

**TO:** The Honorable Kumar Barve  
Chair, Environment and Transportation Committee

**FROM:** Michael Huber  
Director, State Affairs

**DATE:** February 2, 2023

**RE:** HB12 EQUITABLE AND INCLUSIVE TRANSIT – ORIENTED DEVELOPMENT  
(TOD) ENHANCEMENT ACT

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Johns Hopkins University and Medicine urges a favorable report on **House Bill 12 – Equitable and Inclusive Transit-Oriented Development (TOD) Enhancement Act**. This bill would establish a capital grant and revolving loan fund to promote the equitable and inclusive development around State-designated TOD sites helping to bring more of TOD benefits to communities around Maryland.

The State of Maryland has long recognized TOD as a preferred approach to development because of its many significant benefits, including increased transit ridership, reduced congestion on roads, increased safety and convenience, adjacent economic development opportunities, environmental conservation, and better access to jobs, housing, and services. However, the state government has not adequately encouraged or facilitated equitable and smart development around its transit stations. Public incentives, and often direct support, are typically needed for such projects due to the complexities of TOD, including higher land costs, environmental conditions, and especially the need for critical supporting infrastructure, such as sidewalks and parking.

As the State's largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that adequate investments in Maryland's transportation system are critical to the economic competitiveness and livelihood of our state and region. Supporting more development around transit stations will also enhance the lives of our employees, students, patients, and visitors, especially those that rely on the transit system to get to work or school, to access healthcare, or to meet their needs. This bill will help enhance Maryland's ability to invest in its transportation system over the long-term by expanding development opportunities, and tax revenues, around transit.

Johns Hopkins is a member of both the Greater Baltimore Committee and the Greater Washington Partnership, who are leading a campaign to advance [Baltimore's Transit Future](#). Equitable development at transit and rail stations is one of the six priority pillars of the campaign and is addressed and supported by **HB 12**. Johns Hopkins is a supporter and signatory of the Baltimore's Transit Future campaign's efforts to advance a world-class public transit system for the Baltimore region that creates shared economic prosperity and catalyzes inclusive growth.

**Government and Community Affairs**

Johns Hopkins urges the Budget and Taxation Committee to take action to advance Baltimore and the State of Maryland's transit future by issuing a **favorable report on HB 12**.