

Bending the Market: Using Joint Development as a Catalyst

Rail-volution October 19, 2011



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Maryland Department of Transportation



- Multi-modal department
- Integrated Transportation Trust Fund
- Secretary chairs bridge and tunnel authority



Statewide transit system

- State operated transit
 - Metro/heavy rail line
 - LRT line
 - 3 Commuter Rail lines
 - Core bus
 - Commuter Bus

- WMATA system

- Locally Operated Transit systems



Transit Oriented Development

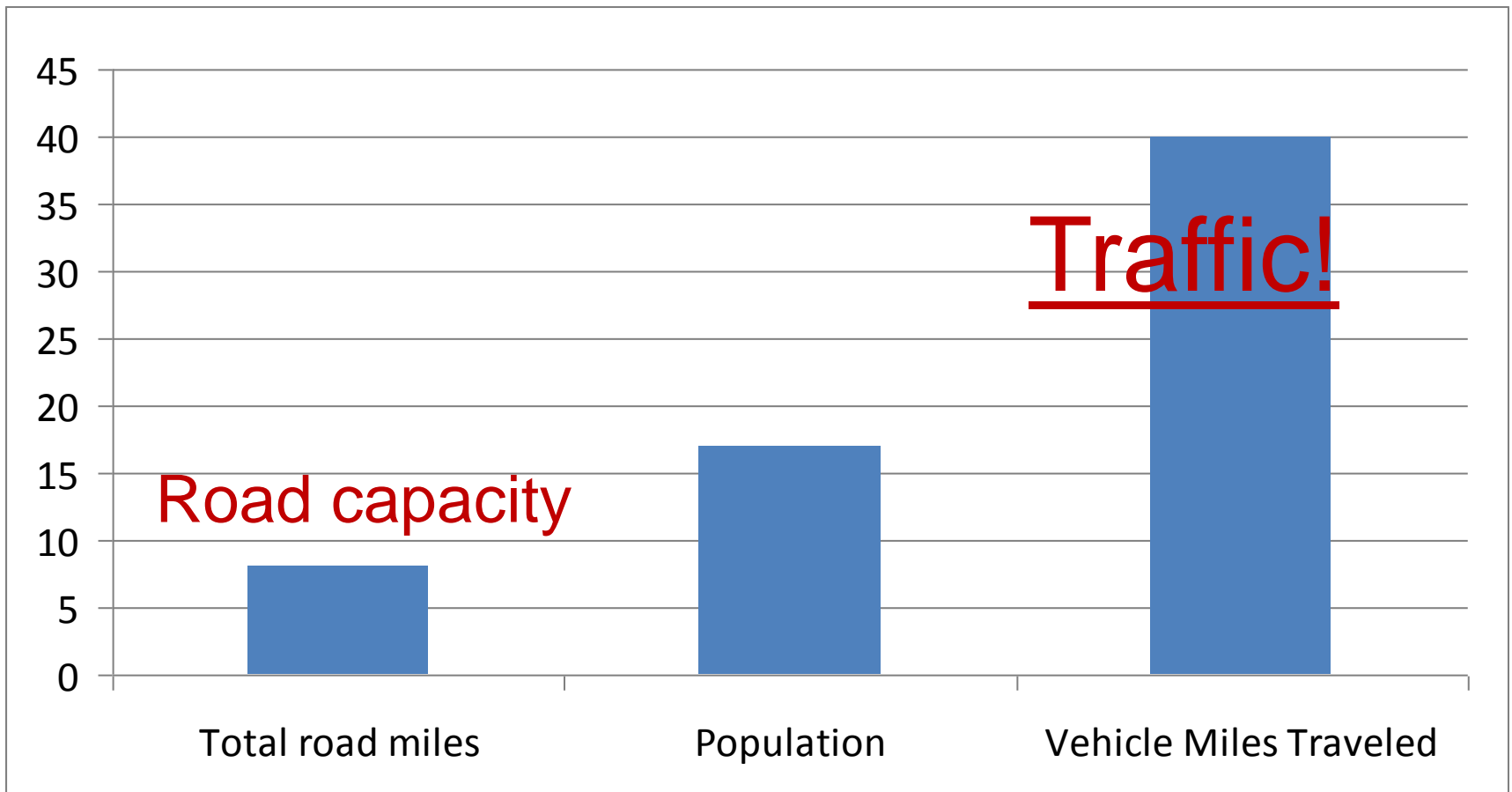
- State legislation in 2008 defined TOD as a “*transportation purpose*”
 - Within ½ mile
 - Part of deliberate plan to increase transit ridership, walking, biking
 - Mixed-use
 - Co-designated by MDOT and local government
- = TOD is part of MDOT’s statewide transportation mission!**

State land use patterns

- Suburban and exurban growth
 - Between 1973 and 2002, 650,000 acres developed
- 1.1 million new residents by 2030
 - Would consume 560,000 acres of open space, under current patterns



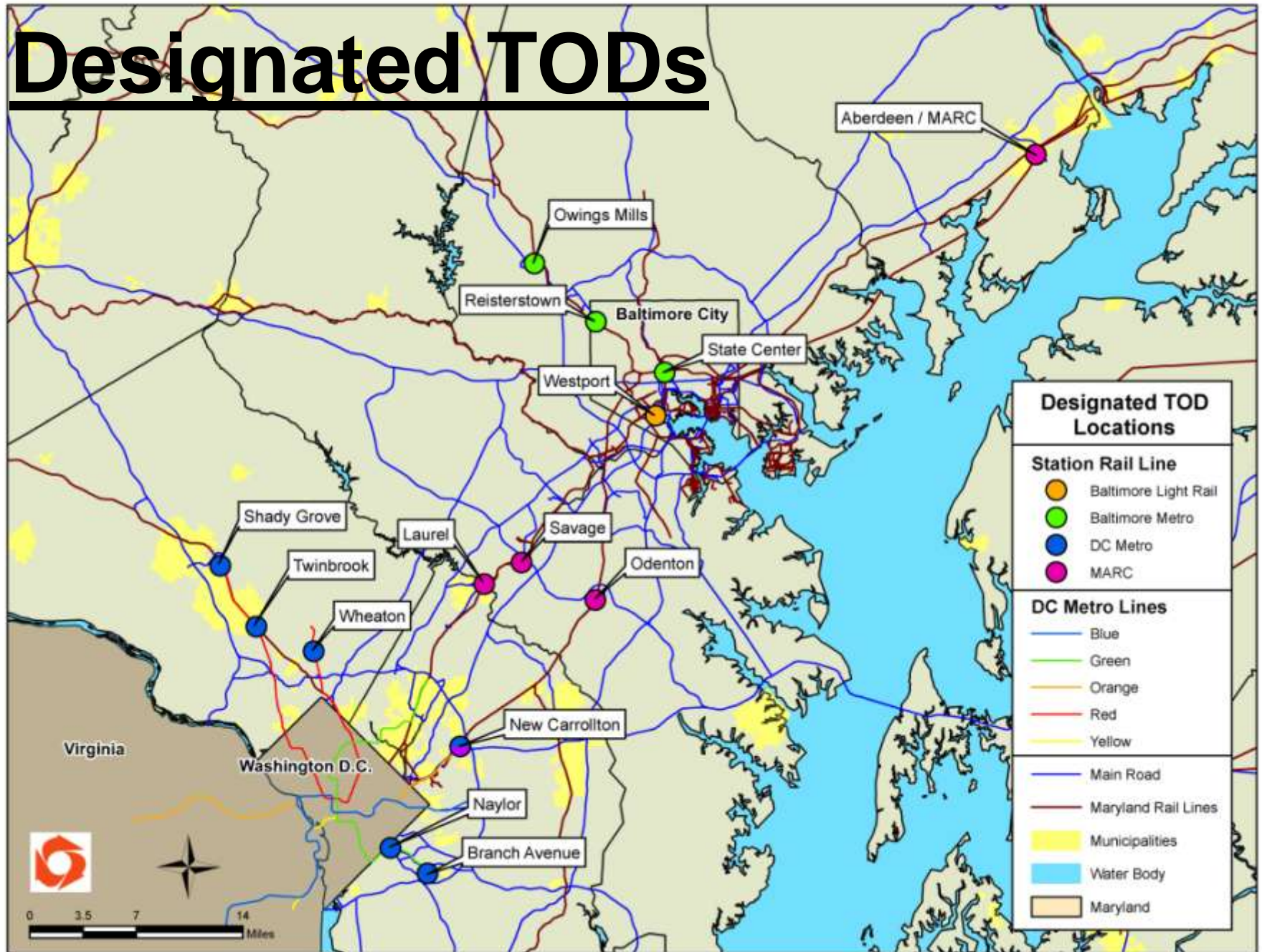
Percentage Growth in Maryland 1990-2006



Maryland TOD efforts

- **Joint Development program**
- **TOD Designation Tools**
 - Property – “transportation purpose”
 - Funding
 - Predevelopment/grants
 - Prioritized for infrastructure support
 - Financing
 - Priority for the location of State offices – Gov. O’Malley’s TOD Executive Order
 - Tax credits – rehabilitation costs

Designated TODs



Maryland Joint Development

- Symphony Center LRT - completed
- Bank of Baltimore – completed
- Owings Mills Metro – construction
- Reisterstown Metro – under development
- State Center Metro/LRT – under development
- Odenton MARC – under development
- Savage MARC – under development
- Laurel MARC – under development
- New Carrollton Metro/MARC – under development