

Policy No.: MDOT 657
Effective Date: October 1, 2026

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Approved by: Kathryn Thomson
Secretary

Date: September 30, 2026

Joint Development

Purpose

The purpose of this Policy is to:

1. Define MDOT's Joint Development Program's goals, objectives, and principles;
2. Establish roles and responsibilities;
3. Establish and maintain processes and procedures; and
4. Ensure consistent compliance across MDOT.

Reference(s)

[Executive Order 01.01.2024.18](#)

[Transportation Article, §7–101, Annotated Code of Maryland](#)

[Transportation Article, §7–102, Annotated Code of Maryland](#)

[Transportation Article, §8-309, Annotated Code of Maryland](#)

[Land Use Article, § 4-104, Annotated Code of Maryland.](#)

[MDOT 750 - Complete Streets](#)

[MTA's Designing for Transit: Transit-Oriented Development Guidelines](#)

[Americans with Disabilities Access Guidelines](#)

[FTA ADA Guidelines](#)

[SHA's Accessibility Policy and Guidelines for Pedestrian Facilities Along State Highways](#)

Scope:

This Policy is applicable to all existing and future Joint Development projects on State-owned property that is adjacent to a planned or existing transit station; property, any part of which is located within one-half mile of a planned or existing transit station; and property that is adjacent to a planned or existing transit corridor. This Policy is applicable to all modal administrations, MDOT employees, contract employees, contractors, and consultants.

Certain provisions of this Policy also apply, as authorized under Land Use Article, § 4-104, Annotated Code of Maryland ("Maryland Land Use Article, § 4-104"), to certain land owned by the State, Baltimore City, or the Washington Metropolitan Area Transit Authority (WMATA), collectively defined as a "Statutorily Eligible Joint Development Site", as defined below.

Responsible Party:

The Assistant Secretary for Project Development and Delivery.

POLICY

I. Policy Statement

- A. MDOT may utilize the authority provided under Maryland Land Use Article, § 4-104, to approve a Transit-Oriented Development (TOD) Plan for Statutorily Eligible Joint Development Sites in accordance with this Policy and its supporting documents.
- B. MDOT will aim to reach the goals and objectives set forth herein. These goals and

objectives will serve as the overarching guiding framework for Joint Development projects throughout the Joint Development process, particularly in the evaluation of Joint Development proposals. It is important to recognize that the relative priority of these goals may be adjusted based on the unique context of each site, which will be outlined as part of the Joint Development solicitation.

1. Increase Transit Ridership and reduce single occupancy Vehicle Miles Travelled: MDOT aims to grow transit ridership through new development in station areas facilitated by its Joint Development Program, providing station area residents, workers, and visitors access to transit.
2. Increase Housing Supply (Including Affordable Housing) and Jobs: MDOT seeks to foster sustainable regional growth by creating new housing and business opportunities near transit.
3. Maximize the return on the State's transportation infrastructure investments: MDOT aims to prioritize higher-density and mixed-use transit-oriented development around transit stations particularly along high-capacity transit corridors. TOD increases transit ridership, reduces congestion, and drives economic growth by creating walkable, accessible communities. This approach ensures long-term returns while advancing Governor Moore's State Plan.
4. Improve Transit Facilities: Where improvement, modification, or relocation of transit facilities will allow for a better development program, MDOT may require developers to relocate, reconfigure, or improve transit facilities as part of a Joint Development project. Additionally, MDOT may also seek to improve or expand transit facilities as part of the project and seek Joint Development partners in delivering those facilities. The intent is to enable better development and improved transit facilities. In any case, modification of transit facilities or any aspect of Joint Development should seek to minimize operating costs and seek capital cost avoidance for MDOT, where feasible.
5. Enhance Station Access and Connectivity: New development should be integrated seamlessly with the surrounding street and mobility networks as well as with the surrounding public spaces. Ensuring connectivity to and through development to the transit infrastructure is a key goal. Improvements and responsibility to implement those improvements will vary depending on location (on-site vs. off-site) and breadth of the improvements.
6. Support Long-Term Economic Development and Revenue Goals: MDOT's Joint Development program is dedicated to advancing economic growth and generating sustainable revenue for the State and local jurisdictions over the long term by generating new state and local taxes on formerly undeveloped and tax-exempt land. Long-term economic development goals and ridership generation are considered top priority in implementing Joint Development projects, however MDOT may seek to participate in other revenue generating activities as feasible within a Joint Development project.
7. Support Local Development Goals and Community Needs: MDOT recognizes the importance of aligning Joint Development efforts with local development goals and coordinating with local jurisdictions and adjacent communities. Joint Development projects will aim to enhance the quality of life for residents while supporting broader transit and economic objectives.
8. Seek to Minimize Risks: Joint Development projects should minimize financial, operational, and safety risks to MDOT and their Joint Development

partners, by establishing a predictable and transparent process with clear expectations and requirements.

9. Be a Trusted Business Partner: MDOT will act as a competent and reliable business partner, retaining risks it can manage most appropriately and effectively and seek out partners with proven track records of quality development.

II. Definitions

For the purposes of this Policy, the following words have the following meanings:

- A. Applicable Public Landowner means State of Maryland, Baltimore City or WMATA who own land that may qualify for certain provisions of the Maryland Land Use Article § 4-104.
- B. Applicable Requirements Plan means a plan created by an Applicable Public Landowner in collaboration with the applicable local jurisdiction during the coordination of a TOD Plan developed under Maryland Land Use Article § 4-104 where requirements that remain applicable outside of Maryland Land Use Article § 4-104 are documented with information on timing and submission requirements for review. Under Maryland Land Use Article § 4-104, this generally refers to authorities related to environmental or natural resource concerns, public health and safety considerations, or adequate public facilities.
- C. Joint Development means a public transportation project that integrally relates to, and often co-locates with commercial, residential, mixed-use, or other non-transit development. Joint Development may include partnerships for public or private development associated with any mode of transit system that is being improved through new construction, renovation, or extension. Joint Development may also include intermodal facilities, intercity bus and rail facilities, transit malls, or historic transportation facilities.
- D. Transit Corridor means as defined in [Maryland Transportation Article §7–101](#).
- E. Transit-Oriented Development (TOD) means as defined in [Maryland Transportation Article §7–101](#).
- F. Transit Station means as defined in [Maryland Transportation Article §7–101](#).
- G. Statutorily Eligible Joint Development Site means land owned by the State of Maryland, Baltimore City, or WMATA that is in use for a transportation purpose and contiguous to a rail transit station that receives at least hourly service on average from 8:00 a.m. until 6:00 p.m. Monday through Friday, consistent with Maryland Land Use Article, § 4-104.
- H. Development Plan means the plan for the proposed development of a Joint Development prepared and approved in accordance with this Policy and its supporting documents.
- I. TOD Plan means the Development Plan created for Statutorily Eligible Joint Development Sites prepared and approved in accordance with this Policy and its supporting documents, and as approved by the MDOT Secretary pursuant to Maryland Land Use Article § 4-104.

III. Authorized/Supporting Documents

MDOT 657.1 Joint Development Principles

MDOT 657.2 Joint Development Roles and Responsibilities



MDOT 657.3 Joint Development Implementation