

Testimony on HB 80
Land Use - Transit-Oriented Development - Alterations
Senate Budget and Taxation Committee

Date: March 25, 2025

Position: Support

The Coalition for Smarter Growth (CSG) strongly supports the amended **HB 80** and urges the Committee to vote to advance this bill. CSG advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. HB 80 would facilitate transit-oriented development (TOD) around major rail stations.

This bill advances important Maryland goals, and has been revised to address several concerns raised by stakeholders. A key amendment is to tighten the area for applying relief from parking mandates for TOD to one quarter mile, rather than the originally proposed one half mile. This provision also will only apply to rail stations with frequent, at least hourly service.

Catalyzing TOD around Maryland's rail stations benefits all of Maryland, and provides local benefits to communities served directly by these stations. Here are some of the benefits:

TOD plays a critical role in resolving two key Maryland challenges: housing and transportation – Workers and families benefit from expanded transportation and housing options – and greater affordability.

- Transit commuters typically save over \$13,000 per year by driving less and owning fewer household cars.
- State-owned TOD sites could support 5,000 new housing units in the Baltimore region and 3,000 new housing units along the MARC Penn Line.

Maryland's economy and state and local finances have benefitted greatly from TOD – and continued development of underutilized sites would add to these annual benefits

- In the Maryland suburbs of DC, development just on WMATA-owned property at Metrorail stations provides \$66 million annually in local and state tax revenue. Currently active projects in Maryland will result in an additional \$51 million in annual tax revenue. A further 13 million square feet of joint development is planned by WMATA in Maryland.
- MARC Penn Line sites could generate \$800 million in new state and local revenue.

HB 80 would help ensure that legacy zoning provisions not intended for TOD sites do not stand in the way of market demand for accessibly located housing and services.

We ask for a **favorable report for HB 80** by the committee. Thank you.