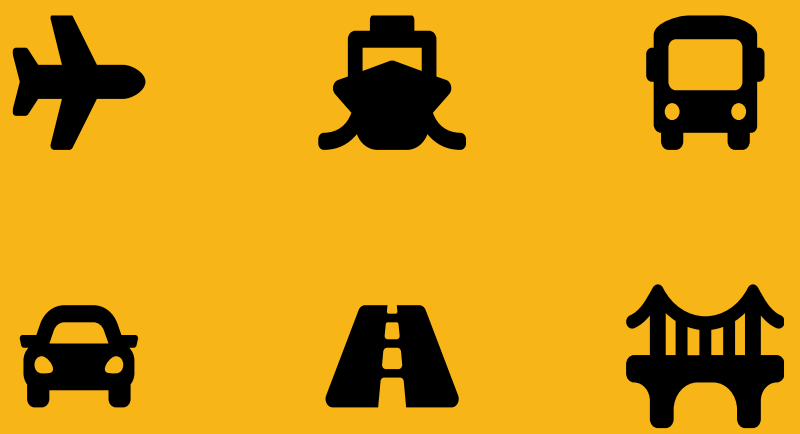




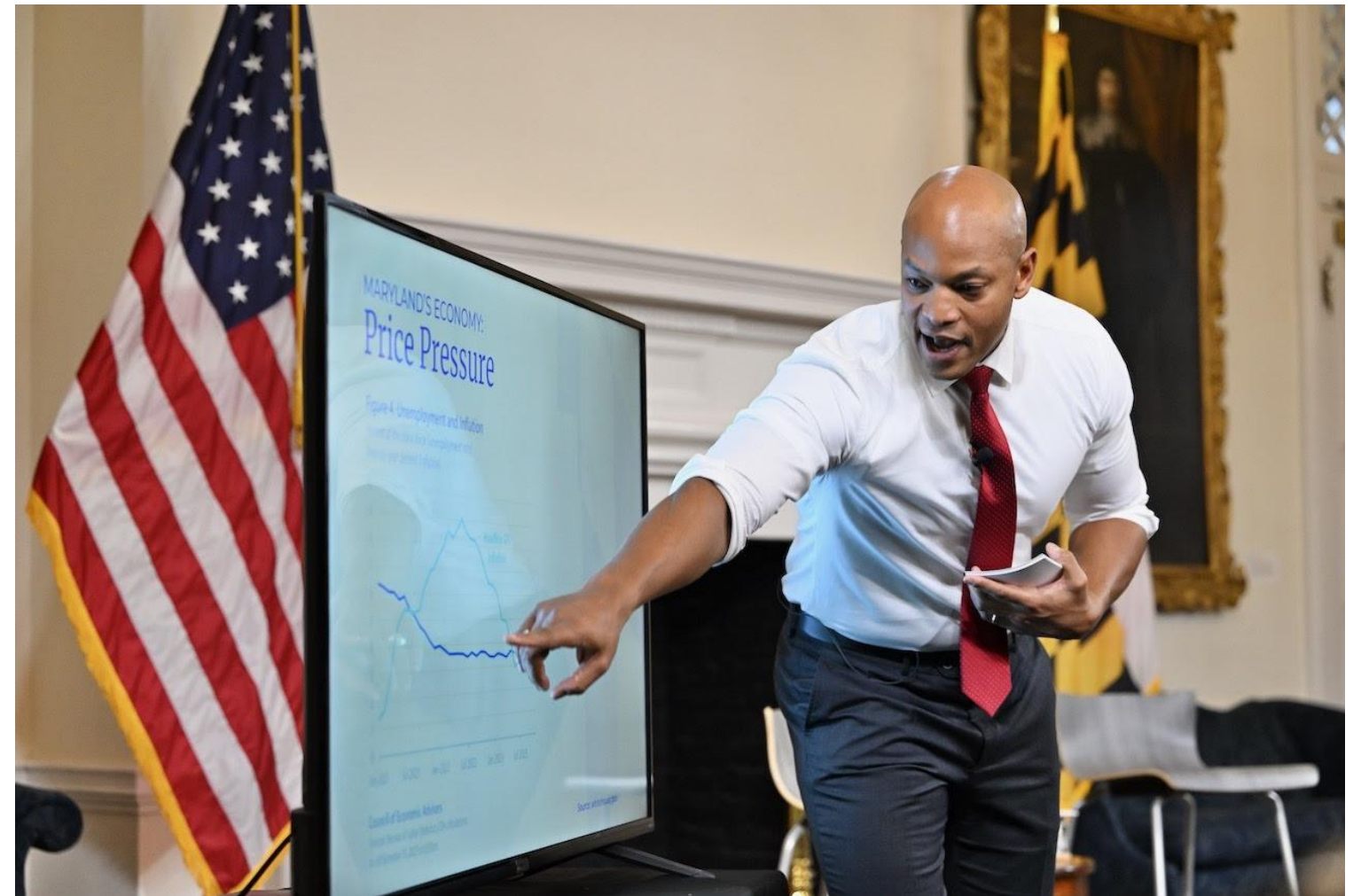
MARC Penn Line - Transit Oriented Development Strategy



David Zaidain, Chief, Real Estate & Transit Oriented
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
- “Housing Starts Here” EO recognizes the importance of TOD and the **DHCD/MDOT Partnership**
- 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. 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:



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



MARC Penn Line as an Economic Development Catalyst

- MARC Penn Line is main commuter rail route between Baltimore and Washington DC region
- The route is a segment of Amtrak's Northeast Corridor, which is the busiest rail corridor in North America
- MARC has long term plans to connect service to Virginia and Delaware



Study Overview

- Analyze the core MARC rail stations including land holdings and site conditions
- Determine market trends and possibilities
- Set goals and provide a framework of investment to achieve those goals

MARC Penn Line Study Area Today



Study Partners

Coordinating Public Agencies

Local Jurisdictions

Strategic Partners

Consultants

Maryland Transit
Administration

Anne Arundel County

Bowie State University

HR&A Advisors

Maryland State Highway
Administration

Baltimore City

Maryland Economic
Development Corporation

Gensler

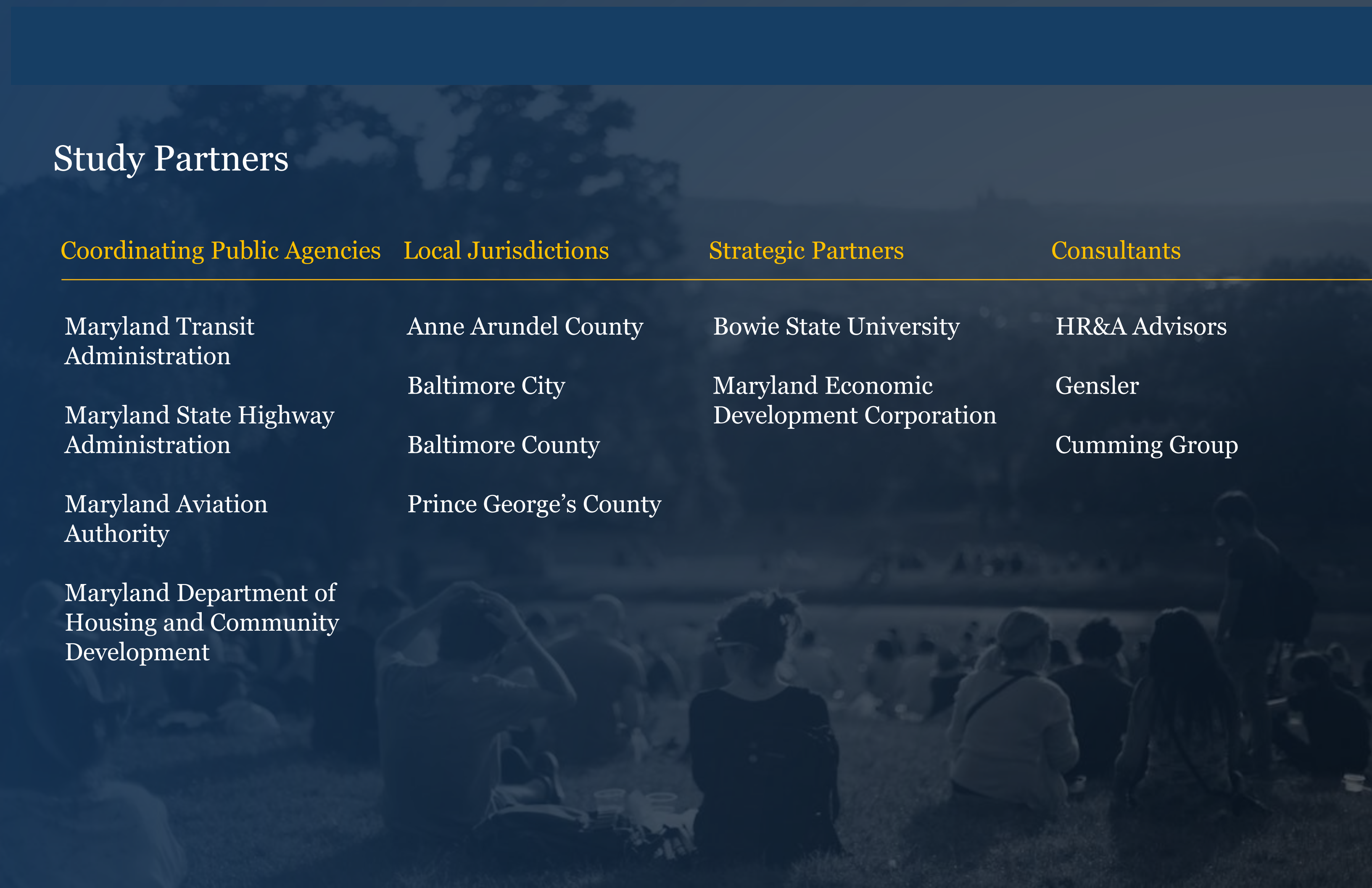
Maryland Aviation
Authority

Baltimore County

Cumming Group

Maryland Department of
Housing and Community
Development

Prince George's County



Penn Line TOD Opportunity

Transit-Oriented Development Benefits

\$800M+ Net Present Value of
30-Year Gross Tax Revenue

4,560 Construction Jobs Created

400 Permanent Jobs Created

202K–546K Annual MARC Trips

2,600+ New Housing Units



Odenton MARC Station - Development Vision



Bowie State MARC Station - Development Vision

Odenton – Near Term Opportunity



Opportunity

900+
Residential units

46K–117K
Potential annual MARC
trips

\$270M
State and Local Tax
Revenue



Penn Line

Study into Immediate Action

- Release of the Penn Line Strategy: **October 2024**
- Release of the Odenton Development RFQ: **December 2024**
- Issued RFP Development Solicitation to Short Listed Teams: **March 2025**
- Development Team (HFA/Questar) Selection Announcement: **November 2025**
- Groundbreaking for Parking Facility: **October 2026**
- Site development potentially beginning: **Late 2027/early 2028**

