Bending the Market: Using Joint Development as a Catalyst

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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

Traffic!

Road capacity

Total road miles  Population  Vehicle Miles Traveled
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