

February 13, 2026

The Honorable Pamela Beidle
Chair, Finance Committee
Maryland Senate

Re: Support for Senate Bill 389 (Maryland Transit and Housing Opportunity Act)

Dear Chair Beidle and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for the Maryland Transit and Housing Opportunity Act (SB0389). This bill would make it easier to build and fund transit-oriented development (TOD) projects by reducing regulatory barriers and expanding targeted financial incentives. We applaud the Moore Administration for working to leverage existing transit infrastructure and boost the state's housing supply and spur economic growth.

The Partnership is a nonprofit alliance of leading employers in Maryland, Virginia, and the District of Columbia committed to championing the region's economic growth. Recognizing the critical role mobility and housing affordability play in our region's success, the Partnership developed a [Housing Playbook](#) and [Transit-Oriented Development Policy Brief](#), employer-informed strategies to address the region's housing crisis and remove barriers to TOD. These resources highlight the importance of building more housing near high-quality transit as a cost-effective strategy to expand access to opportunity and strengthen Maryland's economy.

Maryland has made significant investments in transit in recent years, including investments to overhaul its light rail system and upgrade its Metro SubwayLink system. However, many areas adjacent to stations remain underutilized due to regulatory and financial barriers that limit the feasibility of mixed-use, higher-density development. Underutilized land adjacent to transit stations presents the opportunity to optimize investments by building transit-oriented communities where Marylanders can affordably live and efficiently access opportunity. Additionally, Maryland is facing a housing shortage that threatens the state's economic competitiveness and vitality, ranking 42nd among states for housing affordability and total cost of living.¹ As housing becomes increasingly unattainable, businesses face difficulty attracting and retaining talent, which has serious implications for community investment and economic growth.

TOD can serve as a particularly impactful solution to these challenges. By enabling more housing within walking distance of high-quality transit, TOD increases supply in high-demand, job accessible areas and gives residents the option to reduce household transportation costs. Households that can rely on transit can save up to \$10,500 annually in car ownership expenses, easing overall cost-of-living pressures.² At the same time, concentrating growth near transit stations strengthens transit ridership and ensures that past and ongoing transit investments deliver greater economic return. By connecting Marylanders to jobs, health care, and education without requiring additional road expansion, TOD supports housing affordability, efficient use of resources, and long-term economic competitiveness.

By facilitating increased TOD and housing density in transit corridors, SB 389 has the potential to accelerate housing production and ensure Marylanders of all incomes have better access to opportunity. For these reasons, we urge a **favorable** report on SB 389. Thank you for your consideration and shared commitment to reducing barriers to mobility and opportunity, as well as making this region the best place to live, work, and build a business.

Contact:
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¹ See [Housing Affordability](#) and [Cost of Living](#), U.S. News (May 2025)

² See [New research highlights the incredible benefits of transit to the Capital Region](#), WMATA (June 2024)





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