

January 24, 2023

The Honorable Guy Guzzone  
Chair, Senate Budget and Taxation Committee  
3 West, Miller Senate Office Building  
Annapolis, MD 21401

***Re: Support for Senate Bill 151 Equitable and Inclusive Transit-Oriented Development Enhancement Act***

Dear Chair Guzzone and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for Senate Bill 0151, which would enhance Maryland's existing Transit-Oriented Development (TOD) designation to help catalyze and create more equitable and inclusive communities along the state's existing transit and rail infrastructure.

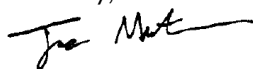
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. Better transportation is central to that vision. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into a world class asset that ensures our global competitiveness, which included prioritization to enhance equitable TOD throughout the region. In 2021, we explored [TOD opportunities in Prince George's and Anne Arundel counties](#). Most recently, we have partnered with the Greater Baltimore Committee 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.

SB 0151 is an opportunity for the state to advance the vision of a regional, world-class transportation network by increasing inclusive, economic development adjacent to its transit stations. The State of Maryland has invested significantly in its commuter rail and transit networks, but too many station areas lack the transit-supportive infrastructure, land use, and development that can provide the best return on investment for the state and its residents. In 2008, the Maryland legislature enabled an official TOD state-designation process whereby projects within official TOD sites could receive state support. However, the 2008 statute did not include tangible benefits or incentives to encourage more TOD around the state's transit investments.

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.

The Partnership encourages a favorable report to help expand access to opportunities for Maryland residents by encouraging more accessible, connected, and inclusive communities to grow near the state's transit investments.

Sincerely,



Joe McAndrew,  
Vice President, Government Affairs & Infrastructure