Coalition for Smarter Growth
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Testimony on HB 330
Property Tax - Improvements to Property Adjacent to Rail Stations - Subclass, Special Rate, and Penalty
House Ways & Means Committee

Date: January 30, 2025
Position: SUPPORT

The Coalition for Smarter Growth (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. Our organization supports **HB 330**.

HB 330, Property Tax - Improvements to Property Adjacent to Rail Stations, would extend to counties and Baltimore City the authority to enact split rate "Land Value Revenue" property tax structures to areas within a mile radius of rail transit stations. Land Value Revenue approaches to property tax help shift the tax burden away from buildings on a property and towards the land itself. This helps incentivize new development while ensuring that underutilized properties, such as vacant or surface parking lots, pay for the property value they reap from being near transit - a major public investment.

HB 330 would benefit the MARC, Metrorail, Baltimore light rail and Metro systems by helping bring new riders, jobs and activity.

This incentivized transit-oriented development would **further benefit state and local finances with new revenues – and help pay for transit.**

For example:

- 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 330 would not create new mandates, rather grant authority to local governments to have this fiscal and development tool in their toolbox.

We ask for a **favorable report for HB 330** by the committee. Thank you.