

February 17, 2026

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

**RE: MBIA Letter of Support w/ Amendments SB389 - Land Use - Transit-Oriented Development - Alterations (Maryland Transit and Housing Opportunity Act)**

The Maryland Building Industry Association, representing 100,000 employees of the building industry across the State of Maryland, appreciates the opportunity to participate in the discussion surrounding SB389. We support the bill with an amendment. This bill takes meaningful steps to accelerate housing production and economic growth near transit by:

- Directing the Maryland Economic Development Corporation to prioritize TOD projects under the Strategic Infrastructure Revolving Loan Program
- Streamlining land use authority near transit stations
- Delaying collection of development excise taxes and impact fees to improve project feasibility

These are strong, targeted tools that will help Maryland increase housing supply, leverage public transit infrastructure, and promote smart growth.

Proposed Amendment: Include Additional MARC Brunswick Line Stations

As currently drafted, however, the bill excludes arguably ten of the most attractive commuter rail stations in the State of Maryland. From a developer's perspective, a majority of the rail stations located along the MARC Train Brunswick Line have real, tangible development potential right now in 2026. The following stations in particular present immediate redevelopment opportunities:

- Frederick station
- Monocacy station
- Brunswick station
- Point of Rocks station
- Germantown station
- Metropolitan Grove station
- Gaithersburg station
- Rockville station
- Kensington station
- Silver Spring station

Many of these locations are surrounded by underutilized surface parking lots, aging commercial properties, or obsolete industrial uses. These sites are prime candidates for mixed-use redevelopment, higher-density residential housing, and walkable neighborhood centers. If Maryland is serious about meeting its housing production goals, we must focus on places where: Transit infrastructure already exists, Market demand is strong, Infrastructure capacity is available, and Redevelopment can occur immediately.

The Brunswick Line corridor meets all of those criteria. Housing Production: These stations sit within some of the most supply-constrained housing markets in the state. Enabling TOD here would meaningfully contribute to regional housing goals. Transit Utilization: Increased residential density near commuter rail stations supports higher ridership and maximizes the State's investment in transit infrastructure.

This is a strong and forward-thinking bill that appropriately aligns economic development tools with transit-oriented growth. With a simple amendment to explicitly include the MARC Brunswick Line stations identified above, the legislation would unlock some of the most immediate and impactful redevelopment opportunities in Maryland.

For these reasons, we respectfully urge a favorable report with amendment. For more information about this position, please contact Lori Graf at 410-800-7327 or [lgraf@marylandbuilders.org](mailto:lgraf@marylandbuilders.org).

cc: Members of the Senate Education, Energy, and the Environment Committee