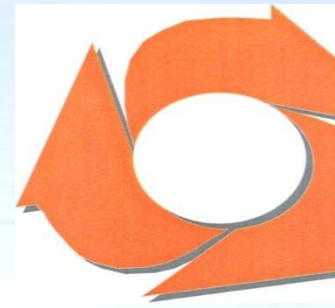


MARYLAND DEPARTMENT OF TRANSPORTATION



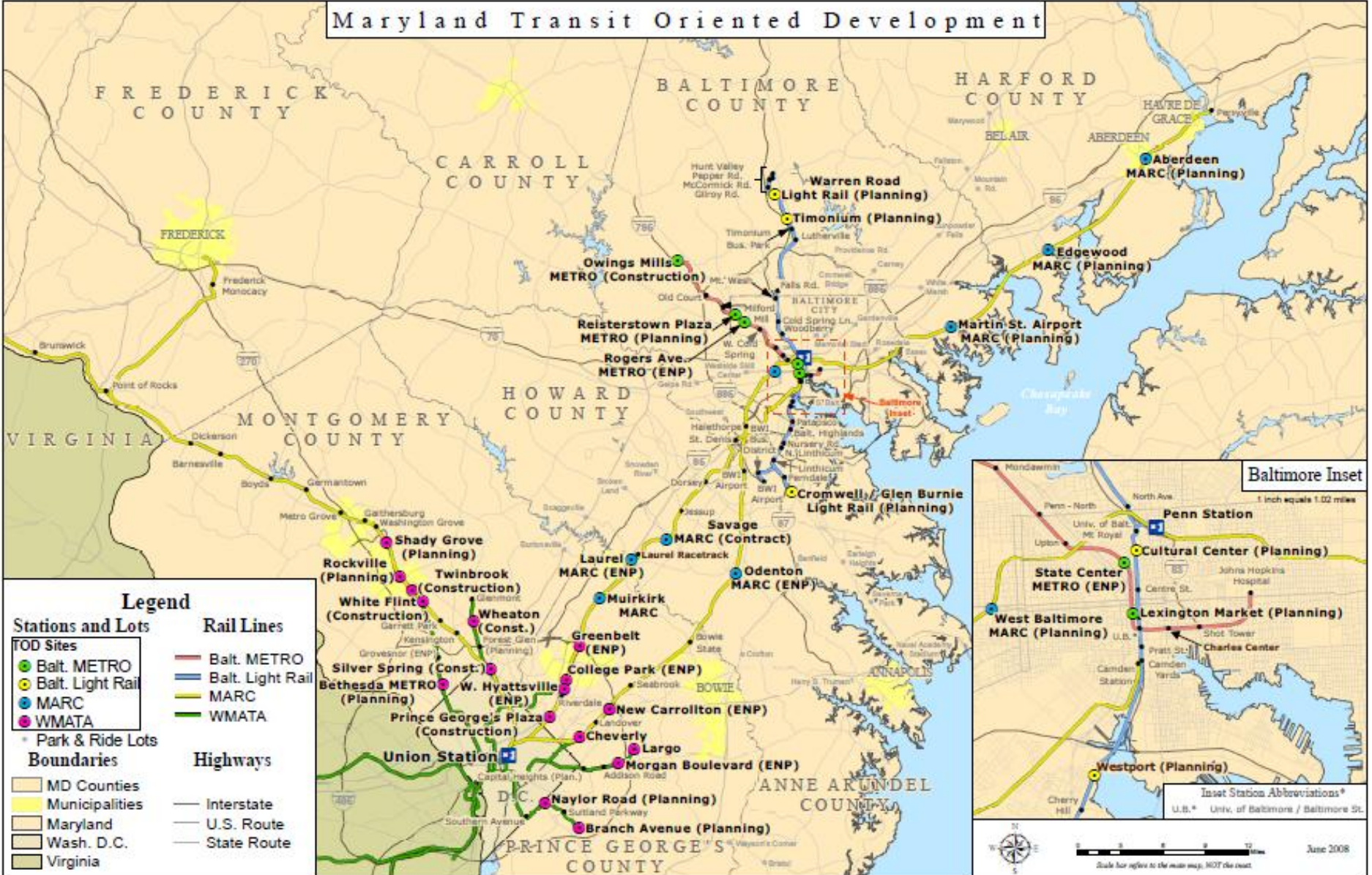
Transit Oriented Development Program



MDOT Office of Real Estate

- Secretary of Transportation's Office
- Responsible for TOD Projects at MDOT Stations:
 - Baltimore Metro; Baltimore Light Rail; MARC
- Support WMAT TOD Efforts at Washington Metro Stations:
 - Staff assigned at MDOT
 - Financial support for WMATA projects

Maryland Transit Oriented Development



Legend

Stations and Lots

TOD Sites

- Balt. METRO
- Balt. Light Rail
- MARC
- WMATA

Park & Ride Lots

Boundaries

- MD Counties
- Municipalities
- Maryland
- Wash. D.C.
- Virginia

Rail Lines

- Balt. METRO
- Balt. Light Rail
- MARC
- WMATA

Highways

- Interstate
- U.S. Route
- State Route

Baltimore Inset

1 inch equals 1.02 miles

Inset Station Abbreviations*

U.B.* Univ. of Baltimore / Baltimore St.

June 2008

TOD Obstacles

Obstacles

- Site assembly
- Local zoning
- Local encumbrances
- Local opposition
- Local commercial market
- Funding gaps (Commuter garage, etc.)
- Deal economics might not work

Government Role

- Government Toolkit
 - Government-owned property
 - Acquire property
 - Amend zoning
 - Robust outreach process to community
 - Invite private developers to finance and build TOD
 - Flexible funding tools (TIF, Special Taxing Districts, land value, bonds, loans, loan guarantees, grants, profit sharing)
 - Leadership and political influence

MDOT Uniquely Situated

- MDOT includes all transportation modes:
 - MTA and SHA property
 - Coordination of modal effort
- MDOT has its own funding sources
- MDOT has significant staff and consulting resources
- In 2007, MDOT needed a legal framework for TOD

Maryland TOD Law of 2008

The TOD Law:

- Defines TOD
- Makes TOD an MDOT transportation purpose
- Creates TOD process
 - Joint Designation by MDOT and local government



Maryland TOD Law of 2009

The 2009 TOD law expands local government authority at TODs:

- MEDCO can issue TIF bonds
- Special Assessment Districts can fund non-county assets
- SAD's can fund operations and maintenance
- Any local tax can fund a TIF Bond



Maryland Sustainable Communities Act of 2010

- Streamlines smart growth efforts
- Extends Historic Tax Credits
- Makes TOD's eligible for historic tax credits



TOD Executive Order 2009

Location priority for new State facilities to be:

- ½ mile of a transit station
- Designated a TOD



What is TOD Project Designation

- Designation is a legal action under 2008 TOD Law:
 - “Activates” MDOT’s full authority
 - Triggers eligibility for benefits under the 2009, 2010 laws
 - Prioritizes projects for MDOT support
- *Designation is not intended for private projects where there is no State role or need for designation*
- *Designation is the outcome of a process, not the first step*

Designation Process

- Designation Criteria:
 - Good TOD
 - Defined State role or other need for Designation
 - Agreement among State and Local Government and Developer
- State and local government joint designation
- 14 TOD projects have been designated
- Local government nominates future projects
- ***http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html***

INITIAL TOD DESIGNATED SITES



INITIAL TOD DESIGNATED SITES

Aberdeen
MARC/Amtrak

Owings Mills

Reisterstown Plaza

State Center Complex

Westport

Shady Grove

Twinbrook

Wheaton

Savage

Odenton

Laurel

New Carrollton

Naylor Road

Branch Ave

MDOT TOD Projects

- No set formula for TOD
- Legal, Business, and Political rules often do not fit well to TOD
- Every project is different
- Every project is difficult

***TOD requires extraordinary effort, flexibility,
and actions***

MDOT TOD Projects

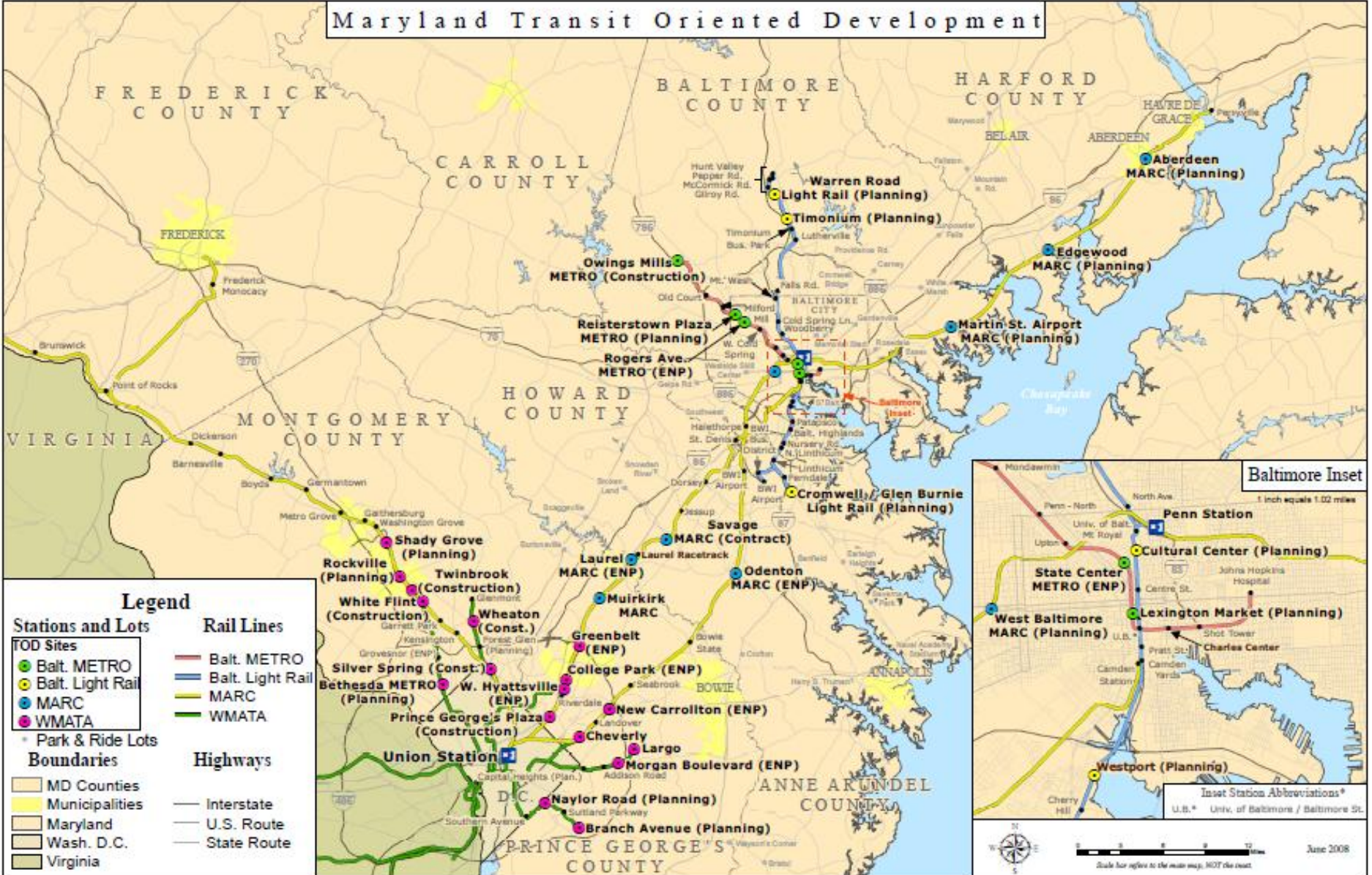
- MDOT pipeline of TOD projects
- Three Examples
 - *Owings Mills Metro*
 - *Savage MARC*
 - *State Center Metro and Light Rail*

Owings Mills Metro Centre TOD



Estimated Value: +\$1 billion

Maryland Transit Oriented Development



Legend

Stations and Lots	Rail Lines
TOD Sites	— Balt. METRO
● Balt. METRO	— Balt. Light Rail
● Balt. Light Rail	— MARC
● MARC	— WMATA
● WMATA	
● Park & Ride Lots	
Boundaries	Highways
□ MD Counties	— Interstate
□ Municipalities	— U.S. Route
□ Maryland	— State Route
□ Wash. D.C.	
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Owings Mills Metro Centre TOD

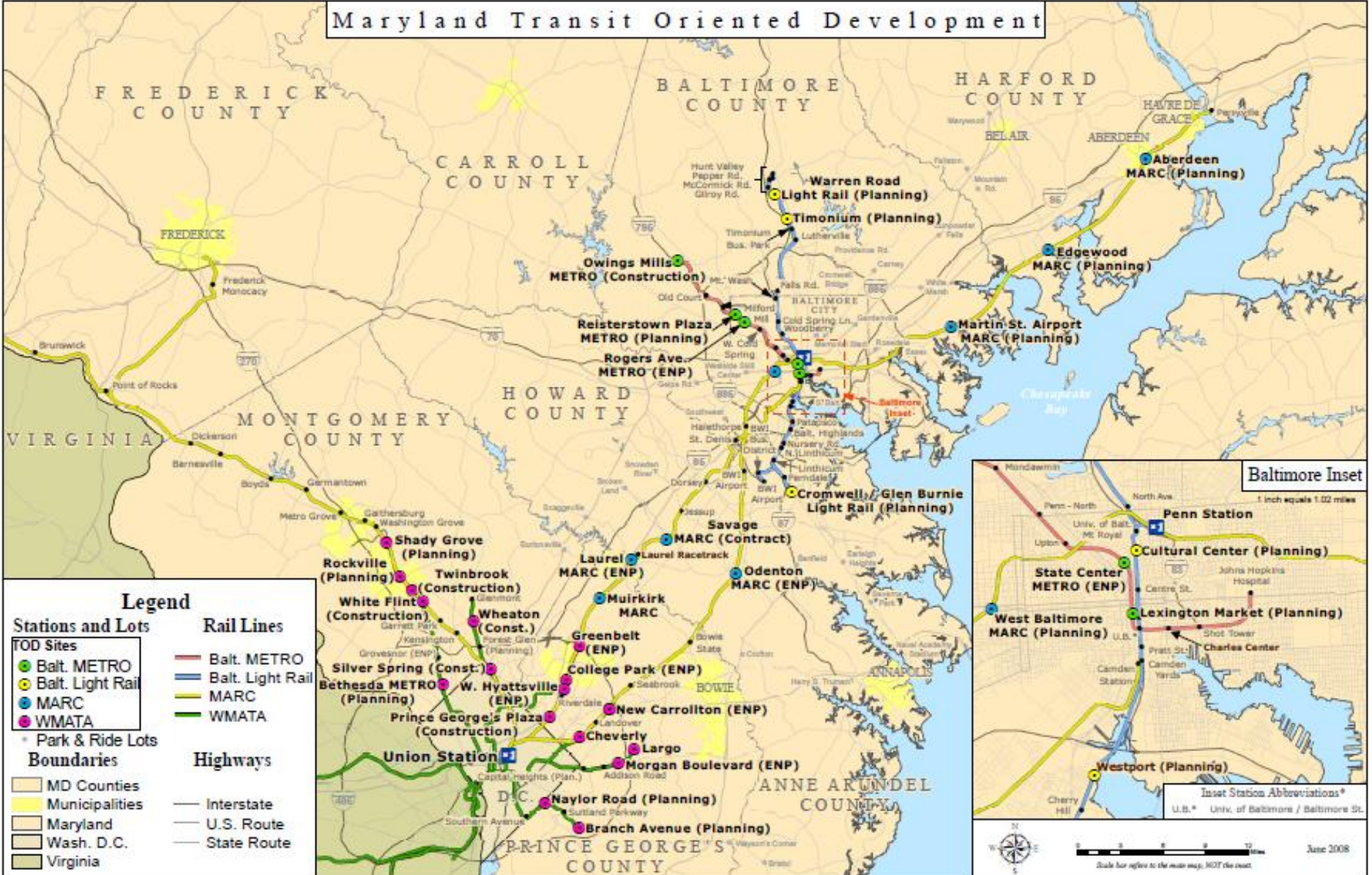
- 46 acre MTA parking lot site leased to developer
- David S. Brown: developer
- Mixed-Use development
- State and County supporting commuter garages, infrastructure and Community College/Library
- County to provide TIF backed by special taxing district



Savage MARC Station TOD



Maryland Transit Oriented Development



Legend

Stations and Lots

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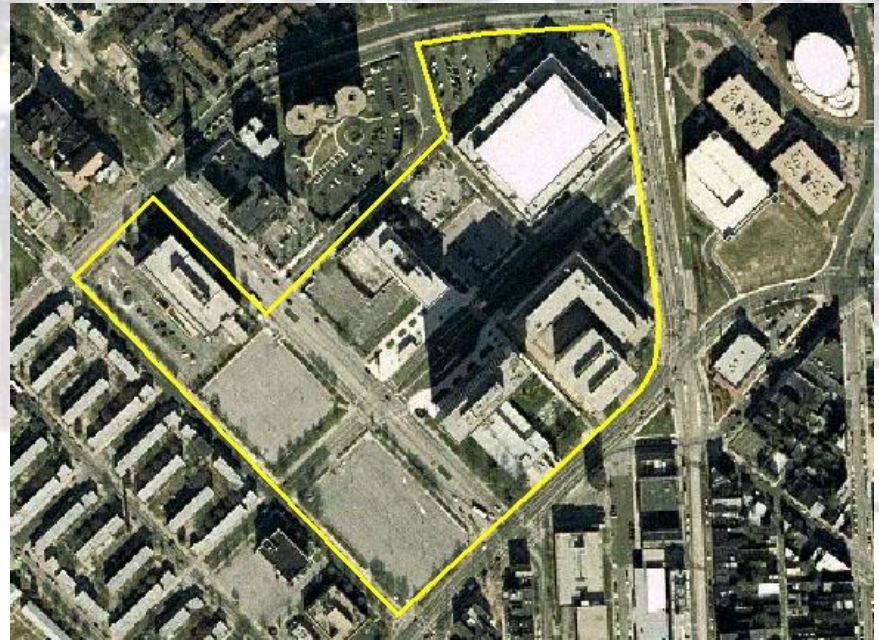
June 2008

Savage MARC Station TOD

- Petrie-Ross Ventures development team.
- 10 acre parking lot site to be sold by MTA to developer
- Mixed-use development
- State is providing land in exchange for a \$3.3 million credit against commuter garage construction
- County is providing special zoning and TIF backed by special taxing district

State Center

- 28 acre State-owned parcel
- Adjacent to Nine neighborhoods
- Light Rail, Metro, Amtrak, MARC



State Center

- State Center, LLC
 - 7 development firms led by Caroline Moore, Chris Kurz, Kevin Johnson, Chris McCoy, Ron Adolph, Adrian Washington, Richard Baron
- \$1.6 billion mixed-use project
- State is leasing office space and financing a shared garage
- State and developer will request a PILOT and TIF from the City for phase one



Long list of TOD Projects

- Symphony Center Light Rail
- Owings Mills Metro
- Savage MARC
- State Center Metro/Light Rail
- Reisterstown Plaza Metro
- Laurel MARC
- Odenton MARC
- Penn Station MARC/Amtrak
- Howard Street Light Rail
- West Baltimore MARC
- Johns Hopkins/EBDI Metro
- Rogers Avenue Metro
- Cromwell Light Rail
- Muirkirk MARC
- Baltimore Redline stations
- Silver Spring Metro
- New Carrollton Metro
- Branch Avenue Metro
- Bethesda Metro
- White Flint Metro
- Wheaton Metro
- Twinbrook Metro
- Rockville Town Center/ Metro
- Naylor Road Metro
- West Hyattsville Metro
- College Park Metro
- Largo Metro
- Prince George's Plaza Metro
- Morgan Boulevard Metro
- Glenmont Metro

What's Next?

“Transit Communities”

- The ½ mile radius around existing stations can theoretical accommodate all growth in Maryland for 20 years
- Potential program to build dense transit communities around stations
- Requires partnership of state agencies, local government, and federal government
- We must plan ahead for the new transit lines

THANK YOU

http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html