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MAJORITY WHIP

Appropriations Committee



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**THE MARYLAND HOUSE OF DELEGATES**  
**ANNAPOLIS, MARYLAND 21401**

**Oral Testimony of Delegate Jazz Lewis**  
**HB12—Equitable and Inclusive Transit-Oriented Development Enhancement Act**  
**Before the Budget and Taxation Committee**

Chair Guzzone and members of the Budget and Taxation Committee,

Thank you for the opportunity to present testimony in support of House Bill 12. This is the House crossfile for SB151 sponsored by Senator Malcolm Augustine to create a fund to provide grants and loans to sponsor transit-oriented development projects throughout the state.

There are some amendments from the House side that were worked out as a result of conversations between advocates and the impacted Departments which were included in the House version of this bill.

The House amendments firstly, put the designation of transit-development sites in the hands of the Subcabinet of Smart Growth, rather than the Secretary of Transportation. These amendments also sunset the designation at ten years with the option to renew, right now there is no option for sites to end their designation, this amendment simply offers an option for sites to do so. These amendments also remove mentions of the Community Development Block Grant to simply instead refer to "eligible federal fund" this was at the request of the Departments. We also secured funding on the House side for a \$5 million appropriation for the fund.

The amendments introduced on the House side also allows the Subcabinet on Smart Growth to create scoring criteria for the awarding of financial assistance from the bill's created fund. And lastly, the amendments add in that MDOT and the Department of Housing and Community Development will provide assistance to awardees with technical assistance so that we can ensure the success of the projects that we help fund.

With these amendments added we stand to greatly improve our state's transit system by fully supporting and implementing transit-oriented development to improve the lives of Maryland's commuters.

**For these reasons, I urge a favorable report.**