

Amalgamated Transit Union Local 1300

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Proudly representing the transit workers of the MTA!



SB 472 - Property Tax - Improvements to Property Adjacent to Rail Stations - Subclass, Special Rate, and Penalty

Senate Budget & Taxation Committee

Favorable

February 12, 2025

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

We know from firsthand experience that transit riders and workers don't just need the Maryland General Assembly to raise enough money to protect our existing transportation system, we need to meet the future transit needs of the state. The Maryland Transit Administration (MTA) has fought for years to dig itself out of a bus operator shortage. Expanding service frequency is the proven solution to expanding transit ridership.¹ Future expansions and improvements will never be possible without additional, predictable, and reliable Transportation Trust Fund (TTF) funding sources. If this is the year to take hard votes and make hard choices, the worst option of all would be to take the hit for raising taxes or fees, but failing to raise the actual amount needed for residents to feel the benefits of the services their taxes fund.

With that in mind, we strongly support SB 472 and its innovative split-rate tax proposals. Transit drives development and generates incredible amounts of value for Maryland. Unfortunately, that value does not always get reinvested into additional transit. SB 472 proposes two things, permitting localities to adopt land value taxes near transit if they choose to and then dedicating a portion of the revenue back into the TTF. This is exactly the type of innovative tax policy that incentivizes the outcomes the state is looking for. Land value taxation drives denser, multi-use development near transit stations leading to expanded economic development and transit ridership. By re-investing a portion of the land value taxation back into the TTF, it creates a closed loop where dollars invested in transit are re-invested back into better transit.

We urge the committee to issue a favorable report on SB 472.

¹ Jarrett Walker. "The Transit Ridership Recipe." *Human Transit*. January 2024.