

HOUSE BILL 80

R2, Q8

(PRE-FILED)

5lr0208
CF SB 190

By: **Chair, Environment and Transportation Committee (By Request –
Departmental – Transportation)**

Requested: October 9, 2024

Introduced and read first time: January 8, 2025

Assigned to: Environment and Transportation

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 6, 2025

CHAPTER _____

1 AN ACT concerning

2 **Land Use – Transit-Oriented Development – Alterations**

3 FOR the purpose of altering the authority of local legislative bodies to regulate land use
4 planning on certain land that is located within a certain radius of, or, under certain
5 circumstances, ~~adjacent~~ contiguous to, certain transit stations; ~~exempting certain~~
6 ~~special taxes for the benefit of transit-oriented development from any county tax~~
7 ~~limitation or bond cap; exempting transit-oriented development from certain~~
8 ~~provisions of State procurement law, subject to certain exceptions; authorizing the~~
9 ~~deposit of certain bond proceeds into the Transit-Oriented Development Capital~~
10 ~~Grant and Revolving Loan Fund; repealing a certain geographical limitation on the~~
11 ~~use of certain money in the Transit-Oriented Development Capital Grant and~~
12 ~~Revolving Loan Fund; altering the authorized uses of the Transit-Oriented~~
13 ~~Development Capital Grant and Revolving Loan Fund to include certain planning~~
14 ~~and financing costs; authorizing the Maryland Department of Transportation to~~
15 ~~establish transit-oriented development (TOD) corridor funds financed by revenue~~
16 ~~from county special taxing districts to benefit transit-oriented development adding~~
17 ~~the use of project labor agreements as a scoring preference for projects financed by~~
18 ~~the Transit-Oriented Development Capital Grant and Revolving Loan Fund; and~~
19 generally relating to transit-oriented development.

20 BY repealing and reenacting, without amendments,

21 Article – Land Use

22 Section 1–101(a) and (g) and 7–501(a) and (i)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



Annotated Code of Maryland
(2012 Volume and 2024 Supplement)

BY repealing and reenacting, with amendments,
Article – Land Use
Section ~~4–104~~ 1–401(b), 4–104, and 10–103(b)
Annotated Code of Maryland
(2012 Volume and 2024 Supplement)

~~BY repealing and reenacting, without amendments,
Article – Local Government
Section ~~21–508(a)(4) and (5)~~
Annotated Code of Maryland
(2013 Volume and 2024 Supplement)~~

~~BY repealing and reenacting, with amendments,
Article – Local Government
Section ~~21–508(e)~~
Annotated Code of Maryland
(2013 Volume and 2024 Supplement)~~

BY adding to
Article – State Finance and Procurement
Section 11–203(l)
Annotated Code of Maryland
(2021 Replacement Volume and 2024 Supplement)

~~BY repealing and reenacting, without amendments,
Article – Transportation
Section ~~7–101(a) and (p)~~
Annotated Code of Maryland
(2020 Replacement Volume and 2024 Supplement)
(As enacted by Chapter 512 of the Acts of the General Assembly of 2023)~~

~~BY repealing and reenacting, without amendments,
Article – Transportation
Section ~~7–1201(a) and (e)~~
Annotated Code of Maryland
(2020 Replacement Volume and 2024 Supplement)~~

BY repealing and reenacting, with amendments,
Article – Transportation
Section ~~7–1203(e) and 7–1204(a)~~ 7–1204(b)(2)
Annotated Code of Maryland
(2020 Replacement Volume and 2024 Supplement)

~~BY adding to~~

~~Article – Transportation~~
~~Section 7–1301 and 7–1302 to be under the new subtitle “Subtitle 13. TOD Corridor~~
~~Funds”~~
~~Annotated Code of Maryland~~
~~(2020 Replacement Volume and 2024 Supplement)~~

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Land Use

1–101.

(a) In this division the following words have the meanings indicated.

(g) (1) “Legislative body” means the elected body of a local jurisdiction.

(2) “Legislative body” includes:

(i) the board of county commissioners;

(ii) the county council; and

(iii) the governing body of a municipal corporation.

1–401.

(b) The following provisions of this division apply to a charter county:

(1) this subtitle, including Parts II and III (Charter county –
Comprehensive plans);

(2) § 1–101(l), (m), and (o) (Definitions – “Plan”, “Priority funding area”,
and “Sensitive area”);

(3) § 1–201 (Visions);

(4) § 1–206 (Required education);

(5) § 1–207 (Annual report – In general);

(6) § 1–208 (Annual report – Measures and indicators);

(7) Title 1, Subtitle 3 (Consistency);

(8) Title 1, Subtitle 5 (Growth Tiers);

(9) § 4-104(c) (Limitations – [Bicycle parking] **PARKING**):

(10) § 4-104(d) (Limitations – Manufactured homes and modular dwellings):

(11) § 4-104(E) (LIMITATIONS – MIXED-USE DEVELOPMENT);

(12) § 4-104(F) (LIMITATIONS – STATE-OWNED LAND FOR
TRANSPORTATION USE);

(13) § 4-104(H) (PRIORITY – TRANSIT-ORIENTED DEVELOPMENT);

[(11)] (14) § 4-208 (Exceptions – Maryland Accessibility Code);

[(12)] (15) § 4-210 (Permits and variances – Solar panels);

[(13)] (16) § 4-211 (Change in zoning classification – Energy generating
systems);

[(14)] (17) § 4-212 (Agritourism);

[(15)] (18) § 4-213 (Alcohol production);

[(16)] (19) § 4-214 (Agricultural alcohol production);

[(17)] (20) § 4-215 (Pollinator-friendly vegetation management);

[(18)] (21) § 5-102(d) (Subdivision regulations – Burial sites);

[(19)] (22) § 5-104 (Major subdivision – Review);

[(20)] (23) Title 7, Subtitle 1 (Development Mechanisms);

[(21)] (24) Title 7, Subtitle 2 (Transfer of Development Rights);

[(22)] (25) except in Montgomery County or Prince George's County, Title
7, Subtitle 3 (Development Rights and Responsibilities Agreements);

[(23)] (26) Title 7, Subtitle 4 (Inclusionary Zoning);

[(24)] (27) Title 7, Subtitle 5 (Housing Expansion and Affordability);

[(25)] (28) § 8-401 (Conversion of overhead facilities);

[(26)] (29) for Baltimore County only, Title 9, Subtitle 3 (Single-County
Provisions – Baltimore County);

1 [(27)] (30) for Frederick County only, Title 9, Subtitle 10 (Single-County
2 Provisions – Frederick County);

3 [(28)] (31) for Howard County only, Title 9, Subtitle 13 (Single-County
4 Provisions – Howard County);

5 [(29)] (32) for Talbot County only, Title 9, Subtitle 18 (Single-County
6 Provisions – Talbot County); and

7 [(30)] (33) Title 11, Subtitle 2 (Civil Penalty).

8 4–104.

9 ~~(a) In this section, “modular dwelling” means a building assembly or system of~~
10 **(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS**
11 **INDICATED.**

12 **(2) “MIXED-USE” HAS THE MEANING STATED IN § 7-501 OF THIS**
13 **ARTICLE.**

14 **(3) “MODULAR DWELLING” MEANS A BUILDING ASSEMBLY OR**
15 **SYSTEM OF** building subassemblies designed for habitation as a dwelling for one or more
16 individuals:

17 ~~(1)~~ **(I)** that includes the necessary electrical, plumbing, heating,
18 ventilating, and other service systems;

19 ~~(2)~~ **(II)** that is made or assembled by a manufacturer on or off the
20 building site for installation, or assembly and installation, on the building site; and

21 ~~(3)~~ **(III)** installed and set up according to the manufacturer’s instructions
22 on an approved foundation and support system.

23 (b) The powers granted to a local jurisdiction under this subtitle do not:

24 (1) grant the local jurisdiction powers in any substantive area not
25 otherwise granted to the local jurisdiction by any other public general or public local law;

26 (2) restrict the local jurisdiction from exercising any power granted to the
27 local jurisdiction by any other public general or public local law or otherwise;

28 (3) authorize the local jurisdiction or its officers to engage in any activity
29 that is beyond their power under any other public general or public local law or otherwise;
30 or

(4) preempt or supersede the regulatory authority of any unit of the State under any public general law.

(c) (1) (I) If a legislative body regulates off-street parking, the legislative body shall require space for the parking of bicycles in a manner that the legislative body considers appropriate.

[(2)] (II) A legislative body may allow a reduction in the number of required automobile parking spaces based on the availability of space for parking bicycles.

(2) A LEGISLATIVE BODY OR OTHER LOCAL AGENCY WITH LAND USE AUTHORITY MAY NOT IMPOSE A MINIMUM OFF-STREET PARKING REQUIREMENT ON A RESIDENTIAL OR MIXED-USE DEVELOPMENT THAT IS LOCATED WITHIN ~~0.5~~ 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.

(d) A legislative body may not prohibit the placement of a new manufactured home or modular dwelling in a zone that allows single-family residential uses if the home or dwelling:

(1) (i) meets the definition of modular dwelling under subsection (a) of this section; or

(ii) meets the definition of a manufactured home in § 9-102(a) of the Commercial Law Article and is, or will be after purchase, converted to real property in accordance with Title 8B, Subtitle 2 of the Real Property Article; or

(2) is located on land:

(i) currently or previously owned by the federal government;

(ii) greater than 80 acres in size; and

(iii) that was the site of a former U.S. military reservation.

(E) ~~A LEGISLATIVE BODY MAY NOT TAKE AN ACTION TO PRECLUDE MIXED-USE DEVELOPMENT THAT IS LOCATED WITHIN 0.5 MILES OF A RAIL TRANSIT STATION~~ A LOCAL JURISDICTION'S ZONING REGULATIONS SHALL ALLOW MIXED-USE DEVELOPMENT ON LAND DESIGNATED FOR RESIDENTIAL USE OR APPROPRIATE COMMERCIAL USE FOR MIXED-USE DEVELOPMENT WITHIN 0.5 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.

(F) FOR STATE-OWNED LAND IN USE FOR A TRANSPORTATION PURPOSE ~~ADJACENT~~ CONTIGUOUS TO 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, A LEGISLATIVE BODY OR OTHER LOCAL AGENCY WITH LAND USE AUTHORITY MAY NOT IMPOSE LOCAL ZONING RESTRICTIONS IF THE LAND IS SUBJECT TO A TRANSIT-ORIENTED DEVELOPMENT PLAN APPROVED BY THE DEPARTMENT OF TRANSPORTATION LIMITATIONS OR RESTRICTIONS ON LAND USE CLASSIFICATION, HEIGHT, OR SETBACK, OR ANY SIMILAR REQUIREMENTS IF THE LAND IS SUBJECT TO A TRANSIT-ORIENTED DEVELOPMENT PLAN APPROVED BY THE DEPARTMENT OF TRANSPORTATION AND DEVELOPED IN COORDINATION WITH THE LOCAL JURISDICTION.

(G) SUBSECTIONS (E) AND (F) OF THIS SECTION MAY NOT BE CONSTRUED TO ALTER THE LAND USE AUTHORITY OF A LOCAL JURISDICTION GOVERNING:

(1) ENVIRONMENTAL OR NATURAL RESOURCES CONCERNS;

(2) PUBLIC HEALTH AND SAFETY CONSIDERATIONS; OR

(3) ADEQUATE PUBLIC FACILITIES ORDINANCES.

(H) (1) A LEGISLATIVE BODY OR OTHER LOCAL AGENCY WITH LAND USE AUTHORITY SHALL PRIORITIZE THE PROCESSING AND APPROVAL OF ANY SITE PLAN OR PERMIT FOR A DESIGNATED TRANSIT-ORIENTED DEVELOPMENT AS DESCRIBED IN TITLE 7, SUBTITLE 1 OF THE TRANSPORTATION ARTICLE.

(2) (I) EXCEPT AS OTHERWISE REQUIRED BY STATE LAW, A LOCAL GOVERNMENT MAY NOT REQUIRE THAT A PROJECT UNDER SUBSECTION (E) OR (F) OF THIS SECTION BE REVIEWED AT MORE THAN TWO PUBLIC HEARINGS BEFORE EACH OF THE FOLLOWING:

1. THE LOCAL GOVERNING BODY; AND

2. THE PLANNING COMMISSION.

(II) EXCEPT AS OTHERWISE REQUIRED BY STATE LAW, A LOCAL GOVERNMENT MAY NOT REQUIRE THAT A PROJECT UNDER SUBSECTION (E) OR (F) OF THIS SECTION BE REVIEWED AT MORE THAN ONE PUBLIC HEARING BEFORE EACH OF THE FOLLOWING:

1. A HISTORIC DISTRICT COMMISSION OR HISTORIC PRESERVATION COMMISSION; AND

2. THE BOARD OF APPEALS.

7-501.

(a) In this subtitle the following words have the meanings indicated.

(i) (1) “Mixed–use” means any combination of a residential use with a recreational, office, dining, or retail use.

(2) “Mixed–use” does not mean any combination of a residential use with an industrial or hazardous use.

10–103.

(b) The following provisions of this division apply to Baltimore City:

(1) this title;

(2) § 1–101(m) (Definitions – “Priority funding area”);

(3) § 1–101(o) (Definitions – “Sensitive area”);

(4) § 1–201 (Visions);

(5) § 1–206 (Required education);

(6) § 1–207 (Annual report – In general);

(7) § 1–208 (Annual report – Measures and indicators);

(8) Title 1, Subtitle 3 (Consistency);

(9) Title 1, Subtitle 4, Parts II and III (Home Rule Counties – Comprehensive Plans; Implementation);

(10) § 4–104(c) (Limitations – [Bicycle parking] **PARKING**);

(11) § 4–104(d) (Limitations – Manufactured homes and modular dwellings);

(12) § 4–104(E) (LIMITATIONS – MIXED–USE DEVELOPMENT);

(13) § 4–104(F) (LIMITATIONS – STATE–OWNED LAND FOR TRANSPORTATION USE);

(14) § 4–104(H) (PRIORITY – TRANSIT–ORIENTED DEVELOPMENT);

[(12)] (15) § 4–205 (Administrative adjustments);

[(13)] (16) § 4–207 (Exceptions – Maryland Accessibility Code);

~~[(14)] (17)~~ § 4–210 (Permits and variances – Solar panels);

~~[(15)] (18)~~ § 4–211 (Change in zoning classification – Energy generating systems);

~~[(16)] (19)~~ § 4–215 (Pollinator–friendly vegetation management);

~~[(17)] (20)~~ § 5–102(d) (Subdivision regulations – Burial sites);

~~[(18)] (21)~~ Title 7, Subtitle 1 (Development Mechanisms);

~~[(19)] (22)~~ Title 7, Subtitle 2 (Transfer of Development Rights);

~~[(20)] (23)~~ Title 7, Subtitle 3 (Development Rights and Responsibilities Agreements);

~~[(21)] (24)~~ Title 7, Subtitle 4 (Inclusionary Zoning);

~~[(22)] (25)~~ Title 7, Subtitle 5 (Housing Expansion and Affordability); and

~~[(23)] (26)~~ Title 11, Subtitle 2 (Civil Penalty).

~~Article – Local Government~~

~~21–508.~~

~~(a) The governing body of a county may provide for the imposition of an ad valorem or special tax on all real and personal property in a special taxing district at a rate or amount designed to provide adequate revenue;~~

~~(4) to pay costs of infrastructure improvements located in or supporting a transit-oriented development or a State hospital redevelopment;~~

~~(5) to pay costs of operating and maintaining infrastructure improvements located in or supporting a transit-oriented development or a State hospital redevelopment;~~
~~or~~

~~(e) (1) As an alternative to imposing ad valorem taxes under this subtitle, the governing body of a county may impose special taxes in accordance with this subsection on property in a special taxing district.~~

~~(2) In determining the basis for and amount of a special tax, the cost of an improvement may be calculated and imposed:~~

~~(i) equally per front foot, lot, parcel, dwelling unit, or square foot;~~

~~(ii) according to the value of the property, with or without regard to improvements on the property; or~~

~~(iii) in any other reasonable manner that results in a fair allocation of the cost of the infrastructure improvements.~~

~~(3) The governing body of a county may enact an ordinance or a resolution for:~~

~~(i) the maximum amount of a special tax to be imposed on any parcel;~~

~~(ii) the tax year or other date after which further special taxes under this subtitle may not be imposed on a parcel; and~~

~~(iii) whether, and the circumstances under which, a special tax on a parcel may be increased because of delinquency or default by the owner of that parcel or by the owner of any other parcel.~~

~~(4) By ordinance or resolution, the governing body of a county may establish procedures allowing for the prepayment of special taxes under this subtitle.~~

~~(5) A special tax imposed under this subtitle shall:~~

~~(i) unless otherwise provided in an ordinance or a resolution, be collected and secured in the same manner as general ad valorem taxes; [and]~~

~~(ii) in the case of delinquency, be subject to the same penalties, procedure, sale, and lien priority as general ad valorem taxes; AND~~

~~(HH) FOR A SPECIAL TAX IMPOSED FOR THE BENEFIT OF TRANSIT-ORIENTED DEVELOPMENT, BE EXEMPT FROM ANY COUNTY TAX LIMITATION OR BOND CAP.~~

~~(6) THE REVENUES GENERATED BY A SPECIAL TAX IMPOSED FOR THE BENEFIT OF TRANSIT-ORIENTED DEVELOPMENT BY A COUNTY UNDER PARAGRAPH (4) OR (5) OF THIS SUBSECTION MAY BE DISTRIBUTED TO A TOD CORRIDOR FUND ESTABLISHED UNDER § 7-1302 OF THE TRANSPORTATION ARTICLE.~~

Article – State Finance and Procurement

11-203.

(L) (1) THIS DIVISION II DOES NOT APPLY TO A TRANSIT-ORIENTED DEVELOPMENT UNDER TITLE 7 OF THE TRANSPORTATION ARTICLE.

1 **(2) TO THE EXTENT OTHERWISE REQUIRED BY LAW, THE FOLLOWING**
2 **PROVISIONS OF THIS DIVISION APPLY TO A TRANSIT-ORIENTED DEVELOPMENT**
3 **UNDER TITLE 7 OF THE TRANSPORTATION ARTICLE:**

4 **(I) § 11–205 OF THIS SUBTITLE (“COLLUSION”);**

5 **(II) § 11–205.1 OF THIS SUBTITLE (“FALSIFICATION,**
6 **CONCEALMENT, ETC., OF MATERIAL FACTS”);**

7 **(III) TITLE 12, SUBTITLE 4 OF THIS ARTICLE (“POLICIES AND**
8 **PROCEDURES FOR EXEMPT UNITS”);**

9 **(IV) § 13–219 OF THIS ARTICLE (“REQUIRED CLAUSES –**
10 **NONDISCRIMINATION CLAUSE”);**

11 **(V) TITLE 14, SUBTITLE 3 OF THIS ARTICLE (“MINORITY**
12 **BUSINESS PARTICIPATION”), TO THE EXTENT PRACTICABLE AND PERMITTED BY**
13 **THE UNITED STATES CONSTITUTION;**

14 **(VI) § 15–113 OF THIS ARTICLE (“LIQUIDATED DAMAGES**
15 **POLICIES AND REPORTING”);**

16 **(VII) TITLE 17, SUBTITLE 1 OF THIS ARTICLE (“SECURITY FOR**
17 **CONSTRUCTION CONTRACTS”);**

18 **(VIII) TITLE 17, SUBTITLE 2 OF THIS ARTICLE (“PREVAILING**
19 **WAGE RATES – PUBLIC WORK CONTRACTS”); AND**

20 **(IX) TITLE 18 OF THIS ARTICLE (“LIVING WAGE”).**

21 **Article – Transportation**

22 **7–1204.**

23 **(b) (2) The Smart Growth Subcabinet established under § 9–1406 of the State**
24 **Government Article may establish:**

25 **(i) Different eligibility requirements and objective scoring**
26 **standards for different types of financial assistance; and**

27 **(ii) Scoring preferences for applications that demonstrate that the**
28 **proposed project will:**

29 **1. Enhance access to transit for low-income and minority**
30 **residents of the local jurisdiction;**

2. Enhance access to transit in areas with affordable housing and a diversity of job and educational opportunities; [or]

3. Encourage development around underdeveloped and underutilized transit stations in transit-oriented developments; OR

4. USE PROJECT LABOR AGREEMENTS TO PROMOTE PROJECT EFFICIENCY, COST CONTROL, ENHANCED WORKER SAFETY, A SKILLED WORKFORCE, AND LABOR HARMONY.

~~Article—Transportation~~

~~7-101.~~

~~(a) In this title the following words have the meanings indicated.~~

~~(p) “Transit-oriented development” means a mix of private or public parking facilities, commercial and residential structures, and uses, improvements, and facilities customarily appurtenant to such facilities and uses, that:~~

~~(1) Is part of a deliberate development plan or strategy involving:~~

~~(i) Property that is adjacent to the passenger boarding and alighting location of a planned or existing transit station;~~

~~(ii) Property, any part of which is located within one-half mile of the passenger boarding and alighting location of a planned or existing transit station; or~~

~~(iii) Property that is adjacent to a planned or existing transit corridor;~~

~~(2) Is planned to maximize the use of transit, walking, and bicycling by residents and employees; and~~

~~(3) Is designated as a transit-oriented development by:~~

~~(i) The Smart Growth Subcabinet established under § 9-1406 of the State Government Article; and~~

~~(ii) The local government or multicounty agency with land use and planning responsibility for the relevant area applying for designation.~~

~~7-1201.~~

~~(a) In this subtitle the following words have the meanings indicated.~~

~~(e) "Fund" means the Transit Oriented Development Capital Grant and Revolving Loan Fund.~~

~~7-1203.~~

~~(e) (1) The Fund consists of:~~

~~(i) Money appropriated in the State budget to the Fund;~~

~~(ii) Money made available for qualifying uses by the Fund from other governmental sources, including eligible federal funding and the Transportation Trust Fund;~~

~~(iii) Ground rents or land sale proceeds in accordance with § 10-306(e)(2) of the State Finance and Procurement Article;~~

~~(iv) Payments of principal of and interest on loans made under this title;~~

~~(v) Investment earnings of the Fund; [and]~~

~~(vi) PROCEEDS FROM BONDS ISSUED BY THE DEPARTMENT UNDER THIS TITLE; AND~~

~~(vii) Any other money from any other source, public or private, accepted for the benefit of the Fund.~~

~~(2) Contributions to the Fund under paragraph (1)(iii) of this subsection shall[.];~~

~~(i) Be] BE separately accounted for in the Fund[; and~~

~~(ii) Be used only for the benefit of transit-oriented developments in the same county where the real property subject to the ground rent or land sale is located];~~

~~7-1204.~~

~~(a) (1) The Fund may be used by the Department to provide financial assistance to local jurisdictions for:~~

~~(i) PLANNING EFFORTS FOR A SITE ADJACENT TO TRANSIT THAT IS NOT DESIGNATED AS A TRANSIT ORIENTED DEVELOPMENT TO PREPARE THAT SITE FOR SUCH DESIGNATION;~~

~~(H) Design plans for a transit-oriented development, provided that the transit-oriented development will be designed to meet equity goals established by the Department;~~

~~[(ii)] (III) Public infrastructure improvements within a transit-oriented development; or~~

~~[(iii)] (IV) Gap funding AND FINANCING for COSTS ASSOCIATED WITH public or private development within a transit-oriented development.~~

~~(2) A private entity, including a nonprofit entity, participating in the development of a transit-oriented development may partner with a local jurisdiction to submit an application for financial assistance under paragraph [(1)(iii)] (1)(IV) of this subsection.~~

~~SUBTITLE 13. TOD CORRIDOR FUNDS.~~

~~7-1301.~~

~~(A) IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.~~

~~(B) "COUNTY SPECIAL TAXING DISTRICT" MEANS A TAXING DISTRICT ESTABLISHED BY THE GOVERNING BODY OF A COUNTY UNDER TITLE 21, SUBTITLE 5 OF THE LOCAL GOVERNMENT ARTICLE.~~

~~(C) "TOD CORRIDOR FUND" MEANS A FUND ESTABLISHED AND ADMINISTERED BY THE DEPARTMENT TO SUPPORT TRANSIT-ORIENTED DEVELOPMENT ADJACENT TO A PLANNED OR EXISTING TRANSIT CORRIDOR.~~

~~7-1302.~~

~~(A) THE DEPARTMENT MAY ESTABLISH TOD CORRIDOR FUNDS TO COLLECT REVENUES FROM COUNTY SPECIAL TAXING DISTRICTS ESTABLISHED TO BENEFIT TRANSIT-ORIENTED DEVELOPMENT.~~

~~(B) A TOD CORRIDOR FUND MAY BE USED WITHIN APPLICABLE SPECIAL TAXING DISTRICTS TO:~~

~~(1) SUPPORT THE ISSUANCE OF BONDS FOR TRANSIT-ORIENTED DEVELOPMENT-RELATED ACTIVITIES;~~

~~(2) PROVIDE A DEDICATED SOURCE OF REVENUES TO REPAY FEDERAL LOANS FOR TRANSIT-ORIENTED DEVELOPMENT; AND~~

1 ~~(3) SUPPORT OTHER FINANCING ACTIVITIES FOR THE BENEFIT OF~~
2 ~~TRANSIT-ORIENTED DEVELOPMENT.~~

3 SECTION 2. AND BE IT FURTHER ENACTED, That § 4–104(e) of the Land Use
4 Article, as enacted by Section 1 of this Act, shall apply only to land use rezonings or actions
5 taken by a legislative body on or after the effective date of this Act.

6 SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect
7 October 1, 2025.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.