
March 4, 2025

The Honorable Brian J. Feldman
Chair, Education, Energy, and the Environment Committee
2 West Miller Senate Office Building
Annapolis MD 21401

**Re: Letter of Support - SB 430 - Land Use - Regional Housing Infrastructure Gap
(Housing for Jobs Act)**

Dear Chair Feldman and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 430 as a means to develop critically needed housing stock throughout the State.

SB 430 requires the Department of Housing and Community Development and the Department of Planning to calculate certain regional housing infrastructure gaps. This calculation will target regional housing infrastructure gaps in counties, incorporated municipalities, and local jurisdictions, and establish that certain local jurisdictions have an affirmative obligation to expeditiously approve housing development project applications. SB 430 advances State goals and supports the use of State transit assets by incentivizing the production of housing units in proximity to rail stations.

MDOT supports incentives that further development of housing units near active transportation facilities. The Department recognizes the link between land use policies, housing development regulations, and performance of the transportation system. Building housing that has access to transit is consistent with MDOT's goals of serving communities, supporting the economy, and delivering system quality. Further, these efforts align with projects programmed in the Consolidated Transportation Program (CTP) related to transit-oriented development (TOD) and the development of State-owned land for TOD.

MDOT currently has projects and programs that support the goal to reduce regional housing infrastructure gaps through TOD. In the Fiscal Year 2025 to 2030 CTP, MDOT has dedicated funds for TOD planning, programming, and related policy and transactional support. MDOT's site specific TOD efforts, including Reisterstown Plaza Metro, Bowie State MARC, and Odenton MARC Station all include the development of a substantial mix of housing types.

SB 430 provides a logical nexus between the planning and co-development of housing with jobs and infrastructure. Integrating affordable housing with TODs can help grow transit ridership and support economic and community development along major transportation corridors. The Maryland Department of Transportation respectfully requests that the Committee consider this information during its deliberations and issue Senate Bill 430 a favorable report.

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Respectfully submitted,

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