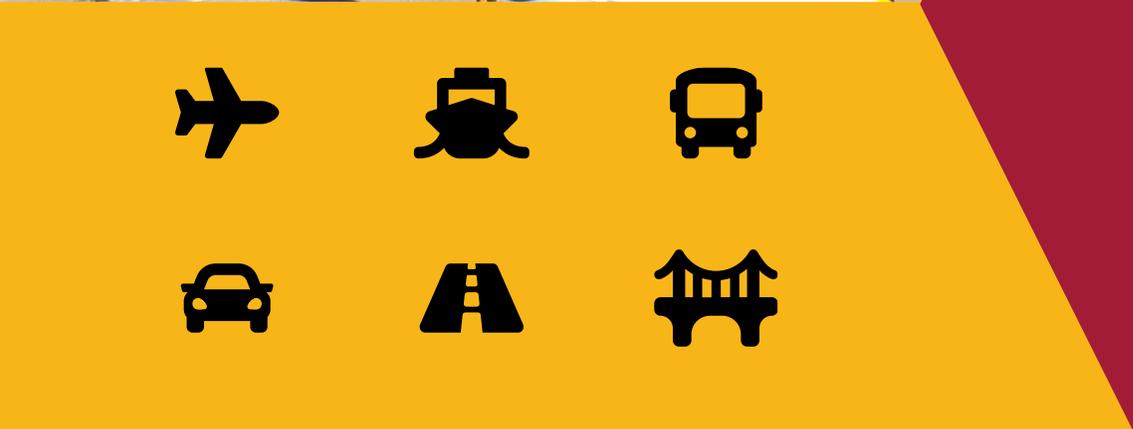




Transit Oriented Development

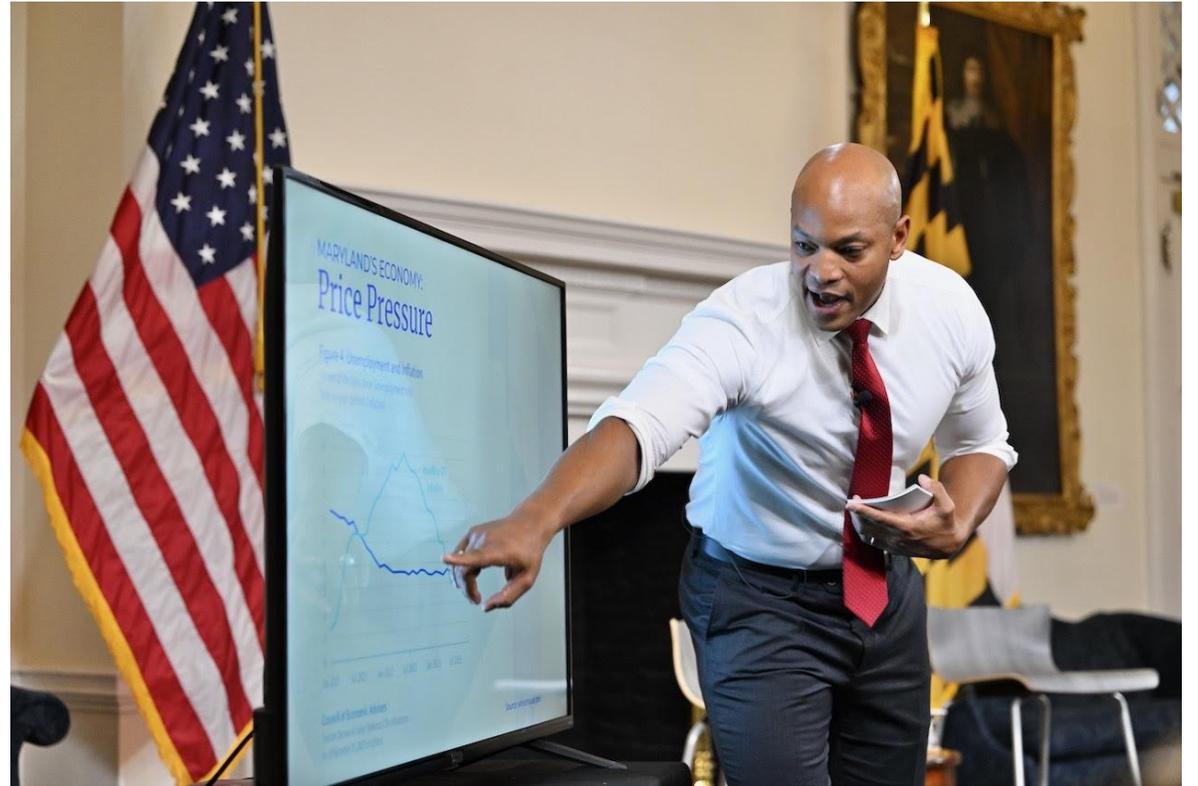
Briefing to the TIEE Committee of Prince George's County Council

Office of Real Estate and Economic Development



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
- TOD is a central focus of Governor's Moore 2026 legislative agenda



MDOT TOD Objectives

1. Increase **ridership** and fare revenue through meaningful **density** and **connectivity**
2. Maximize **return on the State's transportation investments**
3. Support **long-term economic development** by increasing local and state revenues
4. Use as a tool to address the State's **housing** challenges
5. Support the development of **transit friendly communities**



New Carrollton, MD



Bethesda, MD

The 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



MDOT

Office of Real Estate and Economic Development

Structure and Approach

Joint Development

Leading in development of
State-owned land for TOD

Policies & Partnerships

Supporting Partners in realizing
TOD

BOWIE STATE MARC STATION

JOINT DEVELOPMENT



4.6-acres OF STATE-OWNED LAND

190+ NEW HOUSING UNITS

Bowie State MARC Station – Joint Development

- In October 2024, MDOT, BSU, and the Revenue Authority of Prince George’s County executed a partnering MOU to coordinate development activities.
- MDOT released a Joint Development solicitation in August 2025, and a developer partner award announcement is targeted for May 2026.
- Master planning efforts and discussions with key stakeholders, including the Amazon Housing Fund will begin in later 2026.



Seabrook MARC Station – Joint Development

- In October 2024, MDOT's 2024 MARC Penn Line TOD Strategy identified Seabrook as a long - term TOD opportunity.
- Funded by the Washington Suburban Transit Commission (WSTC), WSTC and MDOT launched a TOD planning study in October 2025 to assess transit needs and develop a land assemblage strategy to enable future TOD.
- The study will conclude in June 2026 with an implementation strategy outlining next steps, key stakeholders, and potential timelines.



Partnership Support – TOD Designation Program

- The State TOD Designation program has been revamped to reflect a strong partnership approach with local jurisdictions.

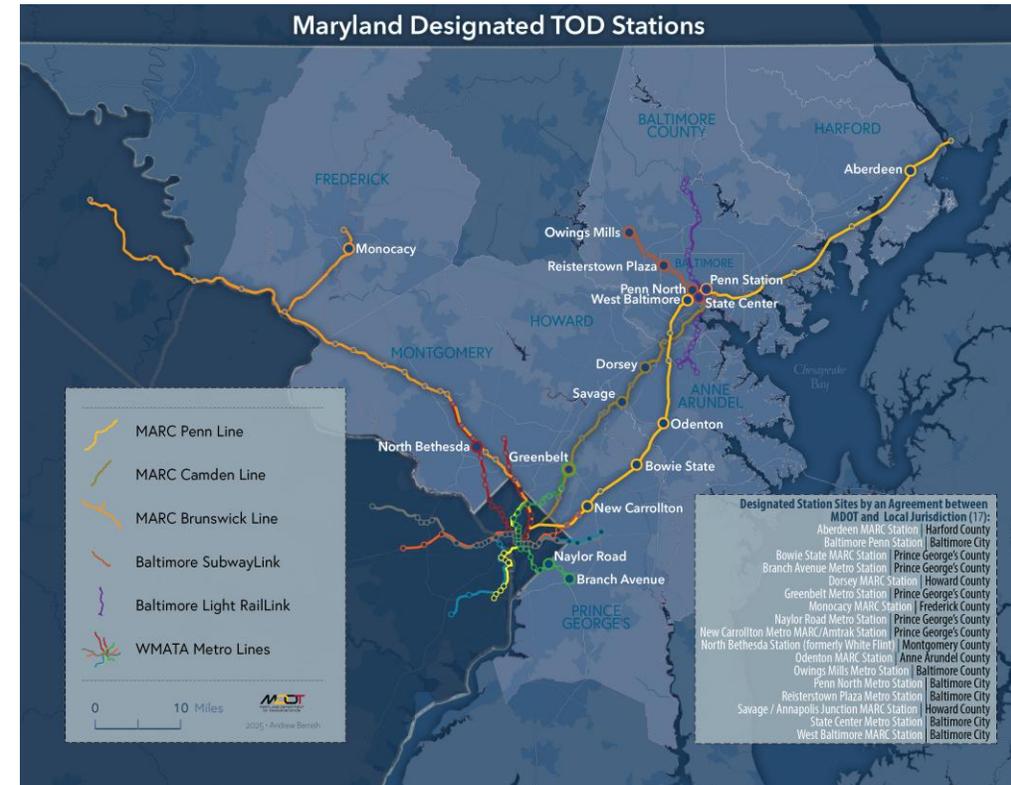
- Benefits of the TOD Designation include:

- Access to TOD Capital Grant fund
- Priority in obtaining DHCD Funding
- Priority for DGS state office leasing

- Current Prince George’s County TOD Designations are:

- Greenbelt
- Naylor Road
- Branch Avenue
- Bowie State

- In June 2025, announced \$1.25 million in awards from the TOD Capital Grant and Revolving Loan Fund. Additional rounds of funding will begin in later 2026.



Map of Current TOD Designations



Partnership Support – Additional Efforts

- Supporting WMATA on their Joint Development efforts in the State of Maryland
- Participating as a member of the Blue Line Corridor Coalition Steering Committee
- Engaged with NCSG/Purple Line Corridor Coalition on their TOD planning and advocacy work along the Purple Line
- Supporting MTA in working with Prince George's and Charles County on SMRT activities



Thank You



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