



The Honorable Pamela Beidle
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

February 4, 2026

Senate Bill 389 – Land Use – Transit-Oriented Development – Alterations (Maryland Transit & Housing Opportunity Act) – Favorable Testimony

Dear Chair Beidle and Members of the Finance Committee,

My name is Mark Clements and I serve as the Maryland Policy Manager for [Greater Greater Washington](#) (GGWash), a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports Senate Bill 389**, which will address two challenges Maryland currently faces: a budget crisis and a housing shortage.

As Maryland continues to build out its mass transit access, a woeful amount of land near public transportation has gone underutilized. The state owns significant portions of that land; this bill would empower the Maryland Department of Transportation (MDOT) to put them to more effective use. By MDOT's most recent estimates, the state's share of land along the MARC Penn Line alone could generate 7,000 homes and \$1.4 billion in state and local tax revenues. Considering the state currently faces a budget shortfall of almost \$1.5 billion, the economic development potential of this legislation should not be understated.

To maximize development on transit-adjacent land, the bill will encourage mixed-use development, reduce or eliminate certain parking minimums, and provide MDOT the ability to work alongside local jurisdictions on development plans for applicable MDOT-owned properties. It will also reduce the number and severity of barriers to financing development projects on transit-adjacent land by automatically incorporating them into Maryland's Enterprise Zone program, as well as reduce upfront costs by delaying the collection of impact fees until the projects are complete.

According to our recent poll, [73% of Marylanders say our state does not have enough homes to buy or rent](#). The only way Maryland can triumph over its housing shortage is by increasing supply; the state government and its agencies are well-positioned to ameliorate this crisis if they are given the tools to do so. SB 389 will provide more latitude for the state to take action, especially in transit-adjacent areas where denser, more community-oriented development

makes the most sense. **As such, we ask that the Senate Finance Committee give SB 389 a favorable report.**

With candor and respect,

A handwritten signature in black ink, appearing to read "Mark A. Clements, Jr.", with a long horizontal flourish extending to the right.

Mark A. Clements, Jr.
Maryland Policy Manager
Greater Greater Washington