

CSG MD HB 80 crossover TOD bill.pdf

Uploaded by: Cheryl Cort

Position: FAV

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.

GGWash Comments on HB 80 (post crossover), MDOT TO

Uploaded by: Dan Reed

Position: FAV



Chair Guy Guzzone
and Members, Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, Maryland 21401

March 25, 2025

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 80**, which will address two challenges Maryland currently faces: a budget crisis and a housing shortage.

Maryland has a \$3 billion budget shortfall, which is expected to double by 2030¹. Estimates show the state is short as many as 150,000 homes, resulting in rising prices and significant challenges for employers as their workers can't afford to live here². Marylanders are calling for action: our 2025 poll found that 71% of voters believe the government should reduce barriers to building new housing to help bring down housing prices, while 73% support allowing a mix of homes and businesses near rail transit stations³.

Meanwhile, the Maryland Department of Transportation estimates that developing state-owned properties near transit in the Baltimore region and along the MARC Penn Line could together generate as many as 8,000 new homes and \$2 billion in state and local tax revenues⁴.

This bill can unlock those possibilities by reducing barriers to homebuilding near rail transit stations: allowing mixed-use development, streamlining the public input process, and allowing property owners near transit to decide how much parking future residents or customers need⁵. It also empowers MDOT to make the best use of public land at transit stations while ensuring that new development meets community needs.

¹ <https://marylandmatters.org/2025/01/03/everything-on-the-table-as-moore-lawmakers-seek-budget-solutions/>

² <https://www.wbaltv.com/article/maryland-legislators-new-bills-keep-up-housing-demand/63423726>

³ <https://ggwash.org/view/98610/2025-maryland-housing-for-jobs-poll-wes-moore>

⁴ https://mdot.maryland.gov/ORED/MARC-Penn-Line-TOD-Strategy-Final-Report_10.9.2024.pdf

⁵ <https://parkingreform.org/what-is-parking-reform/>

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

80 M Street SE, Suite 100, Washington, DC 20003
info@ggwash.org



In order to meet the moment, Maryland needs ambitious, thoughtful solutions, and House Bill 80 is one of them. We appreciate Governor Moore and Secretary Wiedefeld's commitment to solving Maryland's housing shortage, and ask the Environment and Transportation Committee to give this bill a favorable report.

Sincerely,

Dan Reed
Maryland Policy Director

HB 80 - Land Use - Transit-Oriented Development -

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

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President

Donna S. Edwards

Secretary-Treasurer

Gerald W. Jackson

**HB 80 - Land Use - Transit-Oriented Development - Alterations
Senate Budget and Taxation Committee
March 27, 2025**

SUPPORT

**Donna S. Edwards
President**

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to submit testimony in support of HB 80. My name is Donna S. Edwards, and I am the President of the Maryland State and District of Columbia AFL-CIO. On behalf of Maryland's 300,000 union members, I offer the following comments.

Access to transit is essential for many people in our state. Encouraging smart development near transit stations increases access to jobs, education, healthcare, and other essential services that many of our residents rely on.

HB 80 proposes a number of measures to update our state's framework of transit-oriented development (TOD) and remove barriers to mixed-use development and growth. Importantly, this legislation recognizes the workers who build TODs by requiring projects to adhere to prevailing wage laws and use project labor agreements (PLAs). This ensures that TOD projects are built by a well-trained and fairly compensated workforce, supporting families, our economy, and the future of our transit system.

For these reasons, we urge a favorable vote on HB 80.

HB0080_Crossover_Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



March 27, 2025

**Testimony on HB 80 –
Land Use – Transit-Oriented Development – Alterations
Budget & Taxation Committee**

Position: Favorable

The Central Maryland Transportation Alliance supports HB 80, which will reduce barriers to building transit-oriented development (TOD) at certain rail stations across the state.

Maryland has been a leader in transit-oriented development and smart growth policy for decades. However, aside from investment and development around WMATA stations in the DC area and a few strategic developments in the Baltimore area, implementing TOD across the state's transit assets has been slow and inconsistent.

Lagging economic growth has contributed to Maryland's current budget crisis, steadily increasing housing costs burden families, and transit ridership needs to rebuild in the wake of the pandemic. TOD can help address all of these challenges by creating thousands of new housing units, generating new state and local tax revenues, and giving people easy access to transit stations.

HB 80 will make it easier to build sustainable, transit-oriented communities that support state goals of investing in our existing infrastructure and driving long-term economic value. The bill addresses TOD implementation through necessary zoning and land use reforms.

We encourage a FAVORABLE report for House Bill 80.

HB 80_MDCC- Land Use - Transit-Oriented Developmen

Uploaded by: Hannah Allen

Position: FAV



MARYLAND
Chamber of Commerce

LEGISLATIVE POSITION:

Favorable

House Bill 80 – Land Use - Transit-Oriented Development - Alterations

Senate Budget and Taxation Committee

Thursday, March 27, 2025

Dear Chair Guzzone and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce is the leading voice for business in Maryland. We are a statewide coalition of more than 7,000 members and federated partners working to develop and promote strong public policy that ensures sustained economic health and growth for Maryland businesses, employees, and families.

HB 80 will streamline transit-oriented development (TOD) by offering a comprehensive approach to overcoming zoning, funding, and implementation barriers, which currently impede the full utilization of Maryland's transit assets. These changes will encourage mixed-use development near rail transit stations, reduce costs for developers, and attract private-sector investment.

This legislation restricts local jurisdictions from imposing a minimum off-street parking requirement on residential or mixed-use developments within .25 miles of a rail transit station that receives at least hourly service on average from 8am-6pm Monday through Friday. Often, securing adequate parking spaces can be challenging for businesses and developers, particularly in high-demand areas or TODs where space is limited and land costs are high. By eliminating these burdensome parking requirements in certain circumstances, HB 80 encourages development, lowers costs, and creates more opportunities for businesses to locate in transit-accessible areas.

HB 80 represents an opportunity to drive talent attraction and retention, boost workforce mobility, and create vibrant communities where people want to live and work. The changes to TOD help address economic challenges posed by growing housing costs and sluggish economic growth. Importantly, it offers a balanced approach that recognizes the need for integrated infrastructure planning to support a thriving economy.

For these reasons, the Maryland Chamber of Commerce respectfully requests a **Favorable Report** on **HB 80**.

MDCHAMBER.ORG

60 West Street, Suite 100, Annapolis 21401 | 410-269-0642

XHB080_DHCD_SUPPORT.pdf

Uploaded by: Jake Day

Position: FAV

DATE: March 27, 2025

BILL NO.: House Bill 80

TITLE: Land Use – Transit-Oriented Development - Alterations

COMMITTEE: Senate Budget and Taxation Committee

Letter of Support

Description of Bill:

House Bill 80 restricts local jurisdictions from imposing minimum off-street parking requirements or taking action to preclude mixed-use development in areas within 0.25 miles of a rail transit station that has regular hourly service

Background and Analysis:

“Transit-oriented development” (TOD) refers to planning strategies focused on building dense, mixed-use development in close proximity to public transit stations. Benefits of TOD include improved access to jobs, housing and amenities, and thus shorter commute times and reduced car dependency, which, in turn, decreases traffic congestion and pollution. Local communities also benefit from economic development and increases to the property tax base as a result of increased property values.

In recent years, the General Assembly has taken significant steps in promoting TOD. In 2023, Governor Moore signed into law the Equitable and Inclusive Transit-Oriented Development Enhancement Act, which creates a TOD Capital Grant and Revolving Loan Fund and reduces several barriers to effective TOD redevelopment activities, including expanding eligible areas. In the 2024 session, the General Assembly passed the Housing Expansion and Affordability Act (HEAA), which was signed into law by Governor Moore in April. The HEAA encourages TOD by establishing “density bonuses” allowing developers to exceed the maximum residential density allowed under local zoning codes for housing developments within 0.75 miles of a transit station.

House Bill 80 builds on these existing measures to further promote TOD by local zoning barriers such as minimum parking requirements in areas intended to be primarily served by mass transit. Encouraging more transit-oriented development will be beneficial to residents and businesses who are constrained by long commute times and lack of access and will help increase local tax bases by boosting density and property values in areas near transit stations.

DHCD Position

The Maryland Department of Housing and Community Development respectfully requests a **favorable** report on HB 80.

HB0080 LOS TOD Crossover.pdf

Uploaded by: Jed Weeks

Position: FAV



March 25, 2025

Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, Maryland 21401

SUPPORT: HB0080 Land Use - Transit-Oriented Development - Alterations

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of HB0080.

Land use and transportation are inextricably linked. Transit Oriented Development maximizes both land use and access to public transportation, and must be a top priority in a state experiencing a housing affordability crisis.

Unfortunately, there are many zoning and jurisdictional political barriers to advancing this must needed development along rail transit lines in Maryland, especially in Baltimore and Anne Arundel Counties, negatively impacting ridership of the Baltimore Central Light Rail.

As the state operates our region's rail transit system, it must ensure that this system is successful. This duty should supersede local jurisdictions' opposition or indifference to access to transit and affordable housing.

We believe this bill will strengthen our transit system, increase access to jobs and opportunity, and result in increased production of housing.

We urge the committee to support HB0080.

Sincerely,

Jed Weeks
Executive Director

GBC Testimony HB 80 TOD 3-27-25.pdf

Uploaded by: Jennifer Vey

Position: FAV



Written Testimony to the Senate Budget and Taxation Committee

HB.80 – Land Use - Transit-Oriented Development - Alterations

March 25, 2025

Position: Support

Dear Members of the Budget and Taxation Committee,

On behalf of the Greater Baltimore Committee (GBC), I write to you in support of HB.80, Land Use – Transit Oriented Development – Alterations.

As the leading voice for the private sector in the Baltimore region, GBC is actively engaged in collective efforts to grow a dynamic and inclusive regional economy. As documented in All In | 2035, our 10-year economic opportunity plan, we believe that encouraging development of robust centers of regional economic activity centered around high-quality public transit is vital to that growth.

The Baltimore Region developed around a compact urban core, with a radial network of roadways emanating from the City's grid in concise and efficient pattern. These roads were once served by trolley lines that connected workers and businesses with frequent, reliable service. Yet over the course of many decades, scattered employment and development patterns have made it more difficult to effectively create and maintain a robust and effective transit system. Meanwhile, our light rail and commuter rail systems were largely designed to support automobile access to stations, reducing opportunities for mixed-use development and ultimately curtailing ridership.

This bill seeks to remedy these issues, and if passed has the potential to yield significant economic benefits for the Baltimore Region and beyond:

1. **Increased property values:** Research shows that transit-oriented development (TOD) typically leads to property value growth around transit hubs due to the convenience and accessibility they provide. This rise in property values can increase tax revenues for local governments, which can be reinvested into infrastructure, public services, and amenities.
2. **Fiscal savings:** By concentrating development around transit stations, TOD maximizes land use in areas where infrastructure and services are already in place, reducing the need for extensive new infrastructure investments. This helps lower development costs for both the public and private sectors and can also reduce the strain on road systems, which can be expensive to maintain. Reductions in driving also have long-term sustainability benefits, which can mitigate costs related to pollution, climate-related disasters, and health impacts.
3. **Reduced transportation costs:** TOD encourages people to rely less on private vehicles, which lowers household transportation expenses. This can lead to more disposable income for residents, stimulating local businesses and promoting local economic activity, among other benefits.
4. **Job creation:** TOD projects stimulate job creation through the construction of infrastructure, housing, and commercial space, and from ongoing operations (e.g., public transportation, retail businesses, and other services near transit hubs). This has a multiplier effect, supporting additional employment opportunities in the surrounding area.
5. **Increased business activity:** TOD typically combines residential, commercial, and recreational spaces in close proximity to one another, creating dense economic ecosystems of businesses and consumers. Such concentration encourages spontaneous interactions that can benefit local businesses.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

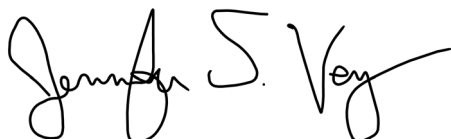
(410) 727-2820 • www.gbc.org

6. **Attracts workers and investment:** Areas that are well-connected to transit systems are often seen as more desirable places in which to live and work, attracting both talent and private investment. This in turn can foster the development of new firms, housing, and retail establishments, all of which contribute to economic growth.

In sum, HB.80 will support Baltimore and Maryland's economy by lowering transportation costs, boosting property values, increasing local revenue, and supporting sustainable growth.

We hope you will issue a favorable report on this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer S. Vey". The signature is fluid and cursive, with the first name "Jennifer" written in a larger, more prominent script than the last name "Vey".

Jennifer S. Vey
Executive Vice President & Chief Strategy Officer

BRTC Testimony -- Senate BandT - HB 80 as amended

Uploaded by: Jon Laria

Position: FAV



Written Testimony Presented to the Senate Budget & Taxation Committee

Hearing Date – March 27, 2025

House Bill 80 -- Land Use – Transit Oriented Development – Alterations

Position – Support

The Baltimore Regional Transit Commission (BRTC) previously submitted written testimony in favor of SB 190 and HB 80 as introduced (with amendments). HB 80 is now before the Senate Budget & Taxation Committee, having passed the House. **This letter is submitted in support of HB 80, as amended by the House.**

The BRTC was created by the Maryland General Assembly to provide oversight and advocacy for the Baltimore regional transit system, which is operated by the Maryland Transit Administration (MTA). Our commission ensures that diverse stakeholder perspectives are represented in agency decisions, including representatives from local government, transportation, industry, business, transit riders, transit advocates, labor, and the Moore-Miller Administration.

Our focus extends beyond transit infrastructure to the broader economic opportunities that transit provides, promotes, and creates. HB 80 is intended to help leverage Maryland's investments in public transit by promoting Transit-Oriented Development (TOD) at or near locations where the State has invested or will invest in transit facilities and infrastructure. TOD capitalizes on the economic and social benefits of growth concentrated around public transit hubs.

The Moore-Miller Administration and the General Assembly have previously taken important steps to encourage TOD, including in the 2024 legislative session, but more can and should be done. HB 80 is set to facilitate TOD projects under certain specified conditions, demonstrating the State's continued commitment to TOD and its many benefits.

We are grateful to the Maryland Department of Transportation and the bill's sponsors for their collaborative approach in working closely with local governments to address earlier concerns. Their commitment to finding a balanced solution that respects local government prerogatives while advancing state-level transit development goals is commendable and appropriate. The recent amendments reflect a thoughtful dialogue that seeks to balance state interests in promoting TOD with local governments' traditional role in land use control.

The BRTC urges your support of HB 80 and the economic opportunities it will create for Maryland.

HB80_MDSierra_FAV_3-27.docx (1) (2).pdf

Uploaded by: Lindsey Mendelson

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Budget and Taxation

Testimony on: HB 80, Land Use – Transit-Oriented Development – Alterations

Position: Support

Hearing Date: March 27, 2025

The Maryland Chapter of the Sierra Club supports HB 80, Land Use – Transit-Oriented Development – Alterations. This bill would alter the authority of local legislative bodies or other local agencies with land use authority to regulate land use planning on certain land that is located within 0.5 miles of, or under certain circumstances, contiguous to, certain transit stations.

This legislation will help to implement the vision outlined in MDOT’s 2024 *Penn Line Transit-Oriented Development Strategy Plan* to develop 170 acres of undeveloped state-owned land around Penn Line stations and unlock more than \$800 million in tax revenue for the state over three decades.¹ Other projected benefits include \$1.7 billion in annual retail sales, at least 2,600 new housing units, and over half a million new MARC trips – and this is only for the Penn Line stations. A full TOD buildout of rail stations across the state will provide significant economic, climate, and quality of life benefits to the state.

Climate change, land use, affordability, equity, and transportation are all inextricably entwined. As Sierra Club’s Urban Infill Guidance states, how we build cities and towns has a profound effect on the causes and impacts of climate change. By focusing dense, multi-family, and mixed-use development near transit stations and other public infrastructure, Maryland can reduce carbon emissions from the transportation sector.²

We also support the provision to remove minimum off-street parking requirements within 0.25 miles of rail stations. This will help to make units more affordable, due to the high cost of building parking spaces which gets added to housing prices, and will allow projects to “right-size” the amount of parking to the transit-oriented location and financing conditions.

Maryland makes massive investments in its rail transportation infrastructure. It makes sense that the state would play an active role in enabling as many Marylanders as possible to enjoy living, working, or visiting places near those investments. This bill also works hand-in-hand with other state efforts to increase the supply of affordable housing and create more just communities.

In conclusion, we urge you to submit a favorable report for HB 80.

Jane Lyons-Raeder
Chair, Transportation Committee
janeplyons@gmail.com

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

¹ <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>

² https://www.sierraclub.org/sites/www.sierraclub.org/files/Infill%20Policy_5.18.2019.pdf

HB0080 - LOS - Land Use - Transit-Oriented Develop

Uploaded by: Matt Mickler

Position: FAV

March 27, 2025

The Honorable Guy Guzzone
Chair, Budget and Tax Committee
3 West Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – House Bill 80 – Land Use – Transit-Oriented Development - Alterations

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 80 to improve conditions for the implementation of successful transit-oriented development (TOD) in the state. House Bill 80 has a particular focus on supporting “joint development,” where the Department is advancing projects on MDOT-owned transit property in concert with a third-party development partner.¹

The state is facing slow economic growth, costly housing prices that influence people to leave Maryland, limitations on our ability to meet the State’s climate goals,² and a need to rebuild transit ridership and make better use of transit assets. Implementing TODs can help to address these critical state issues. Just in developing state-owned sites along the MARC Penn Line, the state could generate almost 3,000 additional housing units and \$800 million in new state and local tax revenue.

House Bill 80 seeks to improve conditions for successful development by taking a focused approach to zoning and implementation associated with these types of projects:

Zoning Reform. The amended legislation takes a set of moderate approaches to encourage more transit-supportive land use near our transit assets:

- It eliminates minimum parking requirements within ¼ mile of certain rail transit stations that receive at least hourly service between the hours of 8:00 am and 6:00 pm, Monday through Friday.³
- It also permits mixed-use development in an area already zoned for residential or commercial use within ½ mile of certain rail transit station that receive at least hourly service between the hours of 8:00 am and 6:00 pm, Monday through Friday. This provision makes no other changes to local zoning authority for such sites.

¹ Joint Development is a tool commonly used by many successful TOD programs, including those operated by the Washington Metropolitan Transit Authority (WMATA) and New Jersey Transit.

² This includes a general goal of reducing vehicle miles travelled by 20%, by 2050. To do this, creating development near to and served by transit will be critical.

³ The frequency of service provision, as used here and elsewhere throughout the amended bill, limits application to stations on the Baltimore Metro and Light Rail services, WMATA Metrorail, and MARC Penn Line stations between Washington Union Station and Baltimore Penn Station.

- For state land, the legislation allows the Department to set the density, height, site configuration, land use classification, parking requirements on state transportation land contiguous to certain rail transit stations that receive at least hourly service between the hours of 8:00 am and 6:00 pm, Monday through Friday.⁴ In doing so, the Department must develop a master development plan for the land in concert with local jurisdictions. Further, the legislation clarifies that this legislation does not affect local jurisdictions' abilities to regulate environmental, natural resources, or public health and safety concerns, nor supersede adequate public facilities ordinances.
- The legislation also requires local jurisdictions to prioritize the processing and approval of State-designated transit-oriented developments.

MDOT has, and will continue to, work closely with local jurisdictions to retain local involvement in the development of plans for transit sites, and the legislation retains important roles for the local jurisdiction in regulating land use for both private and public land.

Implementation. The legislation clarifies that TODs are exempt from Division II of the state procurement law, resolving an ambiguity that has resulted in delays and legal challenges for critical TOD projects, while incorporating those relevant portions of Division II that still would apply. The legislation also permits that proposed projects under the TOD Capital Grant and Loan Fund be given scoring preferences if they make use of Project Labor Agreements (PLAs).

The provisions in House Bill 80 make it easier to build and fund TOD and improve conditions for successful TOD. These efforts support the Moore-Miller Administration's goals to energize the state's economy and address the structural challenges that our state faces. Making it easier to build in sustainable, transit-oriented communities supports our goals of investing in our existing infrastructure and driving long-term economic value.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 80 a favorable report.

Respectfully submitted,

David Zaidain
Chief, Transit-Oriented Development
Maryland Department of Transportation
410-865-1050

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

⁴ The zoning provisions of the legislation only apply to WMATA, MTA Light Rail and Metro, and MARC Penn Line stations between Washington and Baltimore.

ATU 689 Favorable Written Testimony HB 80 – TOD.pd

Uploaded by: Matthew Girardi

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689

HB 80– Land Use - Transit-Oriented Development - Alterations

March 27th, 2025

TO: The Honorable Guy Guzzone and Members of the Budget and Taxation Committee

FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 supports HB 80 and urges the Senate Budget and Taxation Committee to issue a favorable report. This bill would be a valuable reform for land use and transportation that would benefit working class Marylanders, and help usher in more livable and accessible communities. Additionally, it has gotten even better since it came to you last before the Senate, including important provisions, especially around labor.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, Fairfax Connector, and DASH among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

Transit workers effectively serve as the frontline workers to the frontline workers. Likewise, many of our members are blue-collar people, Black or brown, and immigrants. Unfortunately, we have seen time and time again that the places where climate pollution hits the worst are the places where we live and our riders live. It is a cruel irony that too many healthy, walkable, and transit accessible communities are too often out of reach for the people who power those systems: transit workers. In fact, per a report by the Central Maryland Transportation Alliance, only 8.5% of jobs in Maryland are within an hour of public transit.

Overwhelmingly, this is not because individuals do not want to ride transit, but rather because our limited transit systems are not located close enough to them and the robust transit infrastructure they want is in communities with scarce housing supply. In turn, this scarce housing supply has driven up costs, especially for young people, Black, brown, and working class Marylanders in those communities.

HB 80 thankfully takes necessary steps to address that and extend transit oriented development to more people throughout Maryland, thus putting those communities further into reach of working-class Marylanders. By creating incentives for building transit-oriented development (TOD), changing land use so that more individuals are able to live around transit, and creating TOD corridors with new potential special revenue, this bill expands the ability of Marylanders to live in walkable, healthy, and accessible communities.

Additionally, we are happy to see the inclusion of amendments to strengthen labor standards around developing these communities, including through the use of Project Labor Agreements (PLAs).

This proposal is an exciting opportunity for Maryland to alter its landscape and encourage better lifestyles, create more housing, and provide greater transportation options for more working Marylanders.

Local 689 thanks MDOT for this worthy measure and urges the committee to issue a favorable report.

MGA 2025 Testimony Bill HB0080 (Transit-Oriented D

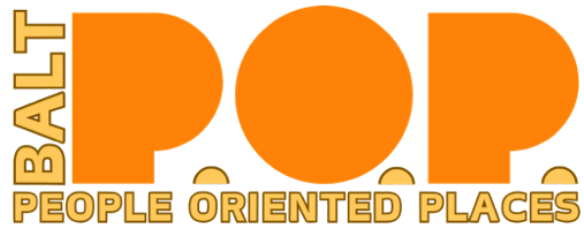
Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0080

Bill Title: Land Use - Transit-Oriented
Development - Alterations

Position: **Favorable**



Members of the Senate Budget and Taxation Committee,

As a group which views public transit as a preferred mode of transportation for maximizing the appeal and productivity of Baltimore and its adjacent suburbs - and believes that the land use around public transit should be optimized to take full advantage of it, we feel that HB0080 is a very necessary bill whose time has come.

This bill sits at the nexus of two converging issues:

1. The state of Maryland has made major investments in fixed-line public transit systems in the Baltimore region, systems which have failed to realize their potential, largely because we have not taken advantage of the opportunities to improve land use around their stations.
2. The state of Maryland is experiencing a housing affordability crisis, largely because we are simply not allowing enough housing to be built in functioning communities where people want to live, especially in those areas where greater density makes sense and is long overdue.

We are pleased to see the steps that the state, including the Maryland Department of Transportation (MDOT), has taken as of late to realize that part of the solution to both of these issues lies at the point where they converge. While some people focus solely on the transportation angle and others focus solely on the land use angle, we believe that the answers lie at the intersection of both - transportation **and** land use. It is based on this belief why we cheer measures meant to spur transit-oriented development (TOD).

If we look at the light rail and metro stations located in Baltimore and Anne Arundel counties, we see the results of many decades of inappropriate land use. The light rail stations are surrounded by barely-used parking lots, gas stations, low-density or undeveloped lots, self-storage facilities, and other automobile-centric developments. This is not a good use of public transit assets. In fact, it is a horribly wasteful use of public transit assets.

With the understanding that zoning and land use are powers that the state has historically delegated to the county level, Baltimore and Anne Arundel counties have had decades to better steward these assets. In that, they have clearly failed. As a result, the two issues we highlighted earlier have been allowed to languish, fester, and balloon.

Given the current state of affairs, we feel that it is completely appropriate and justifiable that the state take action to get us un-stuck with regard to these two issues. Encouraging TOD around our already-existing public transit assets, in the way that this bill seeks to, is one way to do that.

We would have preferred to see the counties and communities in which these stations are located take their own bottom-up steps (by shifting their development decisions over the course of the past several decades) to make more appropriate use of these stations. But they have not. And there isn't any reason to believe that they will do so anytime soon.

This bill serves as a completely warranted corrective **action** to address the past several decades of **inaction**. We need to better leverage our public transit assets and we need to build more housing, especially around those assets. This bill will help us accomplish both.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0080**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

HB0080 Senate - TOD Reform Act of 2025 - Support .

Uploaded by: Talya Kravitz

Position: FAV

March 27, 2025

The Honorable Guy Guzzone
Chair, Budget and Taxation Committee
Maryland Senate
Re: Support for House Bill 0080 (TOD Reform Act of 2025)

Dear Chair Guzzone and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for the TOD Reform Act of 2025 (HB0080). This bill would make it easier to build and fund transit-oriented development (TOD) projects by reducing regulatory barriers and expanding targeted financial incentives. We applaud MDOT for working to leverage existing transit infrastructure and boost the state's housing supply.

The Partnership is a nonprofit alliance of leading employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth. Recognizing the importance of mobility and inclusive growth to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#) and the [Regional Blueprint for Inclusive Growth](#), employer-informed strategies to enhance the transportation system from Baltimore to Richmond and address growth challenges like housing affordability. Through these Blueprints, our employer community has called for increased housing availability near rapid transit corridors as a cost-effective strategy to expand access to opportunity in the region.

Maryland is facing multiple challenges that threaten the state's economic competitiveness and vitality, including costly housing and a transit system facing disinvestment. Maryland ranks 43rd among states for housing affordability and 9th highest in total cost of living.¹ High housing costs are contributing to migration out of the state, leading Maryland to be ranked fifth highest for outflow migration in the United States.² As housing becomes increasingly unattainable, businesses face difficulty attracting and retaining talent, which has serious implications for community investment and economic growth. Additionally, underutilized transit assets and lower ridership revenue, combined with a constrained transportation budget, threatens efforts to maintain existing assets in a state of good repair.

Transit-oriented development (TOD) can serve as a particularly impactful solution to these challenges. Baltimore-area households spend around 16.5% of their budget on transportation, 90.4% of which is spent buying and maintaining private vehicles.³ Co-locating housing with regional transit stations not only helps to address the housing crisis, but also provides Marylanders the opportunity to reduce their transportation expenditures. Additionally, TOD makes efficient use of existing infrastructure assets by bolstering transit ridership, enabling more residents to benefit from increased access to jobs, healthcare, and education.

By facilitating increased TOD and housing density in transit corridors, HB 0080 has the potential to accelerate housing production and ensure Marylanders across the income spectrum have better access to opportunity. For these reasons, we urge a **favorable** report on HB 0080. Thank you for your consideration and shared commitment to reducing barriers to mobility and opportunity, as well as making this region the best place to live, work, and build a business.

Contact:
Thomas J. Maloney
Sr. Vice President, Policy & Research
tmaloney@greaterwashingtonpartnership.com

¹ See [Housing Affordability](#), U.S. News (May 2024)

² See [Maryland lost thousands of residents in the Great Migration. Where did they go?](#) Baltimore Business Journal

³ See [Consumer Expenditures in the Baltimore Metropolitan Area – 2022-23](#), U.S. Bureau of Labor Statistics

2025 HB0080 Testimony Against 2025-03-27.pdf

Uploaded by: Alan Lang

Position: UNF

Testimony Against HB0080

Honorable Senators

Please enter an unfavorable report against HB0080.

I am against

- Altering the authority of local legislative bodies to regulate land use planning on certain land that is located within 0.25 miles of a rail transit station that receives at least hourly service on average from 8:00 A.M. until 6:00 P.M. Monday through Friday;
- exempting certain transit-oriented development from certain provisions of State procurement law; and adding the use of project labor agreements as a scoring preference for projects financed by the Transit-Oriented Development Capital Grant and Revolving Loan Fund.

Although proponents of this bill claim it will be a great improvement for development, almost a panacea, I am concerned that it will override local jurisdiction control over key areas in which local government officials spent numerous time and money doing zoning planning with citizen input. The Counties and municipalities should not be shut out from these key developments.

Please enter an unfavorable report against HB0080.

Alan Lang
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Legislative District 30B
410-336-9745
Alanlang1@verizon.net
March 27, 2025

HB 80 - CF - TOD Housing.pdf

Uploaded by: Angelica Bailey Thupari

Position: UNF



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

March 27, 2025

Committee: Senate Budget & Taxation

Bill: HB 80 - Land Use - Transit-Oriented Development - Alterations

Position: Oppose

Reason for Position:

The Maryland Municipal League (MML) respectfully opposes House Bill 80. We appreciate the Maryland Department of Transportation's (MDOT) efforts to collaborate with local governments and recognize that several amendments to the original bill were accepted that meet some of our original concerns. However, the current version includes several new points that concern our members.

The amended version includes a provision preempting local governments from holding a certain number of public hearings. Local governments are concerned with this limitation: our members face zoning challenges as diverse as our membership itself and constructively engaging the public empowers local leaders to better respond to community needs, ensure transparency, and make well-informed decisions. Retaining flexible control over public hearings allows our members to tailor processes to their and their communities' unique needs rather than following rigid, state-mandated rules.

The proposal also includes state-imposed parking requirements, which have been reduced but are still present in the bill. Again, state preemption reduces the ability of local governments to tailor zoning and development policies to the specific needs of their communities.

HB 80 also includes language requiring local government to allow mixed-use development in residential zones, or appropriate commercial use for mixed-use development, within 0.5 miles of a rail transit station. This imposes an affirmative duty on local governments to actively allow such development, which is substantively different from the original bill. The original language prohibited local governments from outright banning mixed-use development within 0.5 miles of a rail transit station, but did not necessarily require them to affirmatively allow it in all cases. Local governments could still impose restrictions or conditions necessary to meet community needs.

The Maryland Municipal League uses its collective voice to advocate, empower and protect the interests of our 160 local governments members and elevates local leadership, delivers impactful solutions for our communities, and builds an inclusive culture for the 2 million Marylanders we serve.



Maryland Municipal League

The Association of Maryland's Cities and Towns

Finally, the amended version requires local governments to prioritize the processing and approval of any site plan or permit for a Transit-Oriented Development (TOD). Mandating prioritization removes local governments' discretion to manage their own planning and permitting processes, which could delay or disadvantage other important project like affordable housing, infrastructure improvements, or small business developments that also require timely approvals.

The League is committed to working with the state to address Maryland's housing shortage, and recognizes that TODs can be beneficial for transit accessibility and smart growth; however, HB 80 in its current form undermines local governments' ability to manage development in a way that best serves their communities. For these reasons, we respectfully request an unfavorable Committee report on House Bill 80.

For more information, please contact Angelica Bailey Thupari, Director of Advocacy & Public Affairs, at angelicab@mdmunicipal.org or (443) 756-0071. Thank you in advance for your consideration.

The Maryland Municipal League uses its collective voice to advocate, empower and protect the interests of our 160 local governments members and elevates local leadership, delivers impactful solutions for our communities, and builds an inclusive culture for the 2 million Marylanders we serve.

HB0080-BT_MACo_OPP.pdf

Uploaded by: Dominic Butchko

Position: UNF

House Bill 80

Land Use - Transit-Oriented Development - Alterations

MACo Position: **OPPOSE**

To: Budget and Taxation Committee

Date: March 27, 2025

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) **OPPOSES** HB 80. This bill preempts counties from imposing minimum off-street parking requirements within 0.25 miles of a certain rail transit station, mandates changes to local zoning within 0.5 miles of rail transit stations, largely preempts local authority over certain lands subject to transit-oriented development (TOD) plans, and preempts local processes related to project approvals for TOD developments.

Maryland is currently facing several challenges to growth resulting from both the pandemic and greater national economic headwinds. One of the most perplexing issues for both counties and the State has been shifts in daily life which have seen the use of public transit systems significantly diminish. In response to this, the intent of HB 80 as both originally drafted and amended is to spur future development.

Initially, MACo supported the legislation with amendments, aiming to align the bill's intent with numerous reasonable county concerns. However, after House amendments were adopted, county leaders have reconsidered their position and now oppose the revised bill. In both its original and amended forms, the bill increasingly erodes county authority over land use within TODs, raising concerns about local control. Specifically, the newly added language limits local jurisdictions' ability to set "limitations or restrictions on land use classification, height, or setback, or any similar requirements" – a sweeping preemption of standard local land use authority.

Additionally, provisions within the legislation which only affect projects located in approved TODs set an uncomfortable adversarial relationship between the State and local governments. If county authority is preempted by entering into voluntary agreements with the State, the State is creating an incentive for reduced, rather than greater, partnership and coordination. Counties believe this is an unwelcome outcome, and would prefer a more collaborative approach.

As drafted and as amended, counties have significant concerns around how HB 80 would be implemented. Counties remain ready to work with the Committee and stakeholders to address local concerns, but current significant gaps remain between MACo and the Department. Accordingly, MACo urges the Committee to issue an **UNFAVORABLE** report for HB 80.

SB 190 HB 80_.pdf

Uploaded by: Sarah Peters

Position: UNF



Bill: Senate Bill 190/House Bill 80 – Land Use – Transit–Oriented Development – Alterations

Position: Oppose

Dear Chair, Vice-Chair, and Members of the Committee:

On behalf of the City of Gaithersburg, I write to express our opposition to Senate Bill 190/ House Bill 80. While we support efforts to promote transit-oriented development (TOD) and acknowledge the importance of reducing reliance on personal vehicles, this legislation presents significant challenges for local jurisdictions like ours.

The City of Gaithersburg is deeply concerned that this bill represents an overreach into local land-use authority. Local governments are best positioned to determine how development aligns with the unique needs of their communities. By prohibiting minimum off-street parking requirements within a 0.5-mile radius of transit stations, this legislation removes our ability to balance growth, parking needs, and the realities of our transportation infrastructure.

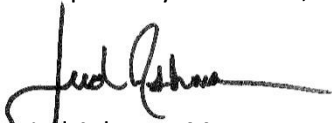
Our community relies primarily on the MARC Train, which does not operate bidirectional lines in the AM and PM hours. While the Metropolitan Grove MARC station is a hub of employment, with numerous businesses within a 0.5-mile radius, most employees must drive to access these jobs. Eliminating minimum parking requirements opens the door for developers to reduce costs by providing little or no parking. This would create overflow parking issues on properties that do provide adequate spaces, as well as on nearby streets.

We are already grappling with parking issues in our city. This bill will only exacerbate those challenges, creating undue strain on residents and businesses. It could also discourage economic development by making our employment centers less accessible to the workforce.

While the bill's intention to encourage transit-oriented development is laudable, it fails to account for the reality that public transit infrastructure varies greatly across municipalities. Without a robust and accessible transit network, this one-size-fits-all approach would place undue burdens on communities like ours.

For these reasons, we respectfully request an unfavorable report.

Respectfully submitted,



Jud Ashman, Mayor
City of Gaithersburg

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