

Transit Oriented Development Strategy Study

Pre-Proposal Conference
July 14, 2025

Agenda

- Welcome and Introductions
- WSTC + ORED Overview
- Scope of Work
- Work Plan, Schedule, Meetings + Coordination
- Evaluation Criteria
- Key Dates





Transit Oriented Development Strategy Study

WSTC Overview

Our Charge

Liaison between the State of Maryland, Prince George's County, Montgomery County, and the Washington Metropolitan Area Transit Authority (WMATA) for public transit, rail, bus, and paratransit planning and policy issues.



Background

- Established in 1965
- Administers the Washington Suburban Transit District
- Has powers to:
 - Plan
 - Develop
 - Oversee
- Historically, provided payment directly from Maryland to WMATA
- Coordinate amongst and between counties



Commissioners



Tom Hucker
WSTC Chair



Eric Olson
WSTC Vice Chair



Michael Goldman
WSTC Secretary/Treasurer



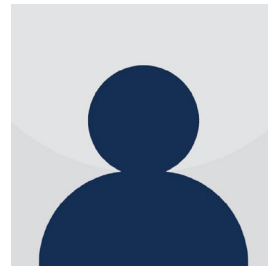
Debbi Jarvis*
Commissioner – Governor Appointee



Vacant
Commissioner – Governor Appointee



Paul J. Wiedefeld*
Commissioner Ex Officio



Vacant
Prince George's County
Executive Position

MDOT Office of Real Estate and Economic Development



Joint Development

Leading in development of
State-owned land for TOD

Policies & Partnerships

Supporting Partners in realizing
TOD

What is Transit Oriented-Development (TOD)?

Site Scale

- Mixed-use development located adjacent to transit
- A development activity planned to encourage transit use
- Requires investment in enabling infrastructure
- Requires a partnership of multiple public and private actors
- **Is ultimately a market-driven activity**

City & Regional Scale

- Can be a driver in regional mode shift from automobile use to transit use
- Can play a role in driving economic development by increasing tax revenue, farebox return and access to jobs, housing and opportunity
- Is a tool and must be accompanied with broader city and transit service planning and goals
- Requires supportive public policy and investment

MDOT - Office of Real Estate and Economic Development - ORED

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. Support the development of **transit friendly communities**
5. Advance Governor Moore's 2024 State Plan:

TOD was identified as a key tool in advancing both **housing** and **economic development** goals:



MDOT Joint Development Projects



TOD As Return on Investment



- MDOT Baltimore/MARC Investment:
 - FY25 Operating Budget : \$1.28+ Billion
 - FY25 Capital Budget: \$656+ Million
 - Future Investment : \$2.0 Billion
- TOD Return (JD) Opportunity:
 - Baltimore Region:
 - 5,000 new housing units
 - \$1.2 billion in state and local tax revenue
 - MARC Penn Line:
 - 2,800 new housing units
 - \$785 million in state and local tax revenue



Opportunity:



Undeveloped State and public land adjacent to transit

MDOT holds approximately 300 acres of undeveloped land adjacent to transit stations.

- MARC Penn Line – approximately 162 acres of State-owned land adjacent to stations
Seabrook MARC Station
- Baltimore Metro + Light Rail - approximately 122 acres of MDOT land
- **Brunswick MARC Line - ???**



Rogers Avenue Metro Site



Reisterstown Plaza Metro Parking Lot





Transit Oriented Development Strategy Study

Scope of Work

WSTC Study Fund

- Approved in 2023; initiated in 2024
- Pays for consultant services to perform studies that support topics of interest within Montgomery & Prince George's Counties
- 2024 Study: Maryland MetroAccess Strategy Study
- March 2025: WSTC approved Study Fund's second year to focus on TOD



Scope of Work

- Co-led by WSTC and ORED
- Advance TOD opportunities that spur economic growth and attract transit ridership
- Two locations identified:
 - Seabrook MARC Station
 - Brunswick MARC Line
- Purpose: high level assessment that informs next steps at respective locations to continue progress on TOD and joint development goals



Task 1: Seabrook

- The [Penn Line TOD Strategy](#) identifies site as a “Long-Term Opportunity”
- Address near-term challenges:
 - Limited amount of publicly owned land
 - Irregular parcel dimensions
 - Fractured street network
 - Diverse parcel ownership
- Subtasks:
 - Task 1a: Project Requirements
 - Task 1b: Land Assemblage



Task 2: Brunswick Line

- High-level TOD strategy to identify opportunities and create a vision for TOD along MARC Brunswick Line in Montgomery County
- Preliminary station screening followed by economic analysis and site development strategies



Task 2: Brunswick Line

- Subtasks:
 - Task 2a: Initial Screening & TOD Readiness Assessment
 - Task 2b: Market & Zone Analysis
 - Task 2c: Station Site Development Strategies
 - Task 2d: Costing
 - Task 2e: Economic Impacts Analysis
 - Task 2f: Implementation Plan & Final Report

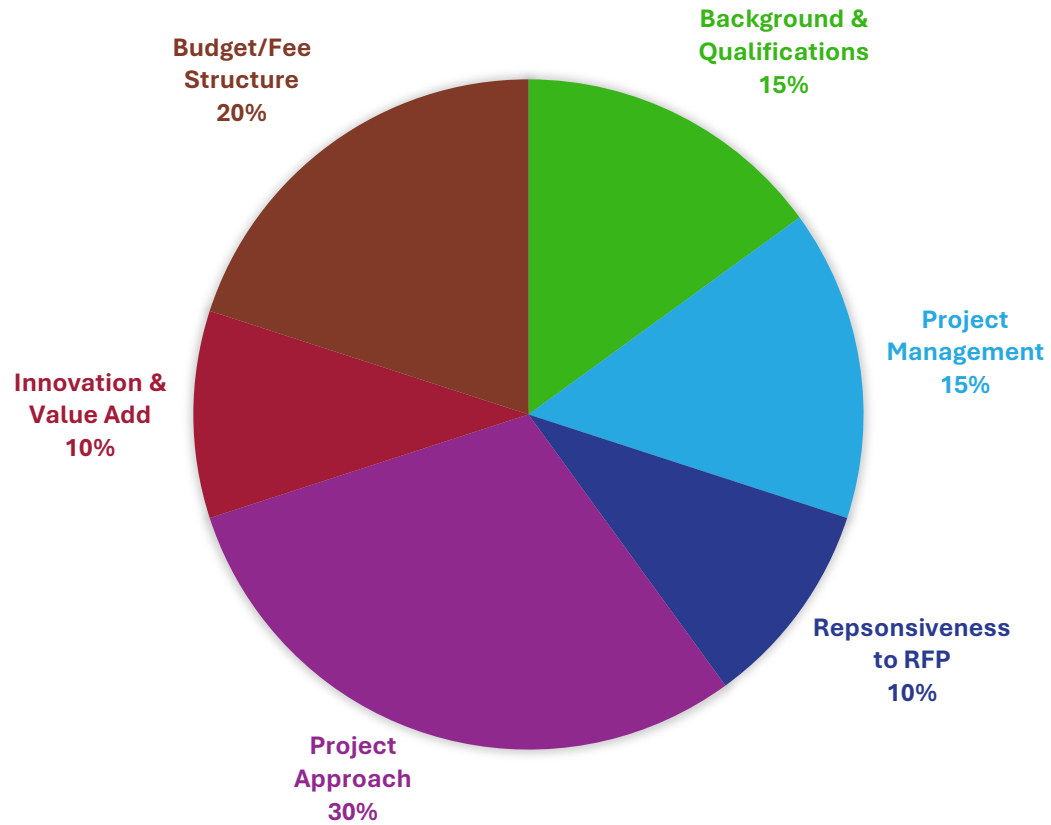


Work Plan, Schedule, Meetings & Coordination

- Leverage small and nimble team to work with WSTC & MDOT staff to develop a detailed work plan
- Approximately 6-month duration
- Primary coordination with WSTC & MDOT staff
- Kick-off meeting & bi-weekly project management meetings
- Up to two stakeholder meetings for both Task 1 & 2
- Presentation of study findings to WSTC



Evaluation Criteria



Rendering of TOD at Grosvenor-Strathmore Station



Key Dates

- July 1, 2025 – Issue of the RFP
- **July 14, 2025 at 11 a.m. – Pre-proposal conference via Teams**
- July 21, 2025 at 2 p.m. – Proposer Questions/Clarifications due
- Aug. 4, 2025 at 2 p.m. – WSTC Responds to Questions/Clarifications
- Aug. 15, 2025 at 2 p.m. – Proposals due
- Week of Sept. 8, 2025 – Finalist interviews (at WSTC/MDOT discretion)



Inform Ryan Traher
(rtraher@mdot.maryland.gov)
of intent to submit a proposal





Thank you for your interest!

Ryan Traher

RTraher@mdot.maryland.gov

Attendee List

- HR&A Advisors, Inc.
- VHB
- Design Collective
- Econsult Solutions Inc.
- Mead & Hunt
- STV
- AECOM
- SB FRIEDMAN DEVELOPMENT ADVISORS, LLC
- Kittelson & Associates, Inc.
- RKK
- Huitt-Zollars
- Redgate
- Grimshaw
- Kimley-Horn

