support**

The Rockville Mayor and Council thank Chair Barve, members of the House Environment and Transportation Committee, Chair Atterbeary, and members of the House Ways and Means Committee for the opportunity to comment on HB 12. We are thankful to Delegate Lewis for sponsoring this important legislation.

The Mayor and Council support HB 12. As proposed, the Equitable and Inclusive Transit-Oriented Development Enhancement Act would create a Transit-Oriented Development Capital Grant and Revolving Loan Fund to provide financial assistance to qualified transit-oriented development (TOD) sites throughout the state.

As an urban community that is home to two Washington Metropolitan Area Transit Authority (WMATA) commuter rail stations at Rockville and Twinbrook, one Maryland Area Regional Commuter (MARC) train station and several stops of the planned Bus Rapid Transit (BRT) lines in Montgomery County, Rockville has been actively supporting transit-oriented development for decades. Over time, land surrounding our Rockville and Twinbrook WMATA stations has evolved to become more urban in form, and future improvements are planned both to those stations, as well as the ½ mile walkshed surrounding them.

Rockville is working closely with WMATA and Montgomery County to conduct a study of the Rockville Metro station. This study will identify ways to incorporate the planned BRT lines into the Rockville station and better connect the station to Rockville's Town Center and surrounding neighborhoods. The result of this study will likely yield several infrastructure improvements that are necessary to increase safety and ridership of the station. Additionally, Rockville is seeing significant private investment in the land surrounding the Twinbrook Metro station with the Twinbrook Quarter and Twinbrook Commons developments. Together, these two developments will bring thousands of units of housing to our city, along with hundreds of thousands of square feet of new retail and office space.

The fund proposed in House Bill 12 will help communities like Rockville pay for the essential infrastructure improvements needed to maintain an aging transit system and to continue to spur private sector development along the spines of mass transit. Rockville endorses the \$10 million annual State investment in this grant program, which will provide new opportunities for local governments, transit, and development partners to transform and revitalize our communities. We view development in these areas as critical to our community's economy, as well as necessary to manage our city's expansion through Smart Growth principles.

HB 12 supports Rockville's planning, infrastructure, and economic development priorities. For these reasons, we urge the House Environment and Transportation and the House Ways and Means Committees to provide the legislation with a favorable report.

# **HB12\_IndivisibleHoCoMD\_FAV\_RichardDeutschmann.pdf**

Uploaded by: Richard Deutschmann

Position: FAV



## **HB12 – Equitable and Inclusive Transit–Oriented Development Enhancement Act**

**Testimony before**

**House Environment & Transportation Committee**

**February 2, 2023**

**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 HB12**, to encourage and incentivize more equitable Transit Oriented Development within the state. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Del. Lewis for sponsoring this important legislation.

This bill creates a Capital Grant and Revolving Loan Fund, the purpose of which is to promote equitable and inclusive Transit-Oriented Development in Maryland. The fund will provide financial assistance to local jurisdictions for design planning, infrastructure improvements within a Transit-Oriented Development, or gap funding to make up the difference in available funding for a suitable development. All of this is predicated on meeting certain critical goals around access to affordable housing within the development, for Low/Moderate Income (LMI) and minority residents. The bill attempts to bridge the gap to address the serious lack of housing options for LMI residents, especially in areas that are close to available transit options that are crucial for residents to access employment, medical care, and nearby amenities.

Thank you for your consideration of this important legislation.

**We respectfully urge a favorable committee report.**

Richard Deutschmann  
Columbia, MD 21045

**HB 0012 AIAMD Ltr of Support.pdf**

Uploaded by: Sandi Worthman

Position: FAV



31 January 2023

Delegate Kumar P. Barve  
Chair of the Environment and Transportation Committee  
Room 251  
House Office Building  
Annapolis, Maryland 21401

Re: Letter of Support for HB 0012  
Equitable and Inclusive Transit-Oriented Development Enhancement Act

Dear Chairman Barve and members of the Environment and Transportation Committees:

On behalf of AIA Maryland and the nearly 2,000 Architects we represent, we ask for your support of this bill that provides financial assistance to local jurisdictions within a transit-oriented development. AIA Maryland agrees and supports development that incentivizes smart and equitable growth for all communities as defined under HB 0012.

AIA Maryland recognizes the importance of State supported efforts that assists communities that wish to strategically pursue Transit-Oriented Development (TOD's) through grants and loans that HB 0012's legislation offers. This legislation offers the one key element that could spur the multi-modal development market type!

Many communities wish to reduce roadway congestion, improve air quality, and offer better economic equity to residents. To obtain these goals, communities must lean into this type of development assistance to provide the positive encouragement that a grant could offer. Such a grant would assist communities in the land use planning process to make strategic investments in properties surrounding transit stations. For example, shopping malls that have now fallen into market disfavor may offer valuable space for buses within their existing available parking area. In addition, such areas could serve as transit hubs linking to rail centers and offering multi-modal, easy connections for patrons.

However, planning and implementation for these projects and developments are expensive. The feasibility studies to strategically "set the table" for this type of development could be added to the land use process by local communities and reduce the risk typically associated with TOD's. HB 0012 could make a significant difference by offering financial encouragement to communities to think beyond typical land uses, toward TOD's and the many benefits realized by combining both good transportation and good land polices!

Architects care deeply about the quality of Maryland's growth, and the positive, yet reasonable integration of equitable transit and the built environment in which we work, play and live. AIA Maryland also cares deeply about the health, safety, and welfare of Maryland residents. We therefore respectfully ask your committee to vote in favor of HB 0012.

Sincerely

A handwritten signature in blue ink that reads "Daniel L. Bailey".

Daniel L. Bailey, AIA  
Director and Past President, AIA Maryland

# **SB 151 HB 12 - Equitable and Inclusive TOD Enhance**

Uploaded by: Sarah Peters

Position: FAV





**Bill:** SB 151/HB 12- Equitable and Inclusive Transit-Oriented Development Enhancement Act

**Position:** Support

Dear Chair, Vice-Chair, and Members of the Committee:

The City of Gaithersburg, a municipality of Montgomery County, with a population of almost 70,000 at the time of the 2020 Census is the third-largest city in the State. With an increasing population and our proximity to Washington, D.C., we continue to prioritize transit and the many benefits that transit-oriented development (TOD) can bring to our City and the region.

The Fund outlined in this bill may be used by the Maryland Department of Transportation to provide financial assistance to local jurisdictions for TOD design plans, as specified, public infrastructure improvements within a TOD, or gap funding for public or private development within a TOD. It also allows a private entity, including a nonprofit entity, participating in the development of a TOD may partner with a local jurisdiction to apply for specified financial assistance.

While there are no TODs currently designated within City limits, the 100-acre site of the soon-to-be former Lakeforest Mall is being looked upon as a potential TOD site given what may likely become a dense mix of commercial, residential, and open space alongside a new transit station. While this project is still in the preliminary stages of consideration and planning, we are hopeful that TOD-specific funds may be available to encourage projects like this one.

For these reasons, the City of Gaithersburg supports SB 151/HB 12.

Should you have any questions, please feel free to contact me at 301-466-5350 or our government relations consultant, Sarah Peters, at [speters@hbstrategies.us](mailto:speters@hbstrategies.us). We appreciate your support.

Respectfully submitted,

Jud Ashman  
Mayor  
City of Gaithersburg

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038  
301-258-6300 • FAX 301-948-6149 • [cityhall@gaithersburgmd.gov](mailto:cityhall@gaithersburgmd.gov) • [gaithersburgmd.gov](http://gaithersburgmd.gov)

MAYOR  
Jud Ashman

COUNCIL MEMBERS  
Neil Harris  
Lisa Henderson  
Jim McNulty  
Ryan Spiegel  
Robert Wu

CITY MANAGER  
Tanisha R. Briley

**Anne Arundel County \_FAV\_HB 12.pdf**

Uploaded by: Steuart Pittman

Position: FAV



February 2, 2023

**House Bill 12**

**Equitable and Inclusive Transit-Oriented Development Enhancement Act**

**House Environment and Transportation Committee**

**Position: FAVORABLE**

Anne Arundel County **SUPPORTS** House Bill 12 – Equitable and Inclusive Transit-Oriented Development Enhancement Act. This bill will establish the TOD Capital Grant and Revolving Loan Fund to promote the equitable and inclusive development of TODs throughout the state. The bill further requires that 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 start of the fiscal year.

Anne Arundel County's award winning General Development Plan, Plan2040, sets the policy framework to protect the natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. Plan2040 recognizes the need for mixed use and economic development around existing or planned transit stations in order to implement sustainable growth, and identifies potential for TOD at several MARC and light rail stations throughout the County. The County currently has one state-designated TOD at the Odenton MARC station near Fort Meade, and has identified potential future TOD locations, including BWI, Laurel, and Cromwell.

In partnership with the state, and with the support of our federal delegation, Anne Arundel County has made great progress over the past year towards building capacity for TOD at the Odenton MARC station by constructing a parking garage. As we near the beginning of construction, we look forward to the next step of continued partnership with the state in order to establish a public private partnership for development. Our vision is to transform the site into a desirable, walkable community centered around community-serving amenities and retail.

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. The competitive grant and revolving loan fund in this bill will provide financial incentive for TOD in order to 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 12.

Stuart Pittman  
County Executive

**HB12\_PGCMA\_FAV.pdf**

Uploaded by: Therese Hessler

Position: FAV



# Prince George's County Municipal Association

*An Association of 27 Municipalities*



## HOUSE BILL 12 – SUPPORT

### Environment & Transportation Committee

February 2, 2023

The Prince George's County Municipal Association writes to **SUPPORT House Bill 12 - Equitable and Inclusive Transit-Oriented Development Enhancement Act** which creates a Transit Oriented Development (TOD) Fund for the purpose of promoting equitable and inclusive TOD throughout the State. For each fiscal year, 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 start of the fiscal year. These additional funds to local jurisdictions and municipalities can lead to more jobs, more businesses and in-turn, robust thriving communities.

Expanding TOD funding as well as strategic development plans help to boost the economy while helping the environment. Prince George's County and its municipalities have made smart development a priority over the past few years, calling for dense, walkable, bikeable, mixed-use development around public transit. This must needed economic boost would help maintain and expand affordable housing for our current and future municipal residents.

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

House Bill 12 will benefit municipalities in Prince George's County and across the state, and we respectfully request a favorable report. Thank you.

A handwritten signature in blue ink, appearing to read "Patrick Wojahn", is written over a horizontal line.

Patrick Wojahn

PGCMA President

240-988-7763 (C)

[President@ThePGCMA.com](mailto:President@ThePGCMA.com)

Pronouns: He/Him/His

# **HB 0012 - Equitable and Inclusive Transit-Oriented**

Uploaded by: Tricia Swanson

Position: FAV

Deborah Rivkin  
Vice President  
Government Affairs – Maryland

CareFirst BlueCross BlueShield  
1501 S. Clinton Street, Suite 700  
Baltimore, MD 21224-5744  
Tel. 410-528-7054  
Fax 410-528-7981



## HB 12 – Equitable and Inclusive Transit-Oriented Development Enhancement Act

### **Position: Favorable**

Thank you for the opportunity to provide written comments in support of House Bill 12. This bill would establish a capital grant and revolving loan fund to promote equitable and inclusive development around State-designated Transit-Oriented Development (TOD) sites which will help bring more TODs benefits to communities around Maryland.

The State of Maryland has a long history of recognizing TOD as a preferred approach to development because of its many significant benefits, including increased transit ridership, reduced congestion, increased safety and convenience, adjacent economic development opportunities, environmental conservation, and better access to jobs, housing, and services. However, public incentives, and often direct support, are typically needed for such projects due to the complexities of TOD, including higher land costs, environmental conditions, and especially the need for critical supporting infrastructure, such as sidewalks and parking. To date, the state government has not adequately facilitated equitable and smart development around its transit stations, reducing the state's economic competitiveness.

As the largest not-for-profit health plan in the Mid-Atlantic region, millions of Maryland families depend on our services. CareFirst understands that adequate investments in Maryland's transportation system are critical to the economic competitiveness and vibrancy of our state and region. CareFirst appreciates that more development around our transit stations will enhance the lives of not only of our employees, but of the patients, healthcare workers, and institutions that rely on the transit system to access work, healthcare, or attract talented staff. This bill will also enhance Maryland's ability to invest in its transportation system over the long term by expanding development opportunities, and tax revenues, around transit.

CareFirst BlueCross BlueShield is a member of both the Greater Baltimore Committee and the Greater Washington Partnership, both of which are leading a campaign to advance [Baltimore's Transit Future](#). Equitable development at transit and rail stations is one of the six priority pillars that is addressed and supported by **House Bill 12**. CareFirst is a supporter and signatory of Baltimore's Transit Future campaign's efforts to advance a world-class public transit system for the Baltimore region that creates shared economic prosperity and catalyzes inclusive growth.

**We respectfully urge a favorable report.**

### About CareFirst BlueCross BlueShield

*As the largest healthcare insurer in the Mid-Atlantic region, CareFirst provides health insurance products and administrative services to 3.6 million individuals and employers in Maryland, the District of Columbia and Northern Virginia. We participate in the individual, small group and large employer markets, as well as in Medicare and Medicaid. CareFirst is Maryland's only nonprofit health service plan and consistent with our not-for-profit mission, we are committed to improving the overall health of the communities we serve, and increasing the accessibility, affordability, safety, and quality of healthcare throughout our service area.*

*To learn more about CareFirst BlueCross BlueShield, visit our website at [www.carefirst.com](http://www.carefirst.com) and our transforming healthcare page at [www.carefirst.com/transformation](http://www.carefirst.com/transformation), or follow us on [Facebook](#), [Twitter](#), [LinkedIn](#) or [Instagram](#).*

# **HB 12\_Prince George's County Council\_FAV.pdf**

Uploaded by: Jimmy Tarlau

Position: FWA





# THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3700  
County Council

## POSITION STATEMENT

### **HB 12**

Delegate Jazz Lewis

### **Equitable and Inclusive Transit Oriented Development Enhancement Act**

### POSITION:

### SUPPORT WITH AMENDMENT

HB 12-Establishes the Transit-Oriented Development (“TOD”) Capital Grant and Revolving Loan Fund to promote the equitable and inclusive development of transit-oriented developments; requiring interest earnings of the Fund to be credited to the Fund; authorizing the Department of Transportation to use the Fund to provide financial assistance to local jurisdictions to be used for certain purposes within a transit-oriented development; requiring the Governor to include in the annual budget bill an appropriation sufficient to ensure a fund balance of \$10,000,000 at the fiscal and by November 30, 2024, and each year after, a report shall be submitted to the Maryland General Assembly on efforts to increase TOD. This bill would take effect July 1, 2023.

The Prince George’s County Council supports with an amendment the Equitable and Inclusive Transit - Oriented Enhancement Act. The County Council supports HB 12 with the amendment to change “may” to “shall” on page 6 line 16 as to be consistent with “shall” throughout the bill. There are many benefits to encouraging TOD as the preferred type of development around transit stations. TOD’s bring quality economic development, reduce congestion, convenience, job accessibility, and housing.

In the past, the County has experienced quality economic development such as the New Carrollton Metro Station expansion through the joint investments made between WMATA, our County, and the Development Partner, Urban Atlantic. The County is making a major investment of \$400 million in developing the areas around the Blue Line Corridor, a five-mile area stretching from the Washington, DC line to Largo. The aim of the development is to make the area a major hub for businesses, education, and the arts. The County looks forward to expanding the ability to incentivize investment along the stations on the other transportation lines including the Purple and Green Lines. We need to work across multiple agencies in our government and with private partnerships. We believe that this is needed to spur development and increase investment opportunities that will significantly help its ability to create jobs and amenities for our residents. Prince George’s County is determined to continue capitalizing on this type of growth to demonstrate that quality and sustainable opportunities are happening in our County and that we are well-positioned to be one of the region’s best places to invest, live and work.

For the foregoing reasons, the Prince George’s County Council SUPPORTS HB 12 with an amendment and respectfully requests the Committee’s favorable consideration of its position.

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Prepared by: Ramirez Group, LLC  
On behalf of Prince George’s County Council

# **HB\_12\_FWA\_PrinceGeorge's\_County\_Council**

Uploaded by: Thomas Dernoga

Position: FWA

HB12

9

January 18, 2023

## MEMORANDUM

TO: The Hon. Michael A. Jackson, Chair,  
Prince George's County Senate Delegation

The Hon. Nick Charles, Chair  
Prince George's County House Delegation

CC: Hon. Angela D. Alsobrooks, County Executive  
Members, Prince George's Senate Delegation  
Members, Prince George's House Delegation  
Hon. Vanessa E. Atterbeary, Chair – House Ways & Means Committee  
Hon. Luke Clippinger, Chair House Judiciary Committee  
Hon. Kumar P. Barve, Chair, House Environment and Transportation Committee  
Council Members, Prince George's County Council  
Jennifer Jenkins, Council Administrator  
William M. Hunt, Deputy Council Administrator  
Colette R. Gresham, Associate Council Administrator  
Marverly Nettles-Simpson, Committee Director, General Assembly Committee

FROM: Donna J. Brown, Clerk of the Council on behalf of  
The Honorable Thomas E. Dernoga, Council Chair

RE: Prince George's County Council's Position on General Assembly Legislation

Enclosed for your information is a copy of the following letter as approved by the County Council of Prince George's County, Maryland.

**Proposed letter to the Honorable Michael A. Jackson, Chair, Prince George's County Senate Delegation and the Honorable Nick Charles, Chair, Prince George's County House Delegation, transmitting the position of the Prince George's County Council on proposed State legislation (recommended at the 01/17/2023 General Assembly Committee meeting).**

If you have any questions, please contact my office at 301-952-3600 or [ClerkoftheCouncil@co.pg.md.us](mailto:ClerkoftheCouncil@co.pg.md.us).

Attachments



**Thomas E. Dernoga**

Chair  
District 1

January 17, 2023

The Hon. Michael A. Jackson, Chair  
Prince George's County Senate Delegation  
3 West Miller Senate Office Building  
11 Bladen Street  
Annapolis, Maryland 21401-1991

The Hon. Nick Charles, Chair  
Prince George's County House Delegation  
Lowe House Office Building, Room 207  
Annapolis, Maryland 21401-1991

**Re: Prince George's County Council's Position on General Assembly Legislation**

Dear Senator Jackson & Delegate Charles:

It is my pleasure, on behalf of the Prince George's County Council, to transmit our position on pending proposed State legislation for the 2023 General Assembly Session. The Council met on January 17, 2023. The enclosed report reflects our positions on General Assembly bills as they are currently drafted.

The Council appreciates the opportunity to work together with you and your colleagues to address issues important to our citizens and the operation of Prince George's County. Should you have any questions or need additional information please do not hesitate to contact me. For your convenience my office phone number is (301) 952-3887.

Thanks again, for your favorable consideration of the Council's positions.

Sincerely,

*Thomas E. Dernoga*

Thomas E. Dernoga  
Council Chair

Enclosures

cc: Hon. Angela D. Alsobrooks, Prince George's County Executive  
Prince George's County Senate Delegation  
Prince George's County House Delegation  
Hon. Vanessa E. Atterbeary, Chair – House Ways & Means Committee  
Hon. Luke Clippinger, Chair – House Judiciary Committee  
Hon. Kumar P. Barve, Chair – House Environment & Transportation Committee



**Thomas E. Dernoga**  
Chair  
District 1

"Effective. Responsive. Committed."

### GENERAL ASSEMBLY COMMITTEE REPORT

The Prince George's County Council met on January 17, 2023 with the following Members present:

Council Member, Thomas E. Dernoga, Chair  
Council Member, Wala Blegay, Vice Chair  
Council Member, Edward Burroughs, III  
Council Member, Wanika B. Fisher  
Council Member, Mel Franklin  
Council Member, Calvin S. Hawkins, II  
Council Member, Sydney J. Harrison  
Council Member, Jolene Ivey  
Council Member, Eric C. Olson  
Council Member, Krystal Oriadha  
Council Member, Ingrid S. Watson

The Council voted for the following positions on the respective bills:

- |              |   |
|--------------|---|
| <b>HB 12</b> | Equitable and Inclusive Transit–Oriented Development Enhancement Act –<br><b>SUPPORT WITH AMENDMENT</b>   |
| <b>SB 26</b> | Maryland Medical Assistance Program, Maryland Children’s Health Program, and<br>Social Services Programs – Eligibility and Enrollment – <b>SUPPORT WITH<br/>AMENDMENT</b> |

**HB 12\_MAA\_UNF.pdf**

Uploaded by: Nicolae Copper

Position: UNF



CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
G. Marshall Klinefelter

February 2, 2023

Delegate Kumar Barve, Chair  
Environment Transportation Committee  
Room 251 House Office Building  
Annapolis, MD 21401

Delegate Vanessa E. Atterbeary, Chair  
Ways and Means Committee  
Room 131 House Office Building  
Annapolis, MD 21401

**RE: HB 12 – UNFAVORABLE – Equitable and Inclusive Transit-Oriented Development Enhancement Act**

Dear Chair Barve, Chair Atterbeary, and Members of the Committees:

The Maryland Asphalt Association (MAA) is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 12 would establish the Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund in order to promote equitable development of TODs throughout Maryland. The fund will consist of money appropriated from the State budget and other sources, such as the Transportation Trust Fund (TTF). The bill dictates that the TOD Capital Grant and Revolving Loan Fund must have \$10 million at the start of each fiscal year.

While we appreciate the intent of this legislation, MAA opposes House Bill 12 because of the impact it would have on the TTF and the critical road and highway maintenance and construction projects it finances. TTF revenues would decrease by \$358,200 in the first year, with future increases possible. There currently exists a gap of \$5.6 billion to meet the lifecycle needs of MDOT assets over the next ten years, covering all highway resources like drainage, roadway lighting, traffic barrier, signals, facilities, pavements/bridges, etc. Maintaining safety assets is our industry's most significant concern at this time, but the resulting increase in the system preservation funding gap would only serve to make our deteriorating roads and crumbling bridges even more dangerous. With ongoing TTF revenues already in jeopardy, we need to be thinking of ways to strengthen our transportation infrastructure, not weaken it.

We appreciate you taking the time to address this issue and we respectfully urge an unfavorable report on House Bill 12.

Sincerely,

Marshall Klinefelter  
President  
Maryland Asphalt Association

**HB 12\_MTBMA\_UNF.pdf**

Uploaded by: Nicolae Copper

Position: UNF





February 2, 2023

Delegate Kumar Barve, Chair  
Environment Transportation Committee  
Room 251 House Office Building  
Annapolis, MD 21401

Delegate Vanessa E. Atterbeary, Chair  
Ways and Means Committee  
Room 131 House Office Building  
Annapolis, MD 21401

**RE: HB 12 – UNFAVORABLE – Equitable and Inclusive Transit-Oriented Development Enhancement Act**

Dear Chair Barve, Chair Atterbeary, and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 12 would establish the Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund in order to promote equitable development of TODs throughout Maryland. The fund will consist of money appropriated from the State budget and other sources, such as the Transportation Trust Fund (TTF). The bill dictates that the TOD Capital Grant and Revolving Loan Fund must have \$10 million at the start of each fiscal year.

While we appreciate the intent of this legislation, MTBMA opposes House Bill 12 because of the impact it would have on the TTF and the critical road and highway maintenance and construction projects it finances. TTF revenues would decrease by \$358,200 in the first year, with future increases possible. There currently exists a gap of \$5.6 billion to meet the lifecycle needs of MDOT assets over the next ten years, covering all highway resources like drainage, roadway lighting, traffic barrier, signals, facilities, pavements/bridges, etc. Maintaining safety assets is our industry’s most significant concern at this time, but the resulting increase in the system preservation funding gap would only serve to make our deteriorating roads and crumbling bridges even more dangerous. With ongoing TTF revenues already in jeopardy, we need to be thinking of ways to strengthen our transportation infrastructure, not weaken it.

We appreciate you taking the time to address this issue and we respectfully urge an unfavorable report on House Bill 12.

Thank you,

  
Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**HB0012 - TSO - TOD Enhancement Act - LOI\_FINAL.pdf**

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Position: INFO

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February 2, 2023

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

***RE: Letter of Information – House Bill 12 – Equitable and Inclusive Transit-Oriented  
Development Enhancement Act***

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 12 but offers the following information for the Committee’s consideration.

House Bill 12 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 supports 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.

Proposed changes from House Bill 12 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 currently 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.

House Bill 12 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 may 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. By limiting eligibility to areas already served by transit, the fund could also inadvertently hinder efforts to also expand transit into currently underserved areas. Additionally, it is important to note that the TOD process begins with a local jurisdiction requesting TOD Designation from the MDOT; all zoning and economic development is controlled by the local jurisdiction.

The TOD Capital Grant and Revolving Loan Fund described in House Bill 12 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. Creation of such a program would predictably also result in a major expansion of requests for TOD Designation and require major revisions to the process and criteria by which these decisions are made. To safeguard the State's financial interests, while meeting demands associated with the broad range of financial assistance described, the MDOT would need to re-evaluate how it handles TOD Designations (including creating means to terminate designations), while developing expertise in vetting private sector land development partners and creating a new mechanism to select and provide ongoing management of the funded projects. It is estimated that 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 12.

Respectfully submitted,

Pilar Helm  
Director of Government Affairs  
Maryland Department of Transportation  
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