



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

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