

**From:** Dan Smith <smithdc@comcast.net>  
**Subject:** **SRSOD will fund transportation! - Today's briefing**  
**Date:** February 15, 2013 9:20:35 AM EST  
**To:** Marvin Holmes <marvin.holmes@house.state.md.us>, Michael Madden <mmadden@mtamaryland.com>  
**Cc:** Jay John Hellman <jayjohn@verizon.net>, "Richard Eberhart Hall, AICP" <rhall@mdp.state.md.us>, Jon Laria <laria@ballardspahr.com>, David Costello <dcostello@mde.state.md.us>

Del. Holmes,

At this morning's County Delegation meeting and briefing by state Transportation experts, please continue advocacy for the **substantial funding that would be generated by State Rail Station Overlay District (SRSOD) legislation!**

There is still time for the Governor to propose this legislation which can be a game-changer **for quality Transit-Oriented Development** at our Prince George's County Metro and Rail stations. Through the selling of increased density -- and the increase in sales taxes generated by this development -- we will have **NEW, consistent and fair funding sources to pay for local transportation infrastructure and we boost support for our metro and rail systems.**

This is something that environmentalists, quality developers and financial wizards can all get behind to advance the livability of our communities.

Thanks!  
Dan Smith  
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Here are notes from Jay Hellman summarizing the support for SRSODs from Sec. Rich Hall:

Rich wrote an excellent [letter of support for the SRSOD Bill in 2012](#). It could be improved by including two big points:

1) You cannot transform the automobile-based land plans surrounding most rail stations in suburban Maryland to the required pedestrian-fabric public realms one project at a time. The SRSOD empowers local governments to solve this problem efficiently. Doing so will engage all stakeholders in a collaborative constructive way. This will be a dramatic improvement over the costly, time-wasting and stress-filled adversarial processes we currently suffer.

There are 2,011 acres in a circle of 1 mile radius. That is a very walkable distance provided it is attractive and functional (i.e. you walk by stores.) A TOD building sits on a sidewalk, not in the middle of a parking lot. It makes no sense to build on a sidewalk that isn't part of a sidewalk network connecting people to other places they wish to go.

2) The financial parts of the SRSOD are logical, rational, efficient and powerful.

- The ability to sell increased density (instead of dangerous, inefficient, logic-violating inept TDR programs), based upon design review approval, at 50% of actual value is huge.
- A State Infrastructure Bank to provide the needed funds to effect the public realm transformation at rates similar to issuing AAA tax exempt bonds but without the admin costs and delays, will be a major facilitator and benefit that the state can efficiently provide AT NO COST to the State at all. This will be a profit making activity.
- Sharing 50% of the increases in State Sales Taxes with the SRSOD creator will become the rational, efficient Priority Place Funding support of the state. This is a traditional component for TIF financing and will further guarantee repayment to the state or others for any loans made to properly improve the public realm.

Two resources for those advising the Governor and legislature on this approach are Professor Roger Lewis, FAIA and University Park Mayor John Tabori. Here is their contact info:

**Roger K. Lewis, FAIA, Architect & Planner**

Columnist, "Shaping the City," The Washington Post  
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Trustee, National Children's Museum  
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Please review the excellent written support they have already provided -- especially the cartoon in Roger Lewis' Shaping the City column in support of this bill:

[49e3 HB 948 SRSOD Bill Roger Lewis Wash Post 12mar11](#)

[50a Roger Lewis support for HB 1195 RSOD 23feb12](#)

[50b MDP support for RSOD HB1195 23feb12](#)

[50c Prince George's County Testimony-Supp-ENV HB 1195 RSOD 23feb12](#)

[50d Mayor Tabori support HB 1195 RSOD — Supplement to Oral Testimony 23feb12](#)