



DRAFT POSITION STATEMENT

Bill: HB 0080 (SB 0190) Land Use - Transit-Oriented Development – Alterations

Position: Informational

Date: January 30, 2025

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Dear Chair Marc Korman,

The Maryland-National Capital Park and Planning Commission (“M-NCPPC” or the “Commission”) has not voted on an official position yet, but they have directed staff to prepare a statement of information with suggested amendments for HB 0080 (SB 0190).

What this Bill Does. This bill authorizes the Maryland Department of Transportation to establish transit-oriented development (TOD) corridor funds financed by revenue from county special taxing districts to benefit transit-oriented development. It also alters the authority of local legislative bodies to regulate land use planning on certain land that is located within 0.5 miles of, or under certain circumstances, adjacent to, certain transit stations. It exempts certain special taxes for the benefit of transit-oriented development from any county tax limitation or bond cap.

Supports General Plan. This bill supports Plan 2035, Prince George’s County’s General Plan as well as *Thrive Montgomery 2050*, Montgomery County’s general plan, as it “promote[s] and prioritize[s] public investment in infrastructure in activity centers and along growth corridors and leverage[s] it to attract future private investment in a compact form.”

This bill preempts certain special taxes for the benefit of transit-oriented development from any county tax limitation or bond cap; this may impact the Counties’ revenue.

Suggested Recommendations. The Commission has provided information for the Committee to consider the below.

- (A) Sections 4-104(c) (bicycle parking) and 4-104(d) (manufactured homes) apply to charter counties (including Montgomery and Prince George's) because these sections are expressly mentioned in Section 1-401 of the Land Use Article. If the intent is for the new provisions to apply, they will need to be added to 1-401 as well.
- (B) Further clarification is needed to confirm that 21-508(c)(6) does not require revenues to be distributed to a TOD Corridor Fund.