



Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Secretary

October 1, 2026

Notice of Funding Opportunity (NOFO)

FY27 Transit-Oriented Development (TOD) Capital Grant Fund

The Maryland Department of Transportation is pleased to announce a FY27 round of funding of the TOD Capital Grant Fund (“the Fund”), a Statewide competitive grant program to assist in the advancement of Transit-Oriented Development (TOD). MDOT will be accepting applications for financial assistance from the Fund from October 1, 2026 until November 20, 2026 at 5 p.m. The [application form](#) can be found on the Maryland OneStop portal.

Questions, comments and applications can be emailed to TODprogram@mdot.maryland.gov.

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FY27 NOFO Changes

- **Award Maximums:** The maximum award for grants for Public Infrastructure Improvements has increased to \$1,000,000 with 10% match.
- **Grant Eligibility:** MDOT and WMATA Joint Development partners are now eligible grant recipients.
- **Revolving Loan Fund:** Starting in FY27, applications for the TOD Revolving Loan Fund will be offered separately. More information will be shared on the [program webpage](#) later this year.

Program Summary

On May 8, 2023, Governor Wes Moore signed the Equitable and Inclusive TOD Enhancement Act ([Chapter 512 of 2023](#)). The law establishes the TOD Capital Grant and Revolving Loan Fund to support the implementation of equitable and inclusive transit-oriented development projects and authorizes the Maryland Department of Transportation (MDOT) to use the Fund to provide financial assistance to local jurisdictions and their development partners. There is \$5M available in this round of funding.

Eligible Activities and Award Limits

Eligible Activities	Eligible Applicants	Award Limits
Design Plans	Local Jurisdictions	Up to \$250,000
Construction of Public Infrastructure Improvements	Local Jurisdictions, MDOT and WMATA Joint Development Partners	Up to \$1,000,000

The Fund offers reimbursement grants for local jurisdictions and eligible MDOT development partners. Projects that are eligible for funding must be within a [State-designated TOD area](#) and must reflect the advancement of the TOD goals established in that designation. MDOT seeks to fund projects that are feasible and show the ability to truly advance a TOD project in alignment with the goals of the local jurisdiction and MDOT.

Program Timeline

Exact dates will be updated on the program webpage and are subject to change.

- **Open Application Period:** October 1, 2026 until November 20, 2026 at 5 p.m.
 - Webinar #1: [Tuesday, October 13th](#)
 - Webinar #2: [Thursday, October 22nd](#)
- **Application Review, Award Preparation:** November 2026-January 2027
- **Award Announcements:** February 2027
- **Grant Agreements Executed:** February 2027-July 2027
- **Post-Award Project Management and Reimbursement:** Projects awarded in this round are eligible to begin requesting reimbursement starting July 1, 2027, so long as a grant agreement has been executed. Projects awarded in this round are generally expected to be completed and closed out by the end of Fiscal Year 2029 (June 30, 2029). An awardee can request an extension by MDOT if necessary and justified. Awardees can submit for reimbursement quarterly or a modified schedule agreed to by MDOT as warranted. In all cases, awardees will be required to submit a quarterly spend plan which reflects spending projection through the life of the project.

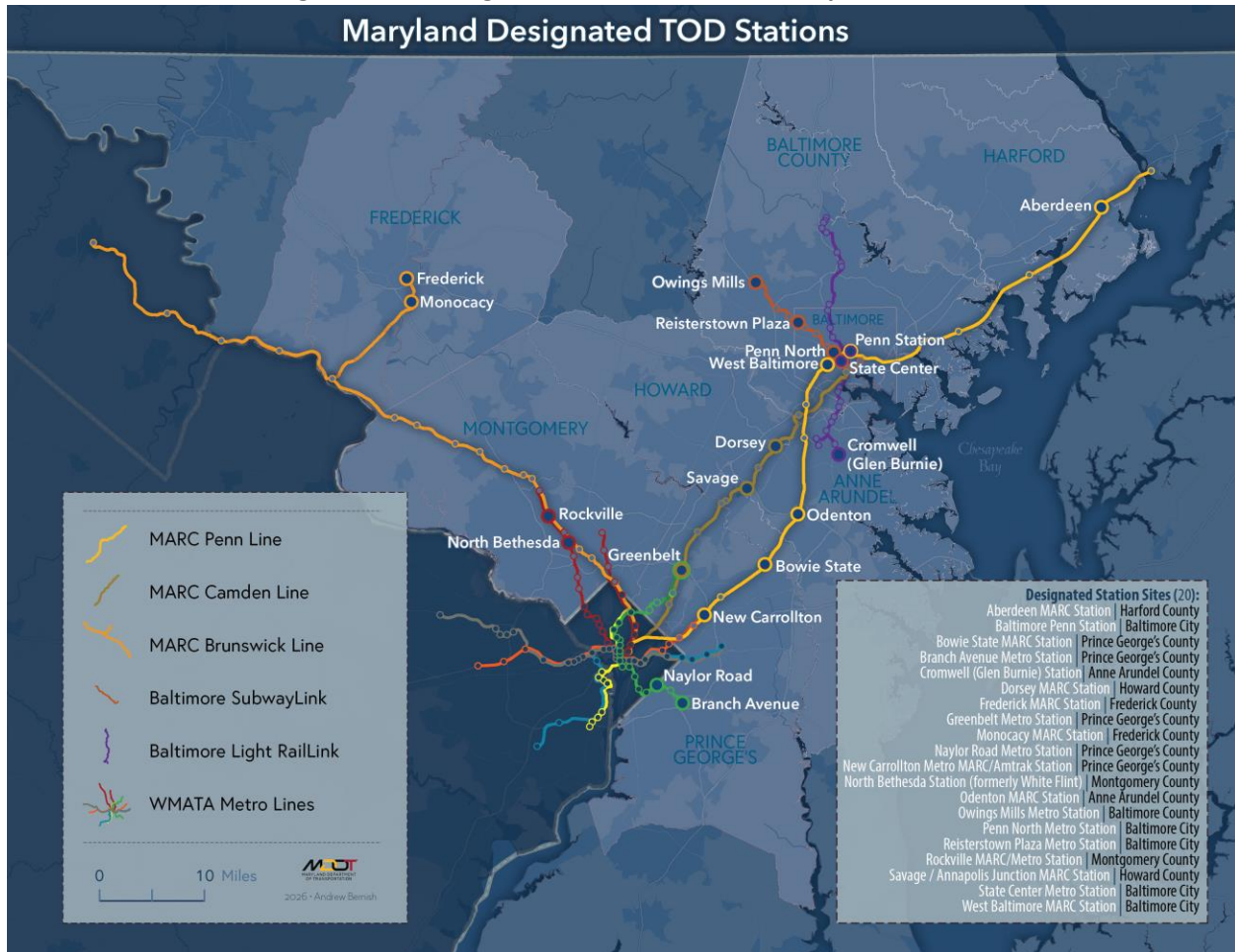
Eligibility Criteria

Defining Transit-Oriented Development (TOD)

The Fund defines TOD as it is written in the Transportation Article of Maryland State Law (see Appendix A). Eligible projects must directly advance a State-designated TOD. Image 1 shows a complete map of existing State-designated TODs as of September 2024. The established TOD site boundaries can be viewed using the MD Designated TODs [GIS Tool](#).

If your jurisdiction is interested in applying for State TOD Designation at a site, you can find more information and apply [here](#). Jurisdictions may apply for TOD Designation year-round. Please note that applying for TOD Designation during the Open Application Period (October 1-November 20) does not guarantee a decision before the Open Application Period closes.

Image 1: State-designated TOD Stations as of September 2026



Funding from the program is intended to advance the local jurisdiction's comprehensive planning and vision for the station area, also referred to as a TOD Designation Plan. Applicants will be asked to demonstrate how the financial assistance provided by the Fund will meaningfully advance one or more aspects of the local jurisdiction's TOD Designation Plan:

- **Land Use:** Land use planning for a mix of uses targeting meaningful densities
- **Complete Streets:** Pedestrian, bicycle and personal mobility connectivity strategies for a ½ mile around the station
- **Housing:** Goals for housing production, density and affordability
- **Action Plan:** Strategies for implementation including timelines, community engagement strategies, enabling projects, rezoning, potential funding sources and commitments.
- **Parking:** Rationalized parking strategy for planned development
- **Transportation Network:** Strategy for multi-modal connectivity to transit
- **Cohesion:** Consistency with local and regional land use and comprehensive plans
- **Green Infrastructure:** Strategies for incorporating green infrastructure and other environmental strategies

- **Economic Development:** Planning and development to spur economic investment and opportunity

Eligible Applicants

Local Jurisdictions

Local jurisdictions¹ in the State of Maryland may apply for funding for design plans or the construction of public infrastructure for a TOD. Local jurisdictions may submit applications for multiple eligible TOD Designated areas in their jurisdiction but may not submit more than one proposal per TOD Designation area per application round.

Prior grantees with an active TOD Capital Grant agreement may not apply for additional funding for the same project until their existing grant agreement is closed out and funds expended. However, jurisdictions may submit an application for projects of a different scope at the same TOD Designated area for which previous funds have been awarded. Please defer to the program manager with questions on eligibility.

MDOT and WMATA Joint Development Partners

Joint Development Partners are now eligible to partner with a local jurisdiction submit an application for grant funding to deliver public infrastructure for joint development projects at State-Designated TOD Sites.

“Joint Development Partner” refers to a developer who has been selected by MDOT or the Washington Metropolitan Area Transit Authority (WMATA) as a Joint Development Partner for a TOD project on MDOT- or WMATA-owned land. To be eligible for public infrastructure grant funds, the Joint Development Partner must have received a notice of award and entered an Exclusive Negotiation Privilege (ENP) Agreement or Master Developer Agreement (MDA) with MDOT or WMATA.

If a Joint Development Partner is applying as the lead applicant, they must at minimum include a Partnership Statement from the local jurisdiction expressing support for the application and intention to collaborate where applicable to deliver the project. Joint Developer Partners may also include the local jurisdiction as a co-applicant. Only the lead applicant will be party to the grant agreement if awarded.

Grant funds must exclusively be used for public infrastructure and may not be used for private development. MDOT Joint Development Partners are also eligible to apply for the MDOT TOD Revolving Loan Fund, which can be used to finance private development costs.

¹ “Local jurisdiction” means a county or municipal corporation as defined in §1-101 of the Local Government Article of Maryland State Law.

Eligible Proposals

Applicants are expected to be able to initiate their proposed scope of work within 6 months of an executed grant agreement and be completed by June 30, 2029. If you are unsure of whether your proposed project is a fit for the program, please reach out to discuss with program staff at TODprogram@mdot.maryland.gov.

1) Design Plans (for local jurisdiction applicants)

A design plan for a TOD project is a planning and/or pre-construction design task that provides a detailed design, concept or implementation framework to advance specific future physical improvements or development within the boundaries of a State-designated TOD (e.g., parcel or transportation right-of-way). Design Plans do not include construction or installation of infrastructure. Planning tasks must be accompanied by a design deliverable for a specific component of a TOD.

A design plan should include at least one of the following components:

- **Site-specific conceptual plans, drawings, and renderings** that convey a vision, design, concept or layout for specific components of a TOD; and/or
- **Site-specific designs and engineering studies** that convey a more advanced stage (**construction drawings**) of the design process for specific components of a TOD.

“Specific components of a TOD” can include residential structures (such as affordable, workforce, and market housing), retail structures, mixed-use structures, public spaces (such as green space or pedestrian plazas), transportation facilities (such as transit entrances, parking garages or pedestrian bridges), permanent or temporary public space activation and supportive infrastructure (such as utilities, stormwater management, and other green infrastructure) that support the TOD.

Design Plans must result in documents such as concept designs, schematic drawings, engineering studies, or other deliverables used to inform future construction. This category may include designs for both publicly- and privately-owned TOD components if they are clearly defined and support TOD goals.

Some examples of permissible design plans include, but are not limited to:

- Schematic design or design development for a specific component of a TOD project (e.g. station entrance, plaza, bus facility, parking garage);
- Station access concept with design drawings for a proposed new station entrance, wayfinding and accessibility improvements;
- Streetscape improvement plan for Complete Street retrofits on station-adjacent roads;
- Station area wayfinding plan, including design concepts; or

- Parking plan with design drawings for conversion of surface lot to parking garage (design only).
- Design plans for a mixed-use building within the TOD designated area that supports TOD goals;
- TOD master plan accompanied by preliminary design documents for a specific component of a TOD project;

Ineligible uses under this category would include, but are not limited to:

- Construction activities;
- Procurement or installation of materials or infrastructure

2) Public Infrastructure Improvements (for local jurisdiction and MDOT JD partner applicants)

This category supports construction activities only. Projects must result in a built or installed asset, not just design documentation. Local jurisdictions may apply for funding for the physical construction or installation of public infrastructure improvements. Public infrastructure includes infrastructure systems, structures, and facilities, including but not limited to transportation, public utility systems, temporary or permanent public space activation, and capital projects that help advance the goals of the TOD Designation Plan.

To qualify, infrastructure must meet at least one of the following criteria:

1. Owned, occupied, developed, or operated/maintained by the public sector; or
2. Open to the public, support a public service, or serve a public purpose.

“Open to the public” is understood in this context to mean accessible and available to all without discrimination, restriction, or impediment. Examples may include streets, sidewalks, parks, plazas, or open spaces without regard to public vs. private ownership. “Support a public service” is understood in this context to mean the project provides space for a public agency to function, operate, or provide service to the public. “Serve a public purpose” is understood in this context to mean a project or activity that confers a public benefit.

More examples of public infrastructure improvements within a TOD include, but are not limited to:

- Construction of transit station parking structures;
- Installation of station access improvements (e.g., entrances, crosswalks);
- Physical conversion of surface parking to structured parking;
- Station boarding area improvements (e.g., platforms, canopies);
- Bus loop or bus transfer facility construction;
- Installation of new sidewalks, pedestrian safety measures, traffic calming;
- Placemaking and public space activation;

- Utility relocations or upgrades supporting TOD

Ineligible uses under this category would include, but are not limited to:

- Design-only work not tied to a defined construction scope;
- Planning or feasibility studies; or
- Infrastructure for exclusively private use.

Awards

Funding amount and type for successful applications will depend on several factors, including: the category of an applicant's proposal, other funding sources secured, amount of funding sought and an application's score during the evaluation process:

- 1) Design Plans: Local jurisdictions are eligible for grants of up to \$250,000, requiring a 10% local match.
- 2) Public Infrastructure Improvements:

Application Requirements

Eligible applicants will need to submit the following via the [application form](#) on Maryland OneStop:

Project Plan and Readiness:

- Project Description
- Preliminary Work Performed
- Timeline for Project Execution
- Project Advancement of TOD Designation Plan
- Community Engagement Plan

Project Funding Plan/Budget

- Itemized Project Budget
- Other Funding Sources
- Timeline of Milestones for Project Funding

Equity & Inclusion Statements - Project Alignment with TOD Fund Equity Goals

- Goal 1: Enhance Access to Transit for Low-Income and Minority Residents of the Local Jurisdiction
- Goal 2: Enhance Access to Transit in Areas with Affordable Housing and a Diversity of Job and Educational Opportunities
- Goal 3: Encourage Development Around Underdeveloped and Underutilized Transit Stations in Transit-Oriented Developments

Implementation, Partnership and Supporting Documentation:

- Complete Streets Commitment – applicant commits to implementing the project, where practicable, in accordance with [MDOT's Complete Streets Policy](#)
- Partnership Statement (for applications led by a Joint Development Partner) - letter from the local jurisdiction expressing support for the application and intention to collaborate where applicable to deliver the project.
- Letter(s) of support – Applicants are strongly encouraged to submit at least one letter of support from project stakeholders. Examples include neighborhood associations, community development corporations, and local tenants or organizations.
- Land use designation – applicants should verify that the local land use supports any proposed infrastructure improvements.

Application Evaluation

Evaluation of the applications will be conducted in two steps. The first step of the process will be to confirm that applicants and their project proposals sufficiently meet prerequisite criteria and the intent of the program. MDOT may request further information or reject any application that fails to satisfy the prerequisites before advancing in the evaluation process.

The second stage of the evaluation will include a scoring of applications against the defined Evaluation Rubric. Applications will be scored by an interagency review group led by MDOT using the evaluation criteria in Table 1.

Table 1: TOD Fund Application Evaluation Rubric

Project Scoring	Max. Points Available
Project Plan and Readiness	35 Total Points
Preliminary Work Performed	10 points
Timeline for Project Execution	10 points
Project Advancement of TOD Designation Plan	10 points
Community Engagement Plan	5 points
Project Plan and Readiness	20 Total Points
Itemized project budget	5 points
Timeline of milestones for project funding	5 points
Other funding sources sought or secured	10 points
Equity & Inclusion- Statement & Goals	45 Total Points
Project Alignment with TOD Fund Equity Goals	
Goal 1: Enhance Access to Transit for Low-Income and Minority Residents of the Local Jurisdiction	*25, 10 or 5 points – applicants will be asked to rank the relevance of the three goals to their project and receive weighted scores accordingly.

Goal 2: Enhance Access to Transit in Areas with Affordable Housing and a Diversity of Job and Educational Opportunities	*
Goal 3: Encourage Development Around Underdeveloped and Underutilized Transit Stations in Transit-Oriented Developments	*
Total Score	100 Points

Post-Award Management

MDOT will notify all applicants via email once award decisions have been finalized.

Grant Agreements:

Awarded applicants will be asked to confirm their scope of work and provide a Project Work Plan (“Work Plan”) that will serve as the basis for the grant agreement. Awardees will need to submit their Work Plan before MDOT drafts the award agreement. Awardees may begin the procurement process upon acceptance of the submitted work plan, but reimbursable costs cannot begin until the award agreement is finalized.

MDOT and the project sponsor commit to the terms of the award when a grant or loan agreement is executed, typically within 6 months of award date. In the event that an award agreement cannot be executed within 9 months of award, MDOT reserves the right to terminate an award.

After an award agreement is finalized, grantees must submit a Spend plan reflecting their intended draw down of funds from MDOT based on submission of invoices on a quarterly basis. Projects are generally expected to be completed within 2 years, but MDOT may grant an extension if necessary and justified. Awardees with design deliverables must submit copies to MDOT and MDOT retains the right to use funded deliverables.

Reporting Requirements:

Awardees are required to submit quarterly status reports for the life of the grant award. (This requirement is stated and agreed to in the Grant or Loan Agreement). The quarterly report is based upon the same document as the initial work plan, updated by the awardee with progress notes during the funding term.

Compliance

The Grantee shall comply with all applicable Federal, State and local laws in expending Grant funds and in carrying out the Project, including compliance with the Americans with Disabilities Act of 1990, particularly as it relates to public meetings held in connection with the Project.

Awards from the Fund are not subject to any State procurement requirements. Local jurisdictions should follow any local procurement guidelines when using awarded funding.

For construction projects over \$250,000, State prevailing wage may apply under certain conditions. Please refer to the [Maryland Department of Labor](#) for complete information on prevailing wage for State-funded construction contracts.

Appendix A: Definitions

Transit-Oriented Development (TOD) means a mix of private or public parking facilities, commercial and residential structures, and uses, improvements, and facilities customarily appurtenant to such facilities and uses, that:

- 1) Is part of a deliberate development plan or strategy involving:
 - i. Property that is adjacent to the passenger boarding and alighting location of a planned or existing transit station;
 - ii. Property, any part of which is located within one-half mile of the passenger boarding and alighting location of a planned or existing transit station; or
 - iii. Property that is adjacent to a planned or existing transit corridor.
- 2) Is planned to maximize the use of transit, walking, and bicycling by residents and employees; and
- 3) Is designated as a transit-oriented development by:
 - i. The Sustainable Growth Subcabinet
 - ii. The local government or multicounty agency with land use and planning responsibility for the relevant area applying for designation

Appendix B: Previous Awards

2025

- **Anne Arundel County (\$750,000)** for pre-construction of a new parking garage at the Odenton MARC Station.
- **Montgomery County (\$250,000)** for preliminary design and community engagement for Project Connect, which includes a new entrance, public plazas and other infrastructure investments at the North Bethesda Metro Station.
- **Baltimore City (\$250,000)** for a Wabash Avenue Multimodal Access Plan supporting connectivity to the planned development at Reisterstown Plaza Metro Station. This effort will develop concept plans for the redesign of Wabash Avenue between the West Cold Spring Metro Station and the Reisterstown Plaza Metro Station.

2026

- **Baltimore City (\$250,000)** for the design of intersectional signal reconstruction and modernization along Wabash Avenue in the Reisterstown Plaza Metro Station area.