

# **HB 80 MDP Written Testimony.pdf**

Uploaded by: Andrew Wilson

Position: FAV



## Maryland DEPARTMENT OF PLANNING

**HEARING DATE:** January 30<sup>th</sup>, 2025  
**BILL NO:** HB 80  
**COMMITTEE:** Environment and Transportation  
**POSITION:** Favorable  
**FOR INFORMATION CONTACT:** Andrew Wilson (443) 721-6789

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**TITLE: HB 80 - Land Use - Transit-Oriented Development - Alterations**

**BILL ANALYSIS:**

HB 80 includes amendments to the §4–104 of the Land Use Article of the Maryland Code to facilitate transit-oriented development around rail transit stations through the elimination of minimum off-street parking requirements for residential and mixed-use developments and the prohibition of the legislative body from precluding mixed-use developments or state-owned land with an approved transit-oriented development plan.

**POSITION AND RATIONALE:**

The Maryland Department of Planning (MDP) supports HB 80 and is providing testimony specific to the elimination of minimum off-street parking requirements and prohibition of the legislative body from: (1) taking action to preclude mixed-use development that is located within 0.5 miles of a rail transit station, or (2) imposing local zoning restrictions if a state-owned land in use for a transportation purpose adjacent to a transit station has an approved transit-oriented development plan by the Maryland Department of Transportation (MDOT).

MDP is the primary state agency tasked with both supporting local governments in their implementation of the Land Use Article and with the State's oversight of sustainable growth land use policy such as the Priority Funding Areas. MDP also partners with DHCD and MDOT to align community revitalization goals with transportation planning using data and geospatial mapping in developing interactive tools to assist in local decision-making regarding land use and development. One such tool is the [Transit Station Area Profile Tool \(TSAPT\)](#) that displays socioeconomic, employment, median housing sales and ridership data around Maryland's rail transit stations. This tool is used by local governments, interest groups and the private sector to explore transit-oriented development (TOD) opportunities in their community. MDP is working on other tools and resources to assist local governments advance affordable housing opportunities in their communities.

The elimination of minimum off-street parking requirements and prohibition of the legislative body from preventing mixed-use developments within half mile of rail transit stations, as proposed in HB 80, are targeted policy incentives to encourage transit-oriented development in areas with multi-modal choices and typically having an abundance of off-street parking. The elimination of minimum parking standards is a proven best practice for encouraging denser development in residential and employment growth areas by enhancing their financial feasibility and optimizing land use. MDP asserts that all areas within .5 miles of a transit station are ideally suited for residential and employment growth. This bill will also help prevent valuable land within .5 miles of a transit stop from being used

for surface parking. Surface parking hinders sustainability, encourages single occupancy vehicle trips, and impedes pedestrian networks, all of which work in opposition to effective TOD development.

This bill is intended to encourage higher density and mixed-use development within ½ mile of a rail transit station. Research and actual case studies indicate ½ mile walk distances from transit to be acceptable for the avoidance of cars or other vehicles to connect people from their home to transit centers. Application of these walk distances will of course also depend on quality of pedestrian (or cycle) paths, safety, and overall experience of the pedestrian to ensure alternative to cars are used for this “last mile” connection. Increasing the number of residents living within walking or cycling distance to rail transit stations also reduces overall carbon footprint, improves health, increases access to employment centers connected by transit and supports social connectivity to enhance community well-being. All these factors are also well documented contributors to community resiliency, placemaking, and economic competitiveness.

Establishing targeted incentives, as proposed in HB 80, work to optimize the transit investments to benefit the maximum number of people which has the added potential to increase overall ridership leading to improved financial viability of the transit systems. Additionally, encouraging higher densities and mixed-use development will also attract other public and private investment in the area, leading to great economic and community development around the rail stations. The bill’s authorization of MDOT to issue bonds supporting the TOD Capital Grant and Revolving Loan Fund provides a financial benefit to jurisdictions with TOD sites and balances the bill’s zoning intervention eliminating parking minimums and disallowing actions that preclude mixed-use development. It also does not require that a jurisdiction updates its zoning code to specify these new requirements, only that they abide by them, which minimizes any financial burden on local governments. In fact, the TOD development that this bill incentivizes would increase local government revenue. Clearly, this approach as proposed in HB 80 provides multiple benefits that have been outlined above.

MDP stands ready to support local jurisdictions with the interpretation and implementation of HB 80 and will continue to develop data driven tools to inform decision making. We are confident that this bill will have a positive impact on communities and support the sustainable growth of Maryland for generations to come.

# **HB80\_Amazon\_FAV.pdf**

Uploaded by: Anya Malkov

Position: FAV



January 30, 2025

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
Maryland House of Delegates

**Re: Support for House Bill 80** (Land Use – Transit–Oriented Development – Alterations)

Dear Chair Korman and Members of the Environment and Transportation Committee:

On behalf of Amazon, I write to express support for the Land Use – Transit-Oriented Development – Alterations bill (HB 80). Amazon believes that all people should have access to housing they can afford and we are committing our resources to increase the supply of long-term, affordable homes for low-to-moderate income residents.

Since the launch of the Amazon Housing Equity Fund in 2021, **we have invested more than \$185 million in eight projects across Montgomery and Prince George’s Counties**. These investments support the preservation and creation of 1,780 affordable homes for households earning 30% - 80% of area median income. That often includes first responders, teachers, health care workers, and others who may not typically qualify for subsidies, but whose wages have not kept pace with escalating rents.

We prioritize affordable housing in locations that allow thousands of families to live closer to where they work or near transportation hubs, removing a major barrier to success. Three of our Maryland projects – in College Park, New Carrollton and North Bethesda – were done in partnership with the Washington Metropolitan Area Transit Authority (WMATA) to build transit-oriented communities.

Transit-oriented development connects communities to jobs and services and promotes local community and economic development while also reducing commute times and associated expenses. Therefore, we urge a favorable report for House Bill 80.

Thank you for your consideration.

Sincerely,

Anya Malkov  
Head of Maryland Public Policy

**CSG MD HB 80 TOD bill testimony.pdf**

Uploaded by: Cheryl Cort

Position: FAV

**Testimony on HB 80  
Land Use - Transit-Oriented Development - Alterations  
House Environment & Transportation Committee**

**Date: January 28, 2025**

**Position: Support**

The Coalition for Smarter Growth (CSG) strongly supports **HB 80**. 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 around Maryland rail stations and transit corridors. Below are some of the reasons why.

**Transit-oriented development (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.
- WMATA estimates that full build-out of its available properties across the tri-state Metrorail system would provide \$340 million in annual tax revenues and \$8.6 billion in potential annual economic impact. Twenty-four out of the 40 stations with these development opportunities are located 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** – The bill would remove minimum parking requirements (allowing developers to decide) for transit-oriented developments within proximity of rail transit stations. This is considered a national best practice to ensure housing affordability and remove market obstacles.

Lastly, in a period of state fiscal constraint, transit-oriented development is a transportation solution that often takes advantage of existing infrastructure, leverages private investment and provides significant returns.

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

# **GGWash Comments on HB 80.pdf**

Uploaded by: Dan Reed

Position: FAV





Chair Marc Korman  
and Members, Environment and Transportation Committee  
House Office Building  
Annapolis, Maryland 21401

March 5, 2024

Dear Chair Korman and Members of the Environment and Transportation 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 2030<sup>1</sup>. 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 here<sup>2</sup>. Our 2024 poll found that 72% of Maryland voters want the state government to do something about high housing costs, while 60% support allowing homebuilders to build more homes at transit stations<sup>3</sup>.

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 revenues<sup>4</sup>.

This bill can unlock those possibilities by reducing barriers to homebuilding near rail transit stations like blocking mixed-use development, or requiring homebuilders to build more parking than future residents want or need<sup>5</sup>. It also empowers MDOT to make the best use of public land at transit stations while ensuring that new development meets community needs. Crucially, this bill creates new financing opportunities for transit-oriented development, like allowing multiple jurisdictions along a corridor to pool their resources.

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

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

<sup>3</sup> <https://ggwash.org/view/92877/marylanders-want-more-homes-in-more-places-to-fit-more-budgets>

<sup>4</sup> [https://mdot.maryland.gov/ORED/MARC-Penn-Line-TOD-Strategy-Final-Report\\_10.9.2024.pdf](https://mdot.maryland.gov/ORED/MARC-Penn-Line-TOD-Strategy-Final-Report_10.9.2024.pdf)

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

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



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,

A handwritten signature in black ink, appearing to read "Dan Reed". The signature is fluid and cursive, with the first name "Dan" and the last name "Reed" clearly distinguishable.

Dan Reed  
Maryland Policy Director

# **HB80\_SMART\_Pendleton\_FAV**

Uploaded by: David Pendleton

Position: FAV

DAVID PENDELTON SR.  
Chairperson/Director

TOM CAHILL  
Vice Chairperson/Assistant  
Director

BRITTANY GARRIS  
Secretary



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January 28, 2025

The Honorable Marc Korman, Chair; Regina Boyce, Vice Chair  
Members of the House Environment and Transportation

REPRESENTATIVES

**RE: SUPPORT HB-80**

CUMBERLAND

Local 600  
RANDY MARTZ

As Director of the Maryland Safety and Legislative Board for the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Worker's (SMART) we urge your committee to support **HB-80**, "*Land Use Transit Oriented Development - Alterations.*"

BRUNSWICK

Local 631  
TOM CAHILL

It would authorize the Maryland Department of Transportation to establish transit-oriented development (TOD) corridor funds to benefit transit-oriented development adjacent to a planned or existing transit corridor. The fund would provide a dedicated source of revenues to repay Federal loans for transit-oriented development.

EDMONSTON

Local 1470  
BRITTANY GARRIS

The legislation would have many positive effects. It would curtail sprawl by enticing the public to locate at or near transit-oriented developments. It would entice businesses to locate where the public and employees would have access to their businesses from transit-oriented developments. It would increase transit ridership thereby reducing pollution from automobiles and reduce the enormous congestion on the highways.

BALTIMORE

Local 610  
JOHN WALKER

**We urge a favorable report on HB-80.**

Fraternally,

David Pendleton Sr., Chairperson/Director  
Maryland Safety & Legislative Board, LO-023  
**SMART** Transportation Division

**HB0080\_ Favorable\_CMTA.pdf**

Uploaded by: Eric Norton

Position: FAV



January 30, 2025

**Testimony on HB 80 –  
*Land Use – Transit-Oriented Development – Alterations*  
Environment & Transportation Committee**

**Position: Favorable**

The Central Maryland Transportation Alliance supports HB 80, which will reduce barriers to building transit-oriented development (TOD), as well as strengthen the TOD Capital Grant and Loan Fund created by the legislature in 2023.

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 and funding issues through necessary zoning reform, clarification on state procurement law, and facilitates special taxing districts to support the funding and financing of corridor-level TOD initiatives.

We encourage a FAVORABLE report for House Bill 80.

# **HB0080\_Favorable\_Bozzuto.pdf**

Uploaded by: Eric Norton

Position: FAV



FOUNDED ON VALUES. BUILT ON INTEGRITY.

January 23, 2025

Marc Korman, Chair  
Environment & Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

Dear Chair Korman, Vice Chair Boyce, and Committee Members:

I am writing in support of HB80, MDOT's TOD bill. I write as Chairman and Co-Founder of The Bozzuto Group, a national and nationally respected, Maryland based developer, builder and manager of multifamily rental and for sale housing. I write as someone who has developed and built more than 60,000 homes and apartments and as someone whose company manages more than 120,000 apartment units nationwide. And I write finally as someone who has developed, built and managed more than a thousand apartments adjoining or within a short walk to rapid transit stations.

There is little doubt that a great many people prefer to live in housing near public transportation. Such housing is generally the most environmentally friendly housing that builders can provide, both because of its density and because many occupants choose to live without dependence and frequently without ownership of automobiles. It is also generally the most popular housing solution for both younger people and older residents for whom a large suburban home is no longer appealing.

Unfortunately, getting approval for such housing is more complicated and more time consuming than getting approval for almost any other type of housing because it requires coordination, review and approval not only from the transportation authority but also from the local jurisdiction. Frequently the wishes of one of these is in conflict with the other, often as it relates to the type of housing and commercial space allowed and especially as it relates to the number of parking spaces required. Many local jurisdictions unreasonably restrict density or require excessive parking even for non-transit related sites and some are unwilling to modify these requirements when a proposed development is proximate to transit. Our experience as well as that of others in our industry has proven that demand for parking decreases dramatically the closer one builds to public transportation stops.



This bill encourages more housing and mixed-use development near transit by:

@Prohibiting minimum requirements for off-street parking and allowing for mixed use development within .5 miles of a rail transit station;

@ Prohibiting zoning restrictions in transit-oriented development areas with state owned land;

@Expanding the permitted uses of the Transit-Oriented Development and Capital Grant fund to allow MDOT to fund planning as potential TOD sites; and,

@ Establishing a TOD Corridor Fund to support Transit Oriented Development adjacent to a planned or existing transit corridor.

There is substantial demand for walkable, urban residential and commercial space. TOD adds supply of it to the marketplace. Parking minimums and zoning prohibitions on mixed-use development drive up costs and prevent the supply of the types of residential and commercial development that people want.

Finally, Transit Oriented Development concentrates development around transit hubs. In doing so, it reduces reliance on cars, lowers greenhouse gas emissions and boosts the efficiency of land use.

My only reservation regarding this legislation is in its authorization for creation of special taxing districts in transit areas by the local jurisdiction. It has been shown that more than a third of the cost of building multifamily housing is associated with governmental fees, taxes and other impositions. If not leveled cautiously, these additional fees have the potential to undermine the other benefits of this legislation.

Notwithstanding my one concern however, and with all due respect, I urge your positive consideration of this legislation.

Sincerely,



Thomas S. Bozzuto  
Chairman and Co-Founder  
The Bozzuto Group

# **HB 80\_MDCC- Land Use - Transit-Oriented Developmen**

Uploaded by: Hannah Allen

Position: FAV



**LEGISLATIVE POSITION:**

**Favorable**

**House Bill 80 – Land Use - Transit-Oriented Development - Alterations  
Environment and Transportation Committee  
Thursday, January 30, 2025**

Dear Chair Korman 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. By simplifying procurement laws and enabling the pooling of special taxing district funds, the legislation accelerates critical projects and promotes economic growth along key transit corridors.

This legislation restricts local jurisdictions from imposing a minimum off-street parking requirement on residential or mixed-use developments within .5 miles of a rail transit station. 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, 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**.

**HB080\_DHCD\_SUPPORT.pdf**

Uploaded by: Jake Day

Position: FAV



WES MOORE  
Governor  
ARUNA MILLER  
Lt. Governor  
JACOB R. DAY  
Secretary  
JULIA GLANZ  
Deputy Secretary

**DATE:** January 30, 2025  
**BILL NO.:** House Bill 80  
**TITLE:** Land Use – Transit-Oriented Development - Alterations  
**COMMITTEE:** House Environment and Transportation Committee

### Letter of Support

#### **Description of Bill:**

House Bill 80 authorizes the Maryland Department of Transportation to develop Transit-Oriented Development Corridor funds financed by special taxing districts to benefit transit-oriented development. It also restricts local jurisdictions from imposing minimum off-street parking requirements or taking action to preclude mixed-use development in areas within 0.5 miles of a rail transit station, and from imposing local zoning restrictions on state-owned land adjacent to transit stations and subject to an MDOT-approved transit-oriented development plan.

#### **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 enabling more state-level funding and mitigating 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.



**JBGS Support of HB0080 1-27-25.pdf**

Uploaded by: Jay Corbalis

Position: FAV



**Committee: Environment and Transportation**

**Testimony on: HB80 - "TOD Reform Act of 2025"**

**Position: Support**

**Hearing Date:** January 30<sup>th</sup>, 2025

Dear Chair Korman and Committee Members:

JBG Smith submits this testimony in support of HB 80, which makes a number of changes to statute to make it easier to build and fund transit-oriented development (TOD), to reduce barriers to strong TOD, and to strengthen the TOD Capital Grant and Loan Fund created by the legislature in 2023.

JBG Smith is a publicly traded real-estate investment trust headquartered in Bethesda. JBG Smith owns, operates, invests in and develops real estate assets in transit-oriented submarkets in and around Washington, D.C., including National Landing, where we serve as development partner for both Amazon's HQ2 project as well as Virginia Tech's Innovation Campus.

Maryland has been a leader in transit-oriented development and smart growth policy for decades. However, outside of investments in the WMATA system in the DC area and a few strategic developments in the Baltimore area, implementing TOD across our state's transit assets has been inconsistent. The time to change that is now.

The state is facing slow economic growth that has led to the current budget crisis, costly housing prices that drive people to leave Maryland, and a need to rebuild transit ridership and make better use of transit assets in the wake of the pandemic. Transit-oriented development in Maryland is an opportunity to create thousands of new housing units, generate new state and local tax revenues, and advance the State's climate change goals.

HB 80 makes 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 and funding issues through necessary zoning reform, clarification on state procurement law, and facilitates special taxing districts to support the funding and financing of corridor-level TOD initiatives.

JBG Smith urges the Committee's FAVORABLE report on HB 80.

Respectfully,



**JBG SMITH**

Jay Corbalis  
Vice President, Public Affairs  
JBG SMITH



**HB0080 LOS TOD.pdf**

Uploaded by: Jed Weeks

Position: FAV



January 28, 2025

House Environment and Transportation Committee  
250-251 Taylor House Office Building  
Annapolis, MD 21401 - 1991

## **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**

# **HB0080 - TOD Reform Act of 2025 - Support.pdf**

Uploaded by: Kyah Tilsen

Position: FAV

January 30, 2025

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
Maryland House of Delegates  
**Re: Support for House Bill 0080 (TOD Reform Act of 2025)**

Dear Chair Korman 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 43<sup>rd</sup> among states for housing affordability and 9<sup>th</sup> highest in total cost of living.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup> 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

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

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

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

[tmaloney@greaterwashingtonpartnership.com](mailto:tmaloney@greaterwashingtonpartnership.com)

**HB80\_MDSierra\_FAV\_1-30.docx.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV

**Committee: Environment and Transportation****Testimony on: HB 80, Land Use – Transit-Oriented Development – Alterations****Position: Support****Hearing Date: January 30, 2025**

The Maryland Chapter of the Sierra Club supports HB 80, Land Use – Transit-Oriented Development – Alterations. This bill would authorize the Maryland Department of Transportation (MDOT) to establish transit-oriented development (TOD) funds financed by revenue from county special taxing districts to benefit TOD. It would also alter 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.

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.<sup>1</sup> 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.<sup>2</sup>

We also support the provision to remove minimum off-street parking requirements within 0.5 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  
janelyons@gmail.com

Josh Tulkin  
Chapter Director  
Josh.Tulkin@MDSierra.org

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

<sup>2</sup> [https://www.sierraclub.org/sites/www.sierraclub.org/files/Infill%20Policy\\_5.18.2019.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/Infill%20Policy_5.18.2019.pdf)

**HB80\_LizPrice\_Fav.pdf**

Uploaded by: Liz Price

Position: FAV





## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

### Public Testimony in Support of HB80

#### Land Use – Transit Oriented Development – Alterations

#### Before the House Environment & Transportation Committee

30 January 2025

Mr. Chairman and members of the committee, thank you for inviting me to testify today. My name is Liz Price, and I am Vice President of Real Estate and Development for the Washington Metropolitan Area Transit Authority (WMATA). I am here to voice Metro's support for Senate Bill 0190. The bill will expand transit-oriented development (TOD) throughout the state by encouraging smart growth land use policies and providing financial tools to support the delivery of critical new housing, jobs and services at transit-accessible locations. We know from experience that supportive policies and investment are instrumental to the success of TOD.

Metro's nation-leading joint development program has completed 57 buildings at 31 stations that generate more than \$200 million in annual local and state taxes. Future development potential at 40 Metro stations totals 31 million SF including 26,000 new housing units and would add over \$300 million in annual tax revenue to the region. Metro's Ten-Year Strategic Plan for Joint Development released in 2022 identified strategies for accelerating joint development, including several that this legislation supports:

- Partnering with jurisdictional partners to pursue policies and funding that support infrastructure needs, and housing and economic development goals, and
- Increasing development readiness of Metro's sites by addressing entitlement issues and financial feasibility gaps.

We have already seen the results that a collaborative approach to TOD can achieve. In the first 45 years of Metro's joint development program, Metro and its development partners completed over 2.5 million square feet of commercial development and 3,600 units of housing at Maryland Metro stations that generate more than \$60 million dollars in annual state and local taxes. As a result of TOD supportive policies and infrastructure investments in Montgomery and Prince George's County, combined with Metro's efforts to accelerate development, we now have **over 6,000 residential units** currently in the pipeline. Our partners **delivered nearly 1,000 new housing units in 2024** alone including **more than 750 affordable units**, at College Park, Grosvenor-Strathmore, and New Carrollton. Together this equates to 7,000 Maryland households who will expand the Maryland tax base and increase Metro ridership and revenue. Together, we are addressing the housing shortage and reducing greenhouse gas emissions and local pollution from transportation.

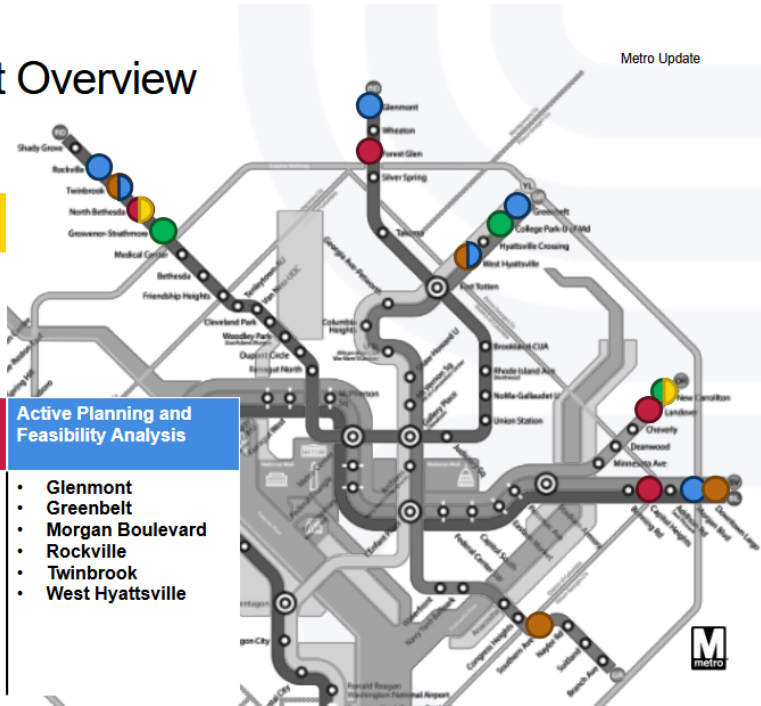
These wins are only possible with the right policy environment. Maryland's bill encourages smart growth zoning policies that encourage construction of housing, hotels, offices and retail in places best equipped to support that growth – within a half mile of transit stations and corridors. Higher density zoning at transit locations in Montgomery County have been central to the success of TOD

at Bethesda, Grosvenor, North Bethesda and Twinbrook stations. The bill also expands the State’s financial toolkit to provide critical investments that enable TOD to advance. Similar investments such as direct grants from state, local and federal partners and local tax abatements have been instrumental in accelerating Metro’s TOD projects in Maryland, including New Carrollton, North Bethesda and Capitol Heights.

The bill before you today lowers crucial hurdles for transit-oriented development. If passed and implemented, I am confident it will accelerate development of new housing, jobs and services throughout the state’s transit corridors, as well as support Metro’s ongoing efforts in Montgomery and Prince George’s County. For these reasons, I urge you to support Senate Bill 0190. Thank you for your time.

## Maryland Development Overview

<b>Recently Completed (2024)</b>	<b>Under Construction (or 2025 Groundbreaking)</b>
<ul style="list-style-type: none"> <li>• <b>College Park</b> (451 units)</li> <li>• <b>Grosvenor</b> (220 units, 1 acre park)</li> <li>• <b>New Carrollton</b> (291 units)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>New Carrollton</b> (462 units)</li> <li>• <b>North Bethesda</b> (354 units)</li> </ul>
<b>Board JDA Approval / Excess Property (EP) Sale</b> <ul style="list-style-type: none"> <li>• <b>Downtown Largo-Lottsford Rd JDA</b> (800 units, 70K SF Retail)</li> <li>• <b>Downtown Largo</b> (EP- Residential)</li> <li>• <b>Southern Avenue</b> (EP- Residential)</li> <li>• <b>Twinbrook JDA</b> (437 units, 5K SF Retail)</li> <li>• <b>West Hyattsville JDA</b> (200 units)</li> </ul>	<b>Active Solicitation/ Negotiations</b> <ul style="list-style-type: none"> <li>• <b>Capitol Heights</b> (Mixed-use)</li> <li>• <b>Forest Glen</b> (Residential)</li> <li>• <b>Landover</b> (Residential)</li> <li>• <b>North Bethesda</b> (Mixed-use)</li> </ul>



<b>Active Planning and Feasibility Analysis</b> <ul style="list-style-type: none"> <li>• <b>Glenmont</b></li> <li>• <b>Greenbelt</b></li> <li>• <b>Morgan Boulevard</b></li> <li>• <b>Rockville</b></li> <li>• <b>Twinbrook</b></li> <li>• <b>West Hyattsville</b></li> </ul>
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**MBIA FWA HB80.pdf**

Uploaded by: Lori Graf

Position: FAV

January 30, 2025

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
6 Bladen Street  
Annapolis, MD, 21401

**RE: MBIA Favorable with Amendments – HB80 Land Use - Transit-Oriented Development – Alterations**

Dear Chair Korman:

The Maryland Building Industry Association, representing 100,000 employees statewide, appreciates the opportunity to participate in the discussion surrounding **HB 80 Land Use - Transit-Oriented Development – Alterations**. MBIA **supports** the Act in its current version.

HB80 would authorize 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 and would alter the authority of local legislative bodies to regulate land use planning on certain land that is located within 0.5 miles of, or adjacent to certain transit stations.

MBIA supports transit orient development types, TOD creates walkable mixed-use neighborhoods centered on transit, and a recent study from the Brookings Institute shows the benefits of living near these “activity centers,” examining how people can save more money and reduce their carbon footprint. The escalating cost of land and the desire to foster “smart growth” development are among the reasons the MDOT together with the Maryland Economic Development Corporation (MEDC) is calling for an increase in “denser, mixed-use communities around transit hubs between Washington and Baltimore.

We do want to point out that MBIA does have concerns regarding Special Taxing Districts as they can be a loophole for certain “special” areas to be taxed at a higher rate and hinder services, while also conflicting with regional planning goals and current services that are in place. We would encourage incentives in the form of a PILOT as opposed to punitive taxing.

For these reasons, MBIA respectfully urges the committee to consider these comments and give HB80 a favorable report. Thank you for your consideration.

For more information about this position, please contact Lori Graf at 410-800-7327 or [lgraf@marylandbuilders.org](mailto:lgraf@marylandbuilders.org).

cc: Members of the House Environment and Transportation Committee

# **HB 80 Favorable.pdf**

Uploaded by: Matt Power

Position: FAV



**Favorable**

**House Environment and Transportation Committee**  
***House Bill 80 – Land Use – Transit Oriented Development – Alterations***

Matt Power, President  
[mpower@micua.org](mailto:mpower@micua.org)  
January 30, 2025

On behalf of the member institutions of the Maryland Independent College and University Association (MICUA) and the nearly 55,000 students we serve, I thank you for the opportunity to provide this written testimony in support of [House Bill 80 Land Use - Transit Oriented Development - Alterations](#). This bill makes a number of changes to statute to make it easier to build and fund transit-oriented development (TOD), to reduce barriers to strong TOD, and to strengthen the TOD Capital Grant and Loan Fund created by the legislature in 2023.

Maryland has been a leader in transit-oriented development and smart growth policy for decades. However, outside of investments in the WMATA system in the DC area and a few strategic developments in the Baltimore area, implementing TOD across our state's transit assets has been inconsistent.

The state is facing slow economic growth that has led to the current budget crisis, costly housing prices that drive people to leave Maryland, and a need to rebuild transit ridership and make better use of transit assets in the wake of the pandemic. Transit-oriented development in Maryland is an opportunity to create thousands of new housing units, generate new state and local tax revenues, and advance the State's climate change goals. This bill will help stimulate economic development, create affordable housing, and better link our transit network for the benefit of students, employees, and employers.

HB 80 / SB 190 makes it easier to build sustainable, transit-oriented communities that support state goals of investing in our existing infrastructure and driving long-term economic value that will help us retain talented students in the State of Maryland.

***For all of these reasons, MICUA requests a favorable Committee report for House Bill 80.***

# **HB 80 - Land Use - Transit-Oriented Development -**

Uploaded by: Michael McMillan

Position: FAV

# Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218  
Telephone: 410-889-3566 Facsimile: 410-243-5541  
www.atu1300.org

**Proudly representing the transit workers of the MTA!**



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

### Favorable

House Environment and Transportation Committee  
January 30th, 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.

Transit oriented development (TOD) is a key component of sustainable transportation. Building dense, mixed-use, and walkable neighborhoods near our existing transit infrastructure is essential to ensure we get the best return on our investments. As a transit union, one of our goals is to help move as many riders to where they need to go. TOD drives ridership and helps decrease car dependency. Maryland has a substantial number of underutilized rail stations that would benefit from a serious statewide push for transit oriented development.

HB 80 helps promote transit oriented development by removing many of the roadblocks to development through statewide standardization. We urge the committee to issue a favorable report on HB 80.



# **MGA 2025 Testimony Bill HB0080 (Transit-Oriented D**

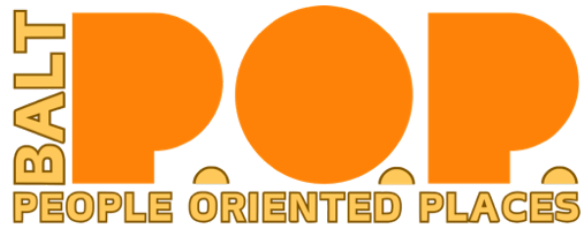
Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0080

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

Position: **Favorable**



Members of the House Environment and Transportation 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](#)

**ESLC\_HB0080\_Favorable\_1.28.25.pdf**

Uploaded by: Owen Bailey

Position: FAV



**Committee: Environment and Transportation Committee**

**Testimony on: HB80 - "TOD Reform Act of 2025"**

**Position: Support**

**Hearing Date:** January 30<sup>th</sup>, 2025

Dear Chair Korman and Committee Members:

Eastern Shore Land Conservancy (ESLC) supports HB 80, which would make the building and funding of transit-oriented development (TOD) easier, and reduce barriers to strong TOD.

Our state faces several crises, including transportation funding, housing, and climate change. Over the past several decades, we have developed almost exclusively single-family detached housing and car-focused transportation systems. The coupling together of the most expensive and least efficient type of housing with the most expensive and least efficient type of transportation system has led Maryland into these crises. Recent data for the Eastern Shore from the firm Urban3, contracted by ESLC, shows that walkable, mixed-use, and denser communities are far more valuable and have a significantly higher return on investment for our local and state governments than low-dense suburban communities.

Now is the time to invest in a better future where communities have options for more affordable housing and more affordable transit. Transit-oriented development in Maryland is an opportunity to create thousands of new housing units, generate new state and local tax revenues that have a much higher return on investment, and advance the State's climate change goals.

HB 80 makes 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 and funding issues through necessary zoning reform, clarification on state procurement law, and facilitates special taxing districts to support the funding and financing of corridor-level TOD initiatives.

ESLC urges the Committee's FAVORABLE report on HB 80.

Respectfully,

*Owen Bailey*

Owen Bailey  
Director of Land Use and Policy



# **HB0080 - TSO - LOS - Land Use - Transit Oriented D**

Uploaded by: Patricia Westervelt

Position: FAV

January 30, 2025

The Honorable Marc Korman  
Chair, House Environment & Transportation Committee  
250 Taylor House Office Building  
Annapolis MD 21401

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

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 80 as a means to aid 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.<sup>1</sup>

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,<sup>2</sup> 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 TOD by addressing zoning, implementation, and financing associated with these kinds of projects:

- **Zoning Reform.** The legislation eliminates minimum parking requirements and establishes mixed-use development by right near rail transit stations. Further, it exempts state land in use for a transportation purpose adjacent to transit stations from local zoning, provided the Department developed a master development plan for the land. These measures leverage the state’s existing multi-billion-dollar investment in transit to grow ridership, create development that supports housing, inclusive economic growth, talent attraction and retention, climate mitigation, and preservation of natural habitats. MDOT has, and will continue to, work closely with local jurisdictions to retain local involvement and collaboration in the development of plans for transit sites.

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<sup>1</sup> 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.

<sup>2</sup> 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.

The Honorable Marc Korman  
Page Two

- **Implementation.** The legislation clarifies that TODs are exempt from state procurement law, resolving an ambiguity that has resulted in delays and legal challenges for critical TOD projects.
- **Funding and Financing.** This legislation would allow local jurisdictions to pool together special taxing districts to support the funding and financing of corridor-level TOD initiatives. Doing so would create more attractive investment opportunities and leverage multiple investments along core state corridors, like the MARC Penn Line or Baltimore Metro. The legislation also amends the TOD Capital Grant and Revolving Loan Fund to support early-stage planning efforts and financing of TOD projects. These efforts should create more funding options for jurisdictions and the state to advance TOD.

The provisions in House Bill 80 make it easier to build and fund TOD, improve conditions for successful TOD, and strengthen the TOD Capital Grant and Revolving Loan Fund. 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



**HB 80 - MML - SWA.pdf**

Uploaded by: Angelica Bailey Thupari

Position: FWA



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

## TESTIMONY

January 30, 2025

**Committee:** House Environment & Transportation

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

**Position:** Support with Amendments

**Reason for Position:**

The Maryland Municipal League (MML) respectfully supports House Bill 80 with amendments.

This measure authorizes MDOT to issue bonds to provide funding for local governments for planning efforts for a site adjacent to transit that is not designated as a TOD to prepare that site for such designation. The League is committed to working with the state to address Maryland's housing shortage, but our members struggle to comply with statewide mandates and policy declarations for a variety of reasons, including resource limitations. Additional financial support is appreciated.

However, this bill also proposes multiple preemptions on local planning authority. The prohibition on minimum off-street parking requirements for residential and mixed-use development within ½ mile of a rail transit station will likely strain on-street or other parking availability in areas around rail transit stations. The policy objective here is to increase transit use, but often, residential units are built near commuter rail stations that don't operate in the evenings or on weekends, meaning residents still need cars - and parking.

State-imposed parking requirements reduce the ability of local governments to tailor zoning and development policies to the specific needs of their communities. We appreciate the Administration's intent, and will continue to discuss possible alternatives. In the bill's current posture, the League respectfully requests removal of the parking requirements sections.

For more information, please contact Angelica Bailey Thupari, Director of Advocacy & Public Affairs, at [angelicab@mdmunicipal.org](mailto: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-ET\_MACo\_SWA.pdf**

Uploaded by: Dominic Butchko

Position: FWA



## House Bill 80

### *Land Use - Transit-Oriented Development - Alterations*

MACo Position: **SUPPORT**  
**WITH AMENDMENTS**

To: Environment and Transportation  
Committee

Date: January 30, 2025

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) **SUPPORTS HB 80 WITH AMENDMENTS**. This bill preempts counties from imposing minimum off-street parking requirements within 0.5 miles of a rail transit station and makes certain changes to special taxing districts around transit-oriented developments (TODs). MACo suggests clarifying amendments to better align intentions with implementation.

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, HB 80 attempts to spur future development by eliminating parking minimums and adjusting requirements for certain TOD special taxing districts.

On the parking elements, counties are concerned with unintended consequences if the current language were to be implemented. Several counties, including Frederick, Harford, and Cecil, have “rail transit stations,” which only receive very limited service and lack the necessary ancillary public transit infrastructure to support no parking requirements. Counties offer the following amendment which recognizes this practical reality:

On Page 3, after line 9, insert,

**“(A-1) IN THIS SECTION, “RAIL TRANSIT STATION” MEANS A RAIL TRANSPORTATION OPERATION GENERALLY CHARACTERIZED BY FREQUENT SERVICE OVER SHORTER DISTANCES THAN PROVIDED BY COMMUTER RAIL SERVICE AND OPERATING ON A RAIL LINE WITHOUT ANY RAIL FREIGHT SERVICE.”**

On the special taxing district element, MACo has been in contact with the Maryland Department of Transportation (MDOT) related to their intent for this section. As drafted, it is difficult to discern what the impact of this language would be. One interpretation would give MDOT new authority over revenues generated from these special taxing districts. MDOT has indicated that their intent was to allow local jurisdictions to pool together special taxing districts to support funding and financing corridor-level TOD initiatives. **Counties would support clear and useful local-option tools to help support costs of transit-oriented development, but would oppose a mandated State redirection of these local finances.** MACo is continuing to work with MDOT on clarifying language to reflect this intent.

As drafted, counties have significant concerns around how HB 80 would be implemented. Clarifying amendments referenced above would better align the bill language with the intentions of MDOT and better reflect on-the-ground realities related to sufficient infrastructure. Accordingly, MACo urges the Committee to issue a **FAVORABLE WITH AMENDMENTS** report for HB 80.

# **HB 80 - Land Use - Transit-Oriented Development -**

Uploaded by: Donna Edwards

Position: FWA



# MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

7 School Street • Annapolis, Maryland 21401-2096

Balto. (410) 269-1940 • Fax (410) 280-2956

*President*

Donna S. Edwards

*Secretary-Treasurer*

Gerald W. Jackson

## **HB 80 - Land Use - Transit-Oriented Development - Alterations House Environment and Transportation Committee January 30, 2025**

### **SUPPORT with AMENDMENTS**

**Donna S. Edwards**

**President**

**Maryland State and DC AFL-CIO**

Chairwoman and members of the Committee, thank you for the opportunity to submit testimony in support of HB 80 if amended. 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.

HB 80 authorizes the Department of Transportation to establish transit-oriented development (TOD) corridor funds to collect revenues from county special taxing districts. Among other functions, these funds are intended to support "financing activities," which undoubtedly include the construction and implementation of TOD projects.

While we support the intent of the bill as it promotes sustainable growth through the development of transit-oriented communities, it is crucial that we ensure that these TOD projects financed through county special taxing districts create family-supporting jobs for the workers who build them. To address this, we propose an amendment that requires that the payment of prevailing wages apply to TOD corridor funds used to pay for the construction of transit-oriented development.

Given that the revenue being collected is county money, TOD projects funded through the corridor funds should follow the same standards of fairness as other county-funded projects. Attaching a prevailing wage requirement ensures that the benefits of TOD projects extend to the well-being of the workers who build these developments.

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

# **BRTC Testimony -- House EandT - HB 80 - January 30**

Uploaded by: Jon Laria

Position: FWA





## **Written Testimony Presented to the Environment and Transportation Committee**

**Hearing Date – January 30, 2025**

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

**Position – Support with Amendments**

Chair Korman and members of the Committee, I am Jon Laria, testifying today in my role as Chair of the Baltimore Regional Transit Commission (BRTC).

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), and to ensure that diverse stakeholder perspectives are represented in agency decisions. The BRTC includes representatives from local government, transportation, industry, business, transit riders, transit advocates, labor, and the Moore-Miller Administration.

The BRTC is focused not only on transit itself, but also on 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. As you know, TOD capitalizes on the economic and social benefits of growth concentrated around such 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 would exempt special taxes for TOD from county tax limitations and bond caps; permit local jurisdictions to pool together special taxing districts to support the funding and financing of corridor-level TOD initiatives; amend existing State programs to support early-stage planning efforts and financing of TOD projects; and clarify that state-approved TODs are exempt from state procurement law. HB 80 would also prohibit certain local zoning restrictions on TOD projects, under specified conditions. In short, HB 80 would enable continued State commitment to TOD and its many benefits.

Importantly, I am sensitive to the desires and prerogatives of local governments with respect to local land use, and trust that the State and Maryland's local governments will find a balance between the State's legitimate and laudable interest in promoting TOD, and local government's longstanding role in land use control. MDOT has pledged to work closely with local jurisdictions to retain local involvement in TOD project development, and our support presumes that a mutually acceptable solution will be reached, with bill amendments if necessary.

On behalf the BRTC, I urge your support of HB 80 and the economic opportunities it will create for Maryland.

# **PDF FINAL HB80 & SB190 Testimony.pdf**

Uploaded by: Kathleen Beadell

Position: FWA

January 27, 2025

**Opposition to HB 80 & SB 190 - & A Suggested Amendment:**

Dear Members of the **House Environment and Transportation Committee:**

AND

Members of the **Senate Budget & Taxation Committee**

**Concerning HB 80 (Cross Filed with SB190)**

As the Vice President of the Greater Timonium Community Council, and a resident of the Lutherville-Timonium to Hunt Valley corridor, I have concerns that this provision listed below on PAGE 4 of the HB 80 on lines 6,7,8, could cause an overflow of parking for the TOD that would take up parking spaces designated for and **owned by** other local businesses.

Another concern would be that TOD parking could overflow on the closest residential streets.

It is unreasonable for the local zoning and permit authorities to not have a say in what is fair to the already existing businesses and residential communities in the area when it comes to having adequate parking

We recommend removing these lines from Bill HB 080 & SB 190:

**On Page 4 of HB 080 and the Cross-Filed SB 190**

**6 (2) A LEGISLATIVE BODY MAY NOT IMPOSE A MINIMUM OFF-STREET  
7 PARKING REQUIREMENT ON A RESIDENTIAL OR MIXED-USE DEVELOPMENT THAT IS  
8 LOCATED WITHIN 0.5 MILES OF A RAIL TRANSIT STATION.**

**Further, we are uncertain why this bill includes the language in lines 21 to 23 on Page 4 concerning mixed-use development. The Governor's Affordable Housing legislation already covers where mixed-use development can be implemented, and this bill offers contradictory terms when compared to the Affordable Housing version. We recommend removing these lines, as well.**

Thank you for your kind consideration of these amendments.

Sincerely,

Kathleen F Beadell

Vice President of the Greater Timonium Community Council

211 Gateswood Rd., Timonium, MD 21093

[kathleenbeadell@gmail.com](mailto:kathleenbeadell@gmail.com) ~ 410-977-7581

# **HB 80 Frederick County Testimony.pdf**

Uploaded by: Michael Wilkins

Position: FWA



# FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater  
County Executive

## DIVISION OF PLANNING & PERMITTING

Department of Development Review & Planning

Deborah A. Carpenter, AICP, Division Director

Michael L. Wilkins, Director

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

**DATE:** January 30, 2025  
**COMMITTEE:** House Environment and Transportation Committee  
**POSITION:** Favorable with Amendments  
**FROM:** Michael Wilkins, Director, Department of Development Review & Planning, Frederick County Government

As the Director of Development Review and Planning for Frederick County, I urge the committee to give **HB 80 – Land Use - Transit-Oriented Development - Alterations** a favorable with amendments report.

This bill will make various changes to the regulatory framework governing Transit-Oriented Developments (TODs). While the intent of this legislation is to assist in making public transportation more accessible, this legislation removes important land use decisions from local authority without considering the ways some communities may require different frameworks.

The Maryland Association of Counties (MACo) has developed a set of amendments that assist in accomplishing the intent of the legislation while maintaining important local authority. Frederick County is supportive of public transportation and making this transportation more accessible and appealing to our residents. However, we agree with MACo in their assessment that this can be accomplished without removing local control or using a one size fits all approach.

MACo is proposing an amendment to narrow down the definition of a rail transit station when prohibiting counties from imposing off-street parking requirements. This is particularly important to Frederick County as our rail service is limited to one-way commuter use. This means that living close to a rail station does not replace the need for car-dependent transportation, particularly during non-commuter hours, weekends, and holidays. MACo is also proposing an amendment to mitigate concerns surrounding restricting a local government from using zoning restrictions to deny development if the land is subject to a TOD plan. This is especially important for Frederick County as we rely heavily on our APFO ordinances to ensure that our current school overcrowding is not exemplified.

Frederick County is proud to continue working towards making the county and state more accessible by public transit. However, we must ensure that this is done in a measured way, protecting our County livability. The amendments proposed by MACo help to alleviate these concerns and encourage the building of TODs.

Thank you for your consideration of HB 80. I urge you to advance this bill with a favorable with amendments report.

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# **HB 80 Ray Baker Baltimore DC Building Trades (FAV**

Uploaded by: Ray Baker

Position: FWA



January 30, 2025

The Honorable Marc Korman, Chair  
The Honorable Regina Boyce, Vice Chair  
Committee on Environment and Transportation  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

**Testimony of Ray Baker, Maryland Director, Baltimore-DC Building Trades  
on HB 80: Land Use - Transit-Oriented Development - Alterations  
Position: FAVORABLE WITH AMENDMENTS**

Thank you Chair Korman, Vice Chair Boyce, and Members of the House Environment and Transportation Committee for the opportunity to offer testimony on HB 80.

My name is Ray Baker. I am the Maryland Director of the Baltimore-DC Building Trades (BDCBT). The BDCBT's 28 affiliates represent more than 30,000 union construction workers across Maryland, Virginia, and the District of Columbia.

BDCBT supports HB 80 but believes it can be strengthened with an amendment to require that the payment of prevailing wages apply to TOD corridor funds used to pay for the construction of transit-oriented development.

As drafted, HB 80 allows counties to establish TOD corridor funds to collect revenues from county special taxing districts to benefit transit-oriented development. The funds collected, according to the bill, may be used to support financing activities for the benefit of the TOD development.

The BDCBT anticipates that construction will be one of the financing activities for which counties will use the TOD corridor funds. Consequently, we advocate for a prevailing wage requirement so that any TOD construction project financed through a county special taxing district creates quality, family supporting jobs and provides taxpayers with the quality-built projects they deserve. We fear that, absent a prevailing wage requirement, workers' wages on TOD corridor funded construction projects will experience a race to the bottom as contractors seek to cut costs to be the lowest bidder. Projects supported by taxpayer dollars should have labor standards, including prevailing wage.

The benefits of prevailing wage are well known to the committee, and are summarized for the committee in following chart:

## PREVAILING WAGE: SUMMARY OF BENEFITS

Strengthens the economy	<ul style="list-style-type: none"> <li>● Keeps more jobs, income, and tax dollars in the jurisdiction</li> <li>● Increases hiring of local contractors and local workers.</li> <li>● Establishes local market standards; without them, firms have incentives to cut corners on wages, safety, and quality to win bids.</li> </ul>
Offers best value for taxpayers	<ul style="list-style-type: none"> <li>● Projects more likely to come in on time and on budget</li> <li>● Decreases use of public assistance programs like SNAP</li> <li>● Helps control construction costs through the use of skilled local workers, which increases efficiency and reduces spending on fuels, materials, and equipment.</li> </ul>
Increases productivity, safety, and efficiency	<ul style="list-style-type: none"> <li>● Promotes hiring, development, and retention of higher-skilled workers.</li> <li>● Prevents skilled worker shortages by boosting investment in apprenticeship programs– for example, in states that have repealed prevailing wage laws, training fell by 40%.</li> <li>● Reduces injury rates – for example, on average 14% lower in states with prevailing wage laws</li> </ul>
Promotes ladders into the middle class for all workers	<ul style="list-style-type: none"> <li>● Reduces wage disparities for women and people of color.</li> <li>● Stabilizes the wage floor, which boosts blue-collar construction worker incomes, improves health insurance coverage, and reduces poverty.</li> <li>● Generates more pathways into the middle class for veterans, who are more likely to work in construction than non-veterans.</li> </ul>
Promotes high-quality training	<ul style="list-style-type: none"> <li>● Jurisdictions with prevailing wage laws have a greater number of apprenticeships on public works.</li> <li>● Contractors who participate in approved apprenticeship programs are more likely to be able to be competitive on prevailing wage jobs.</li> <li>● Studies show that when states repeal or weaken prevailing wage laws, apprenticeship utilization decreases – and vice-versa.</li> <li>● <a href="#">A peer-reviewed study</a> found that in states with prevailing wage laws, apprenticeship utilization was 6% to 8% higher.</li> </ul>

BDCBT urges the committee to issue a favorable report on HB 80 with our suggested amendment.

Ray Baker  
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**FINAL HOUSE Position Statement\_ HB 0080 (SB 0190)**

Uploaded by: Jordan BaucumColbert

Position: INFO



## DRAFT POSITION STATEMENT

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

**Position:** Informational

**Date:** January 30, 2025

**Contact:** Debra Borden, General Counsel

Jordan Baucum Colbert, Government Affairs Liaison

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.