



MDOT Transit Oriented Development (TOD) Program



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Maryland faces a shortage of 120,000 housing units

- **Housing affordability** and **cost-of-living pressures** are driving younger households out of Maryland.
- TOD delivers new, diverse housing stock in walkable locations that **lessen dependence on automobiles**.

The Value of Transit

65%

of younger Americans (Gen Z) say that **living near public transit** is very or somewhat important. ¹

46%

of millennials choose transit in the communities where they live for **saving money** and **convenience**. ²

Source:

1. National Association of Realtors (NAR) – U.S. Community & Transportation Preferences Survey

2. American Public Transportation Association– National Millennial Mobility Study

The Opportunity for Maryland

MDOT owns 300+ acres of undeveloped State land adjacent to existing rail transit stations which 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

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
- MDOT is leveraging TOD to **increase housing supply** (including affordable housing), **increase transit ridership**, maximize **return on transit investments**, and **support economic growth** through **increased local and state revenues**



TOD as a State Priority

The Moore-Miller Administration has made TOD a significant priority:

- The 2024 State Plan highlights TOD as an important tool in tackling the affordable housing shortage and leveraging infrastructure to bolster inclusive economic growth

“Housing Starts Here” Executive Order (2025) - Governor Moore’s Executive Order Commitment to accelerate housing production to address Maryland’s housing shortage by:

- Directing MDOT and partner agencies to identify specific state-owned properties for TOD
- Improving the use of state-owned land
- Reducing state permitting timelines

Maryland Transit & Housing Opportunity Act (2026) - The Act further advances TOD delivery by

- Allowing mixed-use development ½ mile from high-service transit (on existing residential and commercial land)
- Removing restrictions to development on State-owned and WMATA-owned land adjacent to high-service transit
- Eliminating parking minimums for certain transit-oriented developments within ¼ mile.
- Unlocking more than 300 acres of State-owned land adjacent to transit
- Supporting the delivery of 7,000+ housing units and approximately \$1.4B in tax revenue

Baltimore Region TOD Strategy

- Released in April 2026, MDOT's [Baltimore Region TOD Strategy](#) identifies priority opportunities to advance TOD across Metro and Light Rail station areas and align land use with major transit investments.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Development of compact, walkable communities centered around transit stations that attract new residents, workers, and visitors.

ROLES

MDOT

- » Provide reliable transit service
- » Provide technical assistance to help overcome barriers

LOCAL JURISDICTION

- » Set land use and zoning policy
- » Engage with the local communities in land use and zoning matters
- » Control key financial tools to support development feasibility
- » Oversee project approvals and entitlement

PRIVATE DEVELOPER

- » Identify project opportunity and gain site control
- » Work with state and local partners in engaging local communities
- » Get project entitled and approved to begin development



Future Opportunity
for Transit-Oriented
Development

46 RAIL STATIONS
in the Baltimore region

\$5.8-7.0
BILLION

in new Local Tax Revenues
(30-Year NPV)

42,000-50,000
new housing units

49-59
MILLION SF
of development

JOINT DEVELOPMENT

A specific type of TOD on MDOT/MTA-owned property that requires coordinated construction of public transit facilities (e.g., commuter parking and bus bays) with private development.

ROLES

MDOT

- » Initiate project scoping and confirm feasibility
- » Identify private development partner and execute Master Development Agreement

LOCAL JURISDICTION

- » Set land use and zoning policy
- » Engage with the local communities in land use and zoning matters
- » Control key financial tools to support development feasibility
- » Oversee project approvals and entitlement

PRIVATE DEVELOPER

- » Respond to MDOT solicitation
- » Execute Master Development Agreement with MDOT
- » Advance design and development plan
- » Get project entitled and approved.



Future Opportunity
for Joint
Development

17 RAIL STATIONS
in the Baltimore region

\$600-690
MILLION

in new Local Tax Revenues
(30-Year NPV)

4,000 - 5,000
new housing units

5-6
MILLION SF
of development

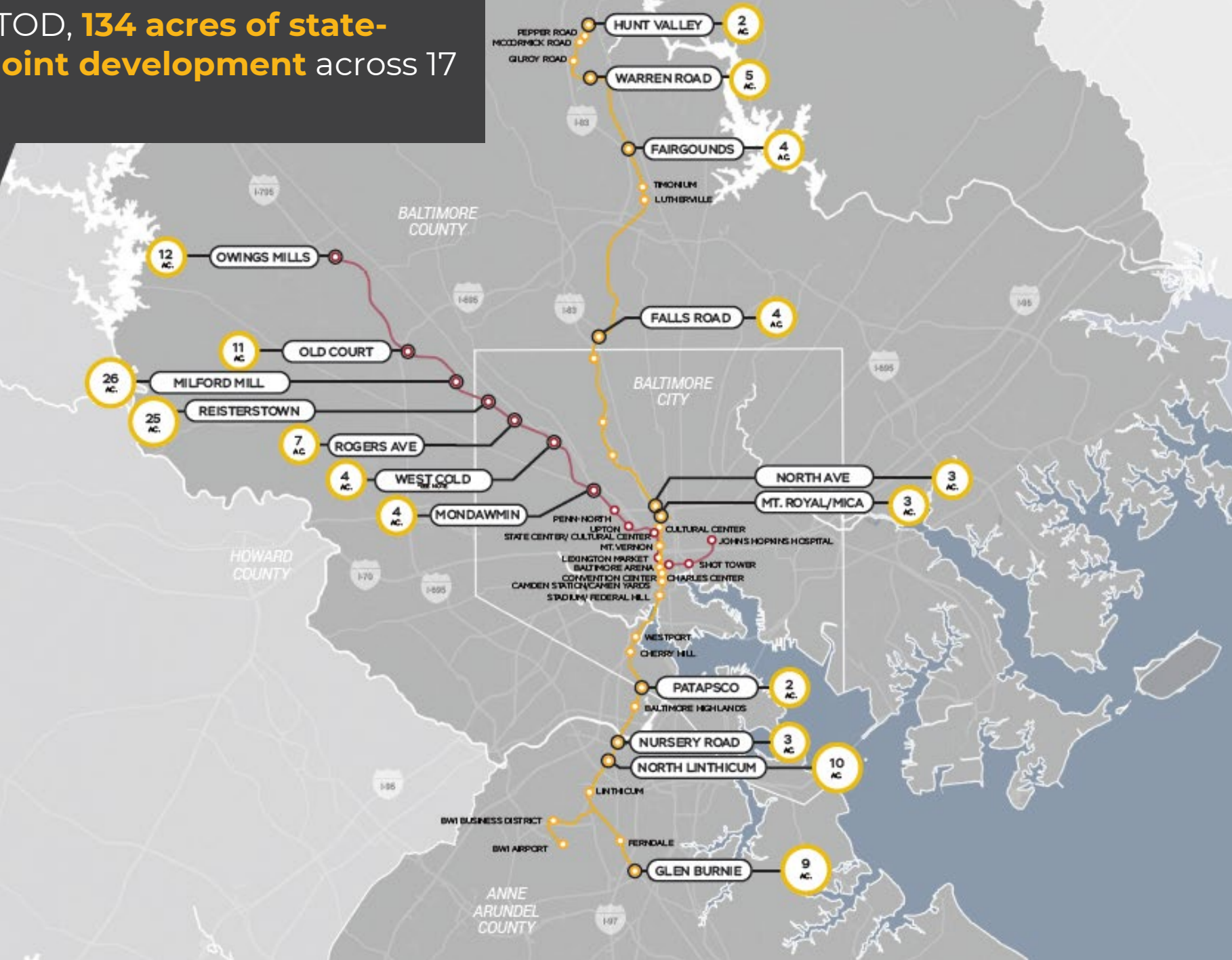
Of the total land available for TOD, **134 acres of state-owned land are suitable for joint development** across 17 stations.

LAND AVAILABLE FOR JOINT DEVELOPMENT (ACRES)

- 46 CITY OF BALTIMORE**
- 66 BALTIMORE COUNTY**
- 23 ANNE ARUNDEL COUNTY**

134 TOTAL

*West Cold Spring Station developable area on this map includes parcels owned by Baltimore City and state of Maryland



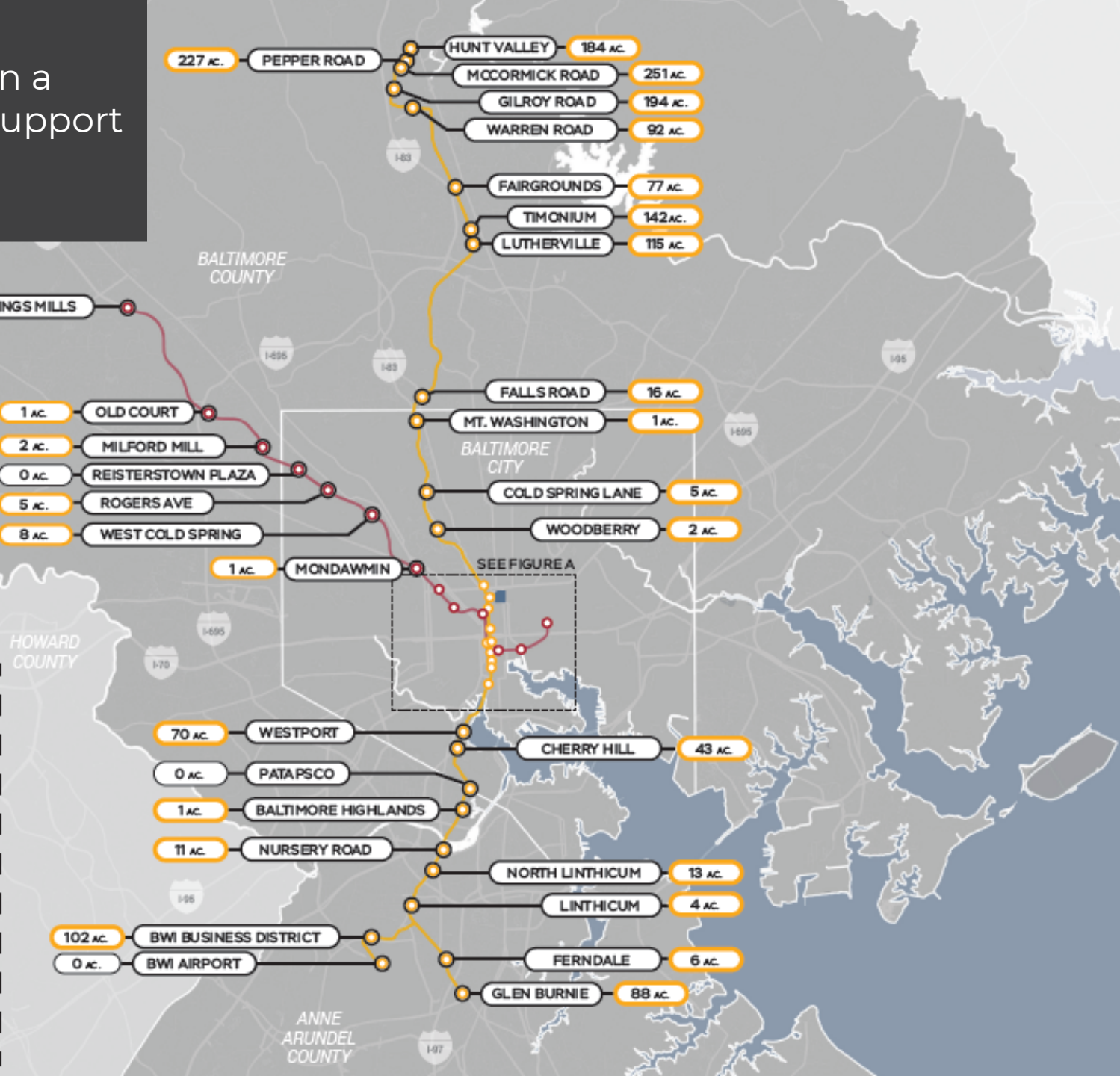
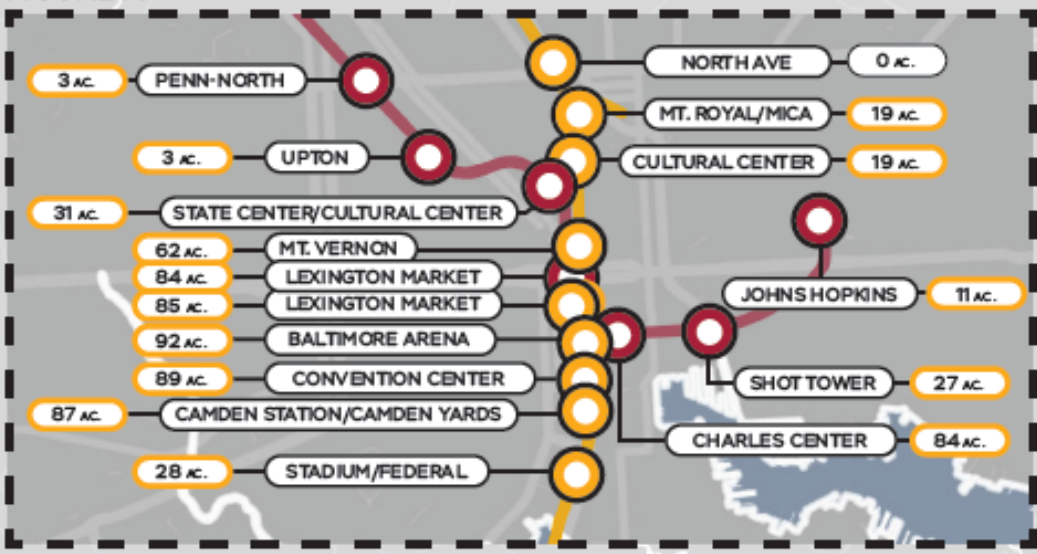
Today, **more than 1,200 acres of land** within a half-mile of stations are well positioned to support TOD.

LAND AVAILABLE FOR TOD (ACRES)

- 279 CITY OF BALTIMORE
- 742 BALTIMORE COUNTY
- 212 ANNE ARUNDEL COUNTY

- 1,233 TOTAL

FIGURE A:



ROGERS AVE METRO STATION

FUTURE JOINT DEVELOPMENT

17.5-acres OF STATE-OWNED LAND

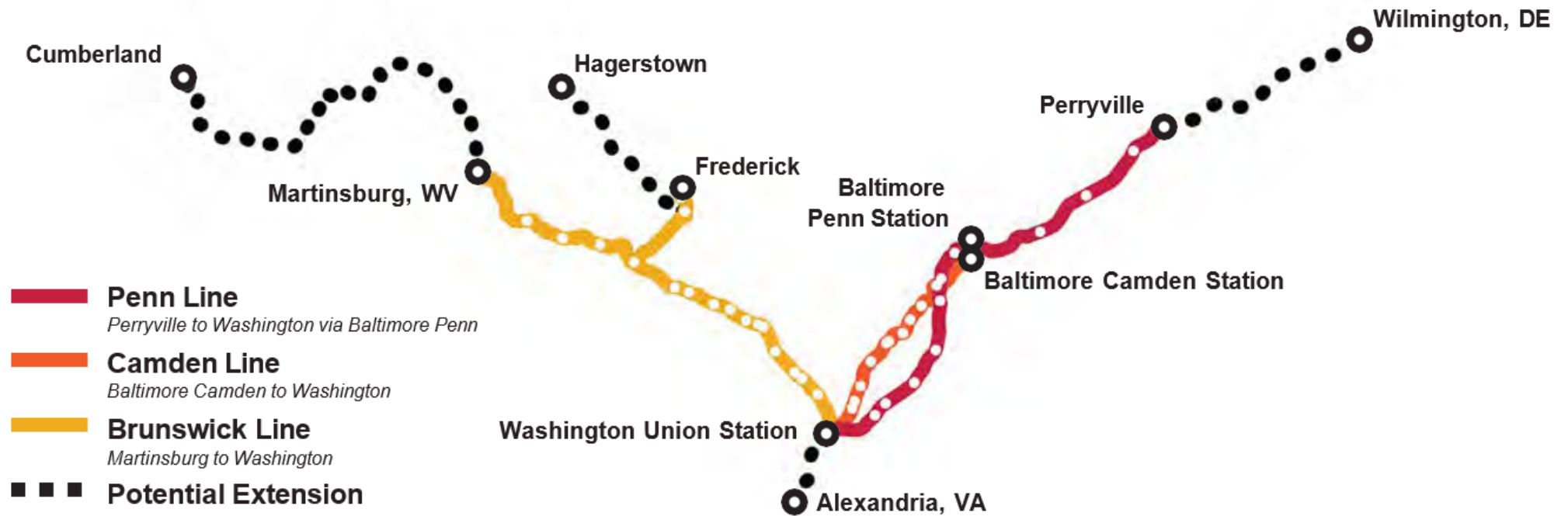
446 POTENTIAL HOUSING UNITS (NORTH)

291 POTENTIAL HOUSING UNITS (SOUTH)

[NORTH PARCEL UNDER SOLICITATION \(LINK\)](#)

Advancing TOD Through Maryland's MARC

- 3 Commuter Lines
- 42 MARC Stations
- Direct access to Washington regional job centers
- Significant State-owned land adjacent to key stations
- Priority locations identified through Penn Line and Regional TOD Strategies



POTENTIAL TOD OPPORTUNITIES (STATE OWNED LAND)

MARC PENN LINE

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

- 100** MDOT/MTA OWNED LAND
- 141** ADDITIONAL PUBLICLY 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.*



ODENTON MARC STATION

JOINT DEVELOPMENT



585 NEW HOUSING UNITS

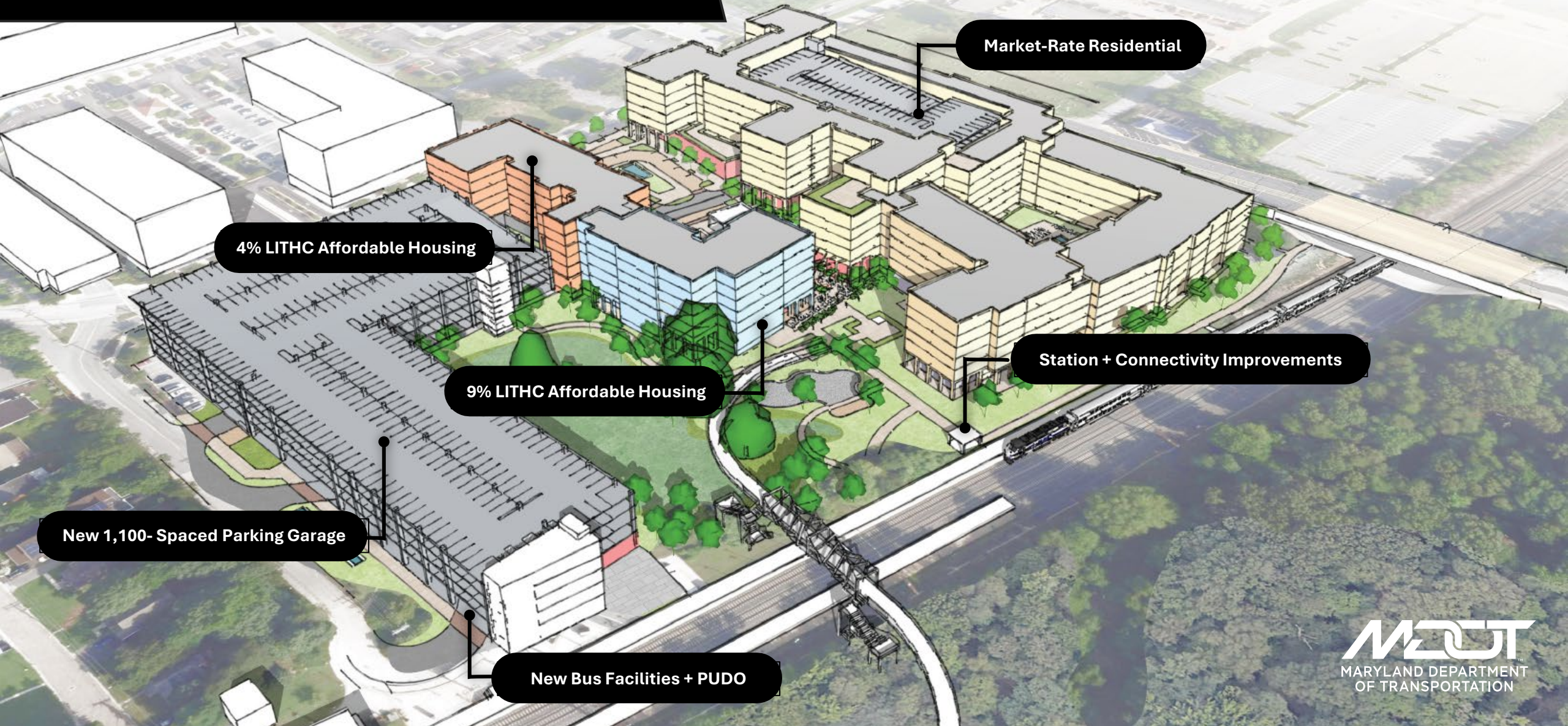
130+ AFFORDABLE UNITS

30,000+ SF OF RETAIL SPACE

180,000+ SF OF OPEN SPACE

ODENTON MARC STATION

JOINT DEVELOPMENT



Market-Rate Residential

4% LITHC Affordable Housing

9% LITHC Affordable Housing

Station + Connectivity Improvements

New 1,100-Spaced Parking Garage

New Bus Facilities + PUDO

BOWIE STATE MARC STATION

JOINT DEVELOPMENT



4.6-acres OF STATE-OWNED LAND

190+ NEW HOUSING UNITS

Seabrook MARC Station TOD Study

Builds upon MDOT's Penn Line TOD Strategy Study (2024)

- Identified the site as a “long-term opportunity”

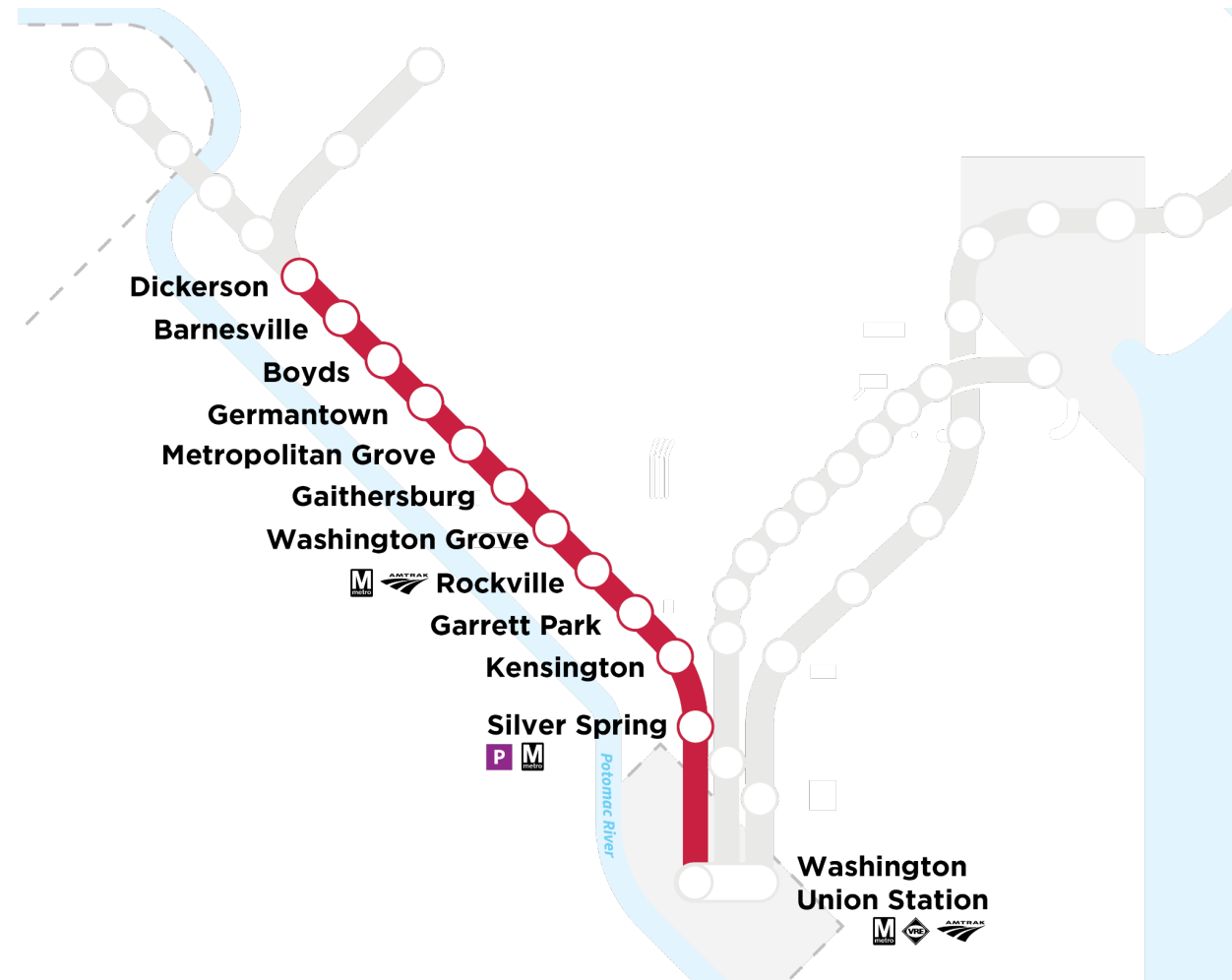
The study will:

- Address **near-term challenges**, including:
 - Limited publicly owned land
 - Irregular parcel dimensions
 - Fractured street network
 - Diverse parcel ownership
- **Evaluate requirements** and **develop a cohesive land assemblage strategy** to accelerate TOD



MARC Brunswick Line TOD Study

- Establish a strategy for TOD along the line, including:
 - Conducting a **preliminary screening** of stations to determine TOD readiness
 - Conducting an **economic analysis** for the stations with the most potential
 - Developing **site development strategies** for the stations with the most potential (Germantown + Metropolitan Grove)



Camden Line MARC Line – Joint Development

Station Name	County Station Area	MDOT-Owned Land	TOD Status
Dorsey Station	Anne Arundel County	18.05 acres	Future MDOT Joint Development Opportunity
Savage Station	Howard County/Anne Arundel County	3.43 acres	Phase 1-2 are complete with 416 residential units w/ office, retail and parking. Future Phase 3 with residential and hotel is TBD pending market conditions.
Laurel/Laurel Racetrack Station	City of Laurel/Howard County	4.03 acres (Laurel) / 0 acres (Laurel Race Track)	Phase II of townhome development (Howard County) is on-going. City of Laurel is undergoing master planning update.
Muirkirk Station	Prince George's County	8.4 acres	Future MDOT Joint Development Opportunity
Greenbelt	Prince George's County	0 acres	Coordinating with WMATA on Future Development



SAVAGE MARC STATION

JOINT DEVELOPMENT

416 HOUSING UNITS DELIVERED

280 HOUSING UNITS PLANNED

110 HOTEL ROOMS PLANNED

105,000+ SF OF RETAIL & OFFICE SPACE

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
- 4 new designations so far – Penn North, West Baltimore, Monocacy, expanded Reisterstown Plaza, and Rockville (10 more in the pipeline).
- Benefits include priority access to DHCD funding as well as access to the TOD Capital Grant and Revolving Loan Fund (\$1.25 million in awards in 2025)

TOD Designation Plan



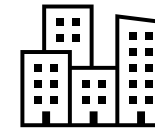
Land Use

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



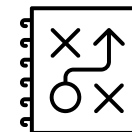
Modal Connectivity

- 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

CONTACT INFORMATION

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