

MARYLAND DEPARTMENT OF TRANSPORTATION

MDOT's Transit Oriented Development Program

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The TOD Opportunity for Maryland

+300 acres of undeveloped State and public land adjacent to transit can address:

- **Housing:** Maryland needs over 120,000 additional units by 2030 to meet projected demand
- **Return on Investment:** MDOT invested nearly $3B in its core service, MARC and WMATA in FY25 – TOD increases ridership and fare revenue
- **Connected communities** support long-term economic development



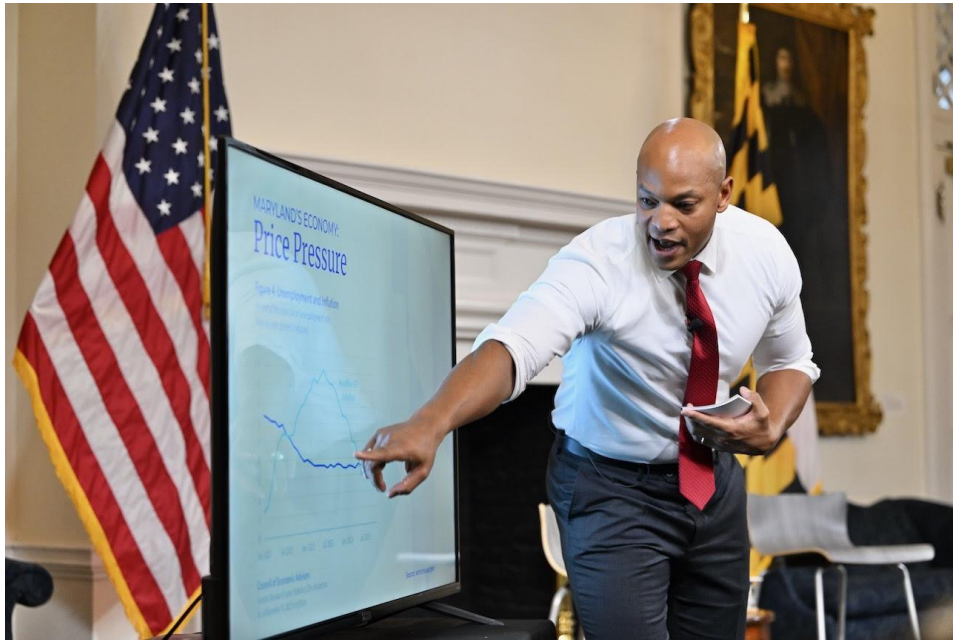
Reisterstown Plaza Metro Parking Lot

	MARC Penn Line	Baltimore Metro + Light Rail	WMATA Metrorail Stations
Housing Units	2,600+	4,200 – 4,900	10,500+
State & Local Tax Revenue	+$800M	$1.1B – $1.3B	$2.3B

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Advancing State Goals Through Transit Oriented Development (TOD)

- TOD was identified as a key tool in Governor Moore's **2024 State Plan** for advancing both housing and economic development goals
- Governor Moore issued the **"Addressing Maryland's Affordable Housing Crisis" Executive Order** in 2025
- TOD was a central focus of Governor's Moore 2026 legislative agenda:
  - **The Transit and Housing Opportunity Act**
  - **The Maryland Housing Certainty Act**



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2026 Maryland Transit and Housing Opportunity Act

Land Use provisions applicable to high-capacity transit:

- **Zoning exemption** for MDOT, WMATA and Baltimore City owned land. Land can be developed through a development plan approved by the MDOT Secretary and coordinated with the local jurisdictions
- Preemption of any zoning regulation precluding **mixed-use development**
- Preemption of any **parking minimums**

Economic Development provisions applicable to TOD Designated Areas:

- Automatic inclusion as an **Enterprise Zone**
- Given Priority for **MEDCO's Strategic Infrastructure Fund**



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MDOT/DHCD Partnership

- In 2024, MDOT and DHCD announced an Interagency Agreement on how the agencies will partner to address the State's housing shortage through TOD.

- DHCD support for housing projects within MDOT JD and/or State-designated TODs will include **advocating for expedited permitting and approval**, **committing bonus points in DHCD's funding** (LIHTC, State Revitalization Program), **technical assistance** and **letters of support.**

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DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Baltimore Regional TOD Strategy - Overview

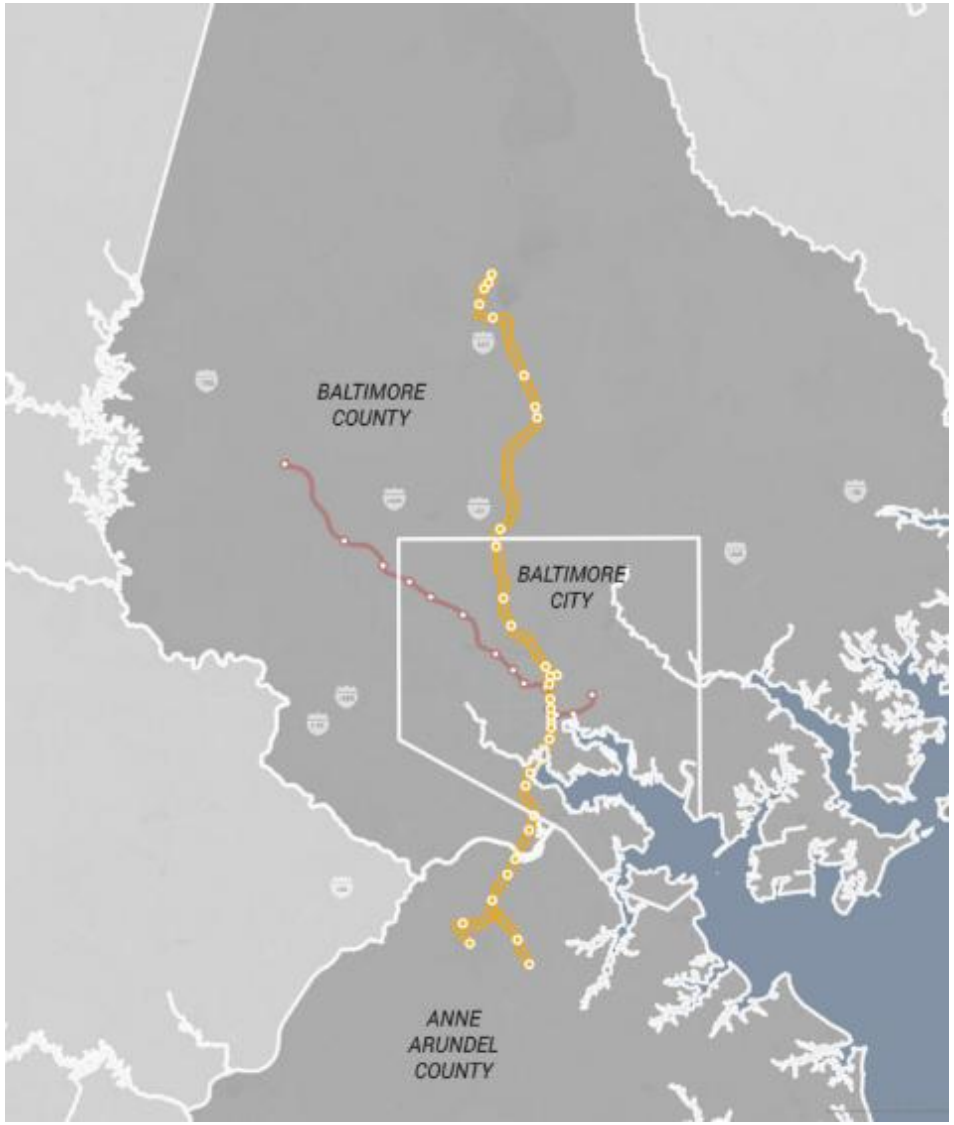
What is it?

It's a strategy document that assess **opportunities and challenges** to TOD around the existing Baltimore regional transit **systems**. It lays out a **framework** whereby the State and local jurisdictions can work together to advance TOD in the region.

Why do it?

The Baltimore region will be receiving **historic levels of investment ($1 billion+),** and implementing TOD is a critical **ROI**

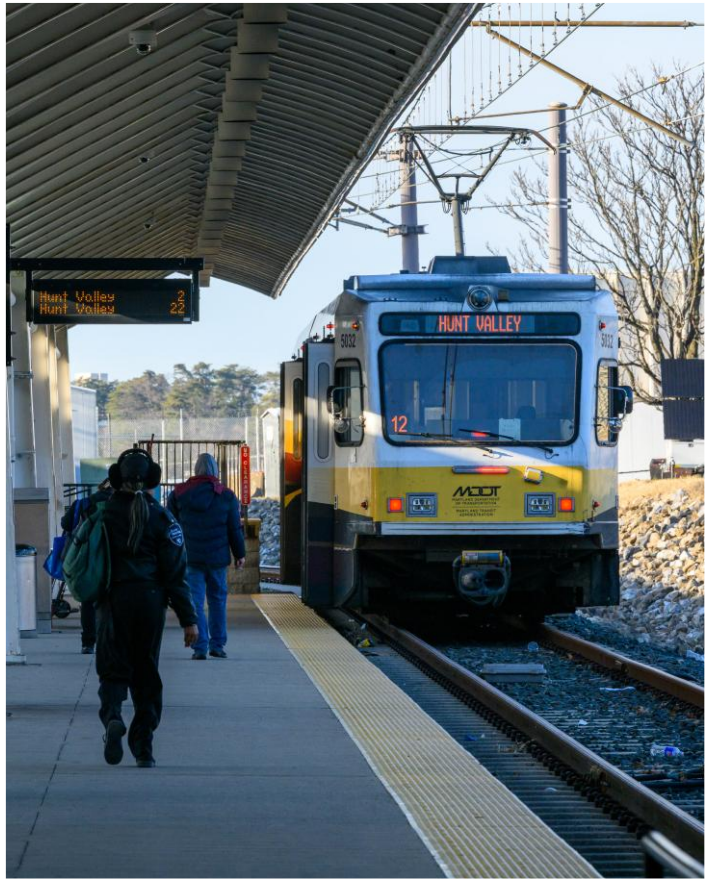
With over **160 acres of developable MDOT land** and other **opportunities,** strong **partnerships between the state, local and non-public sectors** are needed to realize TOD in the Baltimore region



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TOD is a return on transit investments

The Moore-Miller Administration is making generational investments in the Baltimore region's transit system and has intent to do more



$1.3+ Billion



$500+ Million

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Baltimore Regional TOD Strategy – Overview
Levels of Analysis

TOD
Transit-Oriented Development

"Getting the market to a site"

Development of compact, walkable communities centered around transit stations. The study looked at ½ mile around stations agnostic to land ownership

JD
Joint-Development

"Taking a site to market"

A specific type of TOD on MDOT/MTA-owned property that requires coordinated construction of public transit facilities with private development

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Baltimore Regional TOD Strategy

The Opportunity

Joint Development Opportunity
4,000-5000 new housing units
Up to 6 million square feet of new development
$1.1.- 1.4 billion in State + Local Tax Revenue
Up to 420,000 new transit riders

Long Term TOD Potential
42,000-50,000 new housing units
Up to 60 million square feet of new development
$11-13 billion in State + Local Tax Revenue
Up to 4.0 million new transit riders

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ROGERS AVE METRO STATION

FUTURE JOINT DEVELOPMENT



17.5-acres OF STATE-OWNED LAND

446 POTENTIAL HOUSING UNITS (NORTH)

291 POTENTIAL HOUSING UNITS (SOUTH)

UNDER SOLICITATION (NORTH PARCEL)

MARC Penn Line TOD Strategy
Joint Development Opportunities



MARC PENN LINE

**Acreages have been rounded to the nearest whole number*

100 MDOT/MTA OWNED LAND

141 ADDITIONAL PUBLICALY OWNED LAND

241 TOTAL ESTIMATED DEVELOPABLE AREA

**This map is intended to show an estimate of publicly owned land that is Potentially developable, adjacent to existing transit. Some sites may include Existing infrastructure, building, or constraints which would need to be Analyzed and potentially rebuilt as part of development.*

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MARC Penn Line TOD Strategy
Joint Development Opportunities

MARC PENN LINE

$800M+ Net Present Value* of 30-Year Gross Tax Revenue**

202K–546K Additional Annual MARC Trips

2,600+ New Housing Units



ODENTON MARC STATION

JOINT DEVELOPMENT



585 NEW HOUSING UNITS

130+ AFFORDABLE UNITS

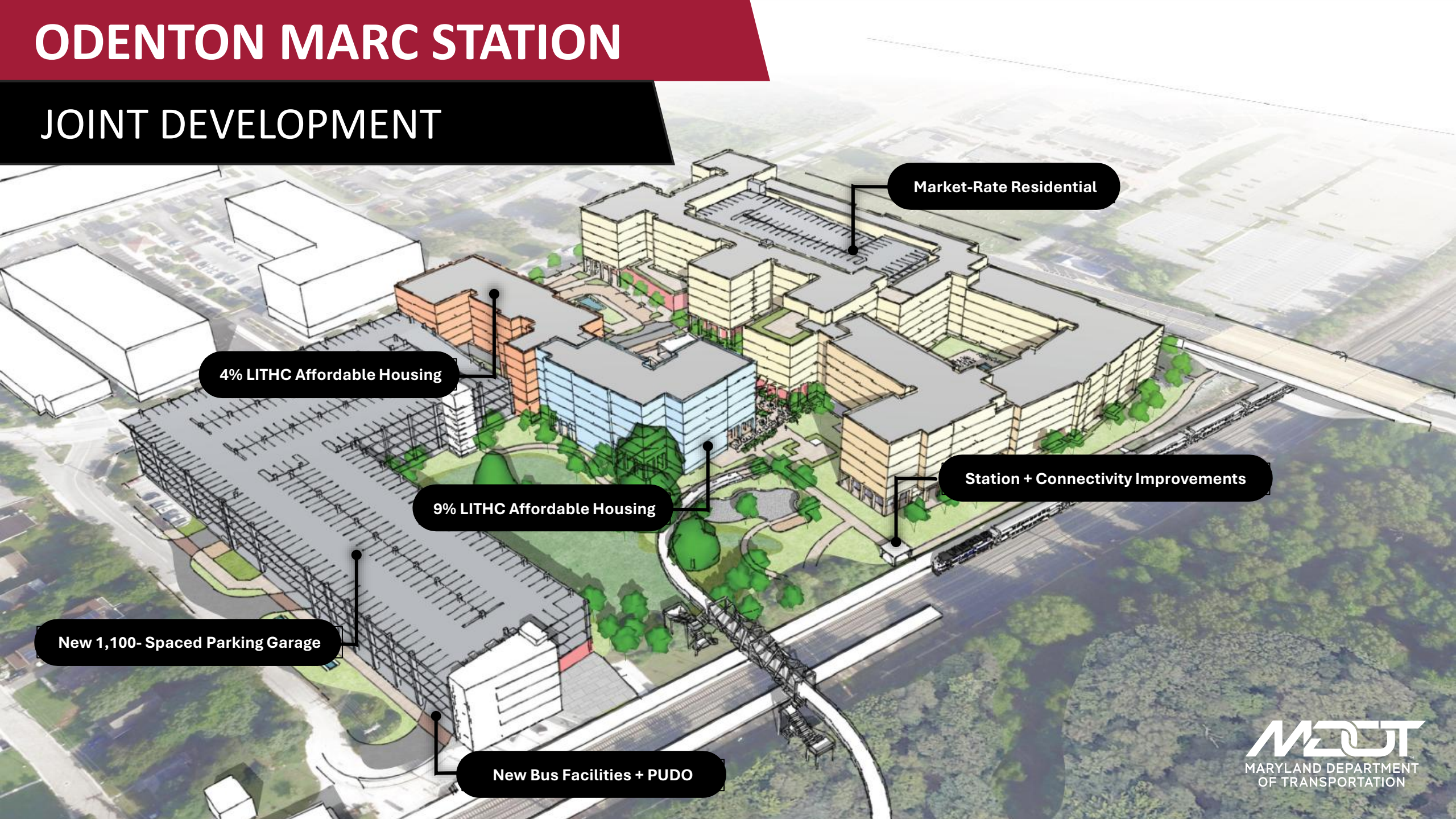
30,000+ SF OF RETAIL SPACE

180,000+ SF OF OPEN SPACE

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ODENTON MARC STATION

JOINT DEVELOPMENT



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BOWIE STATE MARC STATION

JOINT DEVELOPMENT



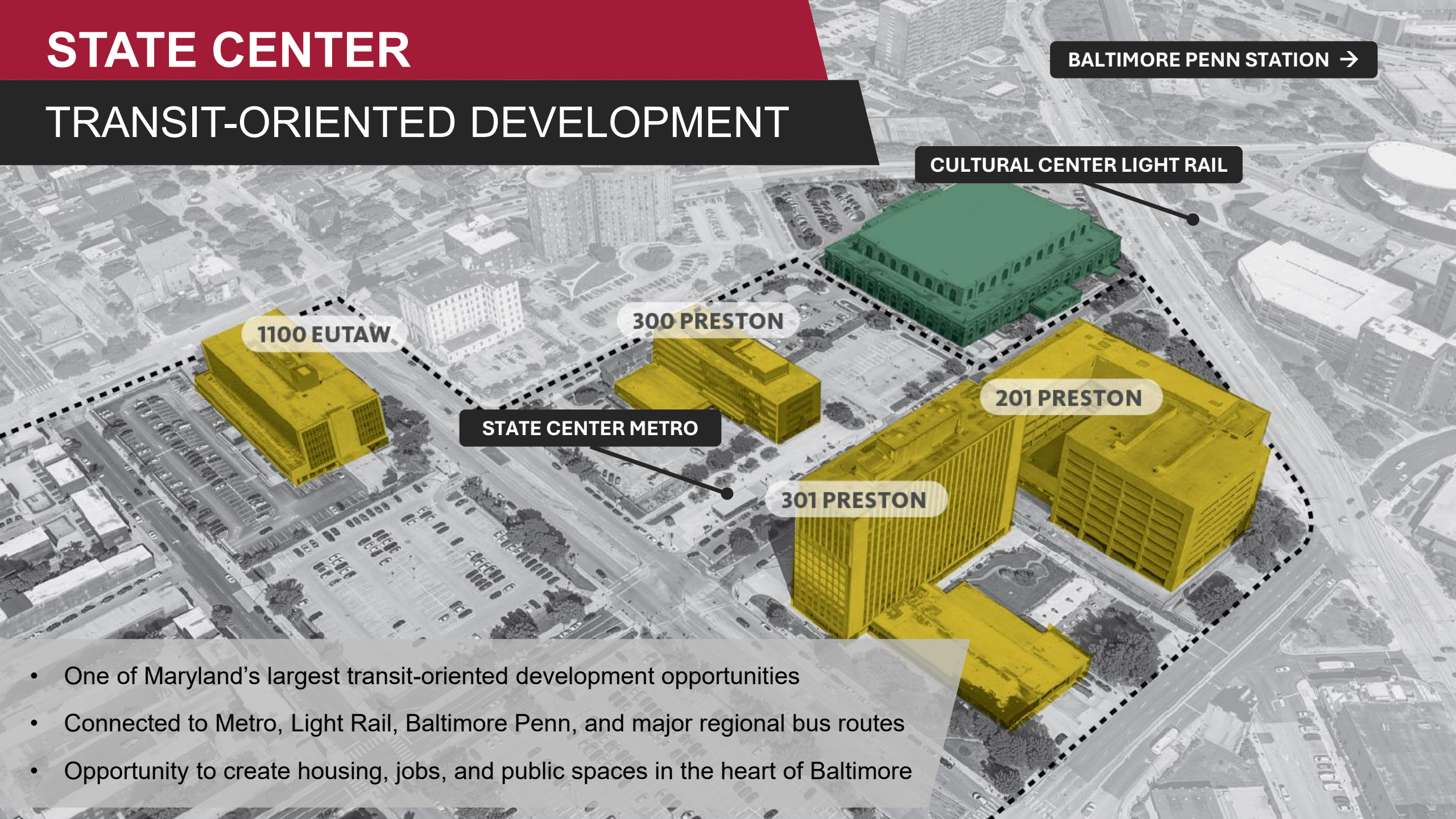
4.6-acres OF STATE-OWNED LAND

190+ NEW HOUSING UNITS

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STATE CENTER

TRANSIT-ORIENTED DEVELOPMENT



- One of Maryland's largest transit-oriented development opportunities
- Connected to Metro, Light Rail, Baltimore Penn, and major regional bus routes
- Opportunity to create housing, jobs, and public spaces in the heart of Baltimore

State TOD Designation Program

- MDOT administers the State TOD Designation Program. Local jurisdictions can apply for designation of a station area and unlock special benefits (New process launched June 2024).
- Requires a TOD Designation Plan and resolution from legislative body with land use authority
- Recent TOD Designations include Rockville Metro/MARC, Cromwell Light Rail and Frederick MARC Stations
- Benefits include priority access to DHCD and MEDCO funding as well as eligibility for the TOD Capital Grant and Revolving Loan Fund

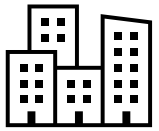
TOD Designation Plan



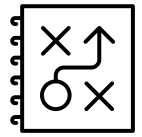
Land Use
- Land use/zoning
- Cohesion with local and regional planning
- Parking strategy



Modal Connectivity
- Complete Streets
- Transit connectivity



Community Development and Infrastructure
- Housing production
- Economic development, revitalization and placemaking
- Green infrastructure

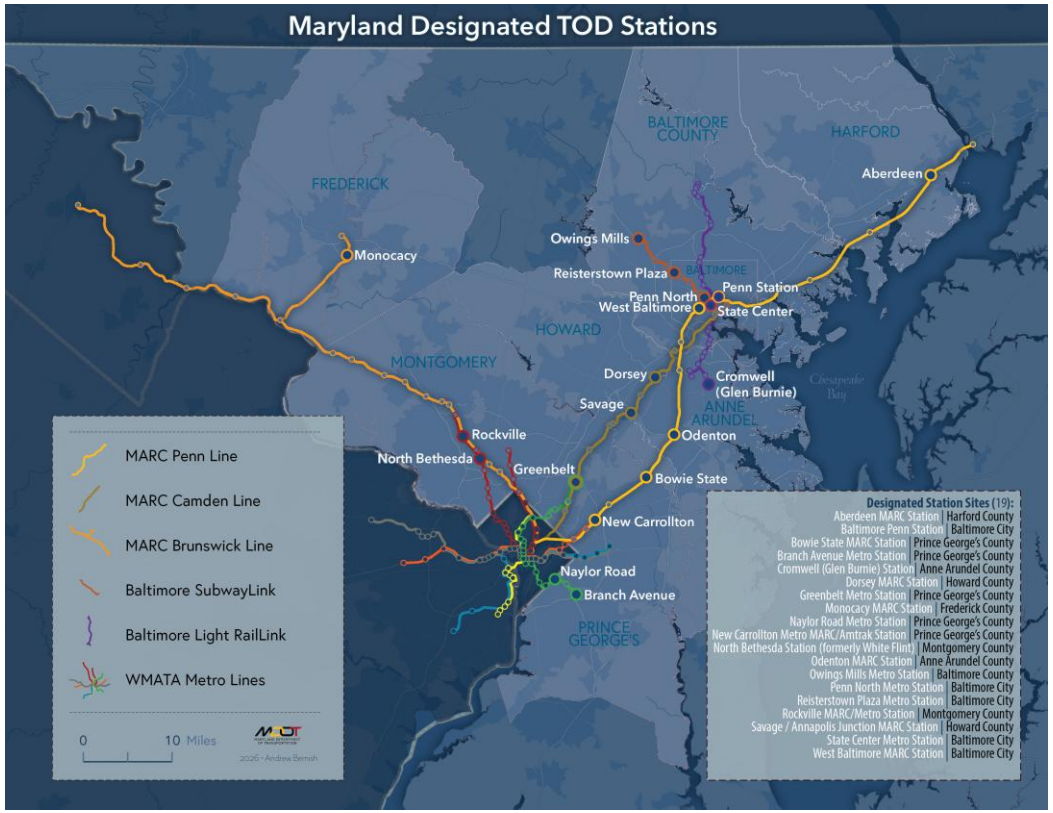


Action Plan and Implementation
- Strategy
- Targeted milestones for 10-year designation

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TOD Capital Grant and Revolving Loan Fund

- TOD Capital Grant Fund provides financial support to advance development at State-designated TOD sites, helping move projects from planning to implementation.
  - Up to ~$5M annually to support TOD projects statewide
  - Grants and loans available for both public infrastructure and private development gap funding
  - Open to development partners in partnership with local jurisdictions
  - Supports design, predevelopment, and infrastructure needed to unlock TOD sites
- Previously funded projects include Odenton Garage, Project Connect (North Bethesda) and multimodal and signal improvements along Wabash Avenue (Reisterstown Plaza).
- Next funding round expected ~October 2026



Map of Current TOD Designations

Thank You

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