

Comments on HB 38, Off-Street Parking Requirements

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman
and Members, Environment and Transportation Committee
House Office Building
6 Bladen Street
Annapolis, Maryland 21401

March 5, 2024

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Regional Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance racial, economic, and environmental justice in land use, transportation, and housing throughout Greater Washington. **GGWash supports House Bill 38**, which would allow new residential developments in Baltimore City to be built without parking within a quarter-mile, or about a five-minute walk, from MARC, MTA Light Rail, or future Baltimore Red Line stations.

This bill does not ban parking, but it does make it easier to provide quality, affordably-priced housing in places where people want to live—neighborhoods with access to jobs, shopping, and transportation. Parking is expensive to build, costing upwards of \$30,000 per space in a parking structure¹. Those costs get passed along to renters and homebuyers, even if they don't own a car. In 2023, rents in Baltimore increased 8%², and additional costs from parking mandates risk pricing people out of the city—resulting in fewer transit riders, more suburban sprawl, and more traffic.

We do request an amendment to include MTA Subway stations, which I understand may already be in the works. Over two hundred places around the United States and counting have enacted similar reforms³, and hopefully Baltimore can be next. We urge the Environment and Transportation Committee to give this bill a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed
Regional Policy Director

¹<https://www.vtppi.org/tca/tca0504.pdf>

²<https://thedailyrecord.com/2023/04/13/maryland-rental-costs-trend-above-national-average-begin-to-level-out-in-2023/>

³<https://parkingreform.org/resources/mandates-map/>

The Washington, DC region is great and it can be greater.

BTF - HB0038 - Baltimore, Parking Minimums - Suppo

Uploaded by: Talya Kravitz

Position: FAV

BALTIMORE'S TRANSIT FUTURE

March 5, 2024

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
Maryland House of Delegates

Re: Support for HB 0038 – Baltimore City, Off-Street Parking Requirements Near Mass Transit Stations

Dear Chair Korman and Committee Members,

On behalf of the Greater Baltimore Committee (GBC) and the Greater Washington Partnership (the Partnership), co-leads of the Baltimore's Transit Future coalition, we write to express our support for House Bill 0038, which would remove minimum parking requirements for development within ¼ mile of transit stations.

Transit-oriented development (TOD) makes the best use of infrastructure assets by concentrating development around frequent, high-capacity transportation options like the Metro Subway, Light Rail, the proposed Red Line, and the proposed North-South priority corridor. By removing parking minimums for development around transit stations, Baltimore can enable more TOD, which is a cost-effective strategy that bolsters transit ridership and improves access to jobs, health care, education, and other opportunities.¹

Catalyzing equitable development at transit and rail stations is one of the six strategic priorities of the Baltimore Transit Future coalition.² HB0038 would more fully unlock the potential of Baltimore's current and future transit assets, helping to supercharge inclusive economic growth and further the long-term vibrancy, vitality, and competitiveness of the region's economy.

For these reasons, we urge a favorable report on HB0038. Thank you for your consideration and shared commitment to reducing barriers to opportunity by prioritizing strategic investments and policies to create a more competitive transit network and region.

Nick Henninger-Ayoub, Director of Policy & Research, Greater Baltimore Committee
T.J. Maloney, Vice President, Policy & External Affairs, Greater Washington Partnership

¹ See [Promoting Opportunity through Equitable Transit-Oriented Development](#) (CNU, May 2015).

² See [Baltimore's Transit Future: The Gameplan for a Modern Transit System](#) (BTF, 2022)

BALTIMORE'S TRANSIT FUTURE

About the Baltimore's Transit Future Campaign

The [Greater Baltimore Committee](#) and [Greater Washington Partnership](#) launched the Baltimore's Transit Future campaign to call attention to the urgent business imperative and need for the Greater Baltimore region to create a world-class public transit system that helps create shared economic prosperity and catalyzes inclusive growth. Since June 2022, more than 70 business, civic, and non-profit organizations, including many of the largest employers in the State, have joined the campaign encouraging regional focus on six priorities:

1. Addressing the transit system's repair backlog and operator shortage;
2. Establishing frequent, reliable transit service to regional job centers;
3. Supporting regional coordination, decision making, and funding;
4. Implementing a 10-year rapid transit expansion program;
5. Prioritizing regional rail investment; and
6. Catalyzing equitable development at transit and rail stations.

The time for action is now. The residents and businesses of Maryland's largest city and surrounding suburbs deserve a world-class transit system. These six strategic priorities will set the course for a more equitable transportation system, making the Baltimore region a more attractive place to live, work, play, and build a business

HB38_Edelson_Amendment

Uploaded by: Mark Edelson

Position: INFO



HB0038/183328/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

07 MAR 24
10:51:36

BY: Delegate Edelson

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 38

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “**Off-Street**” and substitute “**Motor Vehicle Off-Street**”; in line 4, after “new” insert “motor vehicle”; in line 5, strike “residential”; in the same line, after “development” insert “that includes residential use and”; in line 6, strike “or”; in the same line, after “Line” insert “, or Metro”; and in line 7, after the first “for” insert “motor vehicle”.

AMENDMENT NO. 2

On page 2, in line 1, strike “RAIL”; in lines 1 and 2, strike “**USING ONE OR MORE VEHICLES**” and substitute “**, REGARDLESS OF MODE,**”; in line 2, strike “**IN TANDEM ON A FIXED RAIL**”; in line 3, strike “AND” and substitute “**OR**”; in line 10, after “NEW” insert “**MOTOR VEHICLE**”; in the same line, strike “RESIDENTIAL”; in line 11, after “DEVELOPMENT” insert “**THAT INCLUDES RESIDENTIAL USE AND**”; in line 14, strike “OR”; and in line 15, after “MODE” insert “**; OR**”.

(4) METRO STATION”.

HB0038 - TSO - Off Street Parking Baltimore_LOI_FI

Uploaded by: Pilar Helm

Position: INFO

March 7, 2024

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

Re: *Letter of Information with Amendment – House Bill 38 – Baltimore City – Off-Street Parking Requirements Near Mass Transit Stations*

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information with amendments for the Committee’s consideration on House Bill 38.

House Bill 38 would prohibit the requirement and enforcement of local laws which mandate off-street parking for new residential development located within .25 miles of an existing or planned transit station. This includes MARC, MTA Light Rail, and future Red Line Station, regardless of its mode of transit.

The MDOT Office of Real Estate and Economic Development (ORED) is charged with pursuing Transit Oriented Development (TOD) in the State of Maryland. TOD consists of mixed-use development that is highly connected to transit at a density that generates ridership, housing and economic development. Parking requirements can have an impact on the overall cost of development.

Within Baltimore City there are 15 existing Light Rail Stations, 11 Metro Stations, and 3 MARC stations. All of these stations are opportunities for TOD that can drive economic development and transit ridership both for Baltimore City and the State.

In addition to stations currently outlined in House Bill 38, the MDOT respectfully requests the consideration of Metro stations. Additionally, the Maryland Transit Administration (MTA) is anticipating the announcement of the preferred Red Line mode, either bus rapid transit or light rail transit, in Spring 2024. Flexible language throughout House Bill 38 would allow for this legislation to apply broadly.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberations of House Bill 38.

Respectfully submitted,

David A. Zaidain
Chief, Real Estate and Transit Oriented Development
Maryland Department of Transportation
410-787-7830

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090