

Bowie State MARC Station Joint Development Request for Proposals Q&A Responses

The following questions were received from prospective respondents since the release of the Bowie State MARC Station Joint Development RFP release on August 7th. MDOT's responses are provided below. These responses are intended to help clarify the RFP but do not modify its requirements unless explicitly noted.

1. What is the vision for engaging the City of Bowie and the surrounding community in the project?

The selected Developer will be required to prepare a Stakeholder and Community Engagement Plan as part of the Master Development Plan. The plan will include key stakeholders such as Prince George's County and surrounding neighborhoods and local jurisdictions which may include the City of Bowie.

2. Are there any existing or planned freight services that could impact site planning or operations?

The site lies along Amtrak's Northeast Corridor, which carries both passenger and freight service. While freight operators have running rights, they are rarely used and not expected to increase in the forecasted future. Amtrak is also planning a fourth passenger track that will be designed to accommodate freight if needed, given its wider clearance envelope. The selected Developer will be required to coordinate with Amtrak for adjacent construction activities.

3. Have the adjacent private landowners been engaged, and what is the plan for their parcels?

As noted above, the selected Developer will be required to prepare and implement a Stakeholder and Community Engagement Plan that includes notice and engagement with adjacent landowners. Property owners and residents were previously engaged by M-NCPPC through the 2022 Approved Bowie-Mitchellville and Vicinity Master Plan, but have not been engaged recently as part of the 2024 Penn Line TOD Strategy. The study noted the possible utility re-routing and suggested that purchasing or assemblage could be considered. At this time, the State of Maryland does not have any plans or funding to pursue such actions, so any proposed approach would be the sole responsibility of the selected Developer, in collaboration with adjacent landowners.

4. Where is the nearest bus service, and how is it integrated with the MARC station?

The existing bus stop is located in Henry Circle adjacent to the Martin Luther King Jr. Center on the Bowie State University campus. There is currently no dedicated bus loop or layover facility on either the East or West Lots. The Penn Line TOD Strategy recommended enhancing

pedestrian access between the MARC station and the BSU campus with protected or marked connections, and leveraging BSU activity, MARC ridership, future WMATA Metrobus service, and other land uses to create an intermodal transit hub which should be assessed as part of the Master Development Plan. For Phase 1, the selected Developer will be required to preserve space for a future bus layover or bus stop to protect for future bus service and address multimodal circulation.

5. Are high-voltage power line setbacks accounted for in the RFP and master planning requirements?

The selected Developer will be required to coordinate with BGE on the required setbacks from the high-voltage transmission lines, towers, and easements. As part of the Penn Line TOD Strategy and as reflected in the design options, setbacks were considered based on recent precedent projects along the Northeast Corridor and BGE utility lines to determine the developable area. MDOT is currently pulling title reports and will share them, along with any other relevant materials, with the selected Developer to inform design advancement of Phase 1 and the Master Development Plan.

6. Are Amtrak's site access points and setbacks accounted for in the RFP and master planning requirements?

Yes. For new residential development within the Site, a minimum setback of 50 feet from the rail corridor is required, which is measured from the centerline of the corridor. This setback applies specifically to residential structures and does not extend to other uses or infrastructure, such as open space, parks, transportation facilities, or other amenities intended to connect to the Station. The existing rail corridor access points located on the west side of the Northeast Corridor must be maintained with any proposed modifications being reviewed and approved by Amtrak. Please refer to Section 1.5.5 - Rail Corridor Setback in the RFP package for more information.

7. What is the breakdown of MARC ridership and the modal split for Bowie State University riders (e.g., students, staff, commuters)?

Average daily MARC ridership at Bowie State Station is approximately **455** passengers. MARC Penn Line ridership is at approximately 67% of pre-pandemic levels, and is showing a higher growth rate in the first half of 2025. Of this total, roughly 53% are affiliated with students of Bowie State University (university staff and faculty utilization could not be clearly determined). Average daily parking counts show 248 parked vehicles, with the East Lot utilized at 71% and the West Lot at 21%.

8. What are the affordability requirements for Phase 1 housing? Does the project have to be an affordable project for Phase 1?

While MDOT does not impose a fixed affordability requirement, proposals must comply with Prince George's County policies and regulations and are encouraged to align with State housing priorities. Phase 1 is expected to focus on affordable or mixed-income housing due

to the availability of potential financing programs through MDOT's MOU with DHCD, which prioritizes DHCD financing tools such as LIHTC for TOD projects, as well as the potential for the selected Developer to partner with the Amazon housing fund.

9. Can affordability requirements include alternative categories such as student housing, or must it be traditional affordable/workforce housing?

Yes. MDOT is open to student housing so long as it meets MDOT's TOD goals and objectives. The proposed design options in the RFP reflect existing market conditions and the availability of potential financing tools that could be leveraged to expedite development to advance the State's housing priority. Proposals should demonstrate how Phase 1 can be delivered in a timely manner with secured funding sources, while still meeting the project's goals and objectives.

10. How will MARC ridership goals and objectives be evaluated in relation to the development?

It is MDOT's policy to grow MARC's transit ridership through Joint Development, allowing more station area residents, workers, and visitors to use transit. This is achieved through increased density, site design, and multimodal access improvements. Respondents should include an approximate estimate of increased ridership resulting from the Phase 1 development. Proposals will be evaluated on how well they align with MDOT's Joint Development Goals and Objectives as outlined in Section 4 of the RFP.

11. Who will serve on the evaluation committee reviewing proposals?

The evaluation panel will include representatives from MDOT and MTA, with selected technical advisors who may be invited to opine on certain aspects of the RFP submissions. Depending on what is proposed for consideration, advisors may include representatives from partner organizations such as DHCD, Prince George's County, Bowie State University, or other relevant third-party agencies.

12. What level of design detail is required for the Master Development Plan - particularly for Phase 1 versus full site buildout?

The Master Development Plan should reach approximately 30% design development, and in parallel, immediately advance the full design and delivery of Phase 1.

13. Is the site eligible for MDOT's TOD Capital Grant?

Yes. The site is TOD-designated and eligible for MDOT's [TOD Capital Grant and Revolving Loan Fund](#).

14. The RFP notes that MDOT should receive fair market value for the land, how is this considered as part of the RFP and evaluation? Would residual land value be considered?

As outlined in Section 1.3 – Transaction Structure and Financial Framework, MDOT must receive compensation for the lease of the Site at least at the fair market value of the property.

Consistent with [Executive Order 01.01.2025.19, Addressing Maryland's Affordable Housing Crisis](#), MDOT recognizes the importance of supporting housing delivery and is flexible in how compensation is structured. Respondents are encouraged to propose innovative approaches that recoup fair market value, which may include participatory rent structures or applying land value toward Transit Infrastructure Improvements or Public Infrastructure Improvements to offset ground rent. Any such offsets or alternative structures must be clearly described in the proposal and will be subject to MDOT's review and approval for feasibility, public value, and alignment with MDOT's goals and objectives.

For evaluation purposes, financial proposals will be reviewed as described in Section 4.4 – Evaluation Criteria. While financial compensation is considered to ensure the fair market value threshold is met, it is weighed lower than MDOT's primary goal of advancing the State's TOD objectives, which is primarily to increase housing supply and affordable housing delivery.

15. What are the MBE requirements for this project?

As outlined in Section 3.7.3 – Inclusion of MBEs and VSBes, respondents are strongly encouraged to include robust participation from MBEs and Veteran-Owned Small Businesses (VSBes) throughout planning, design, and delivery of the project.

16. Will the development team be the delivery partner for the identified public infrastructure improvements?

The selected Developer will be responsible for the design and delivery of Phase 1, as described in Section 2.3 – Phase 1 Joint Development Requirements, which will ideally be clearly defined and self-contained. This includes all associated transit infrastructure improvements, access, utilities, and public infrastructure requirements necessary to deliver the Phase 1 opportunity as a stand-alone development pad within the broader future master-planned site.

Public Infrastructure Improvements identified in Section 2.2.2 – Public Infrastructure Improvements, which are located outside the boundaries of the Site and may be required to support regional access and broader growth beyond the State-owned Site, must be included as part of the Master Development Plan. These improvements will require coordination with MDOT, Prince George's County, and Bowie State University to align planning and infrastructure delivery through the Master Development Plan process. Ideally, the selected Developer will be able to deliver any public infrastructure improvements required to support Phase 1, but other shared improvements may be required to support the broader area, which the proposed delivery agent will be proposed as part of the Master Development Plan's Financing Plan and Implementation Strategy.

17. Will the master developer have the opportunity to develop further identified development pads?

Yes. As outlined in Section 2.2.4 – Future Development Opportunities, the Master Development Plan must identify private development opportunities beyond Phase 1, which the selected Developer may elect to deliver.

- 18. On the Option 2 Scheme that is provided in the RFP - you mention the desire for 278 commuter parking spaces, a high replacement of 224 spaces, and then you show 3 surface lots with two on the West lot (129 total) and an East lot of 149 spaces total. Understanding that there needs to be a traffic management plan, what is the desired number of spaces on the East lot?**

MDOT's preference is to consolidate parking to no more than one lot per side of the rail corridor. The exact number of parking spaces will be determined, in coordination with BSU, as part of the Parking Management Plan developed during the Master Planning Phase.

- 19. Is there a desire for commercial/retail space on the site?**

While not required, commercial or retail uses are encouraged where they enhance activation and support TOD objectives. This is ultimately a market-driven strategy, and respondents are encouraged to propose uses they believe are viable and supportive of TOD principles.

- 20. Who actually owns and holds the disposition authority for the 93-acres of land near the station?**

The 93-acre parcel west of the MDOT site is owned by Prince George's County and controlled by the Revenue Authority of Prince George's County. MDOT has authority only over the State-owned land included in this RFP.

- 21. Is the local jurisdiction for the site considered to be the County or the City of Bowie?**

The site lies within Prince George's County. The County is the local jurisdiction for zoning, entitlements, and permitting. Coordination with the City of Bowie is expected as part of stakeholder engagement.

- 22. If selected for the Master Plan and Phase 1, is the respondent and/or its consultants precluded from bidding on a Phase 2?**

As outlined in Section 2.2.4 – Future Development Opportunities, the Master Development Plan must identify private development opportunities beyond Phase 1, which the selected Developer may elect to deliver.

For consultants and for Transit Infrastructure Improvements or Public Infrastructure Improvements, the Master Development Plan is only expected to reach approximately a 30% design development, and therefore it is not anticipated to create a conflict of interest that would preclude participation in future procurements. However, MDOT will review potential conflicts on a case-by-case basis to ensure compliance with applicable conflict of interest standards and to preserve the integrity of future competitive procurements.

- 23. Figure 1 on page 3 shows the East Lot within the Master Planning Phase Area. However, on page 4 the RFP states that "Respondents must limit all proposed planning, design, and development and phasing to the boundaries of the State-owned property". Please confirm**

if the “Master Development Plan” scope includes both state-owned and BSU-owned properties on both sides of the NEC.

The Master Planning Phase scope is not limited solely to the boundaries of the State-owned property, as enabling infrastructure and multimodal access improvements may be required to connect the development to surrounding neighborhoods and to Bowie State University. As outlined in the Project Requirements under Section 2, and specifically Section 2.2.2 – Public Infrastructure Improvements, certain improvements outside the Site may be necessary to support regional access and broader growth. These must be addressed in the Master Development Plan in coordination with MDOT, Prince George’s County, and BSU. In addition, parking needs must be addressed in coordination with BSU, and the selected Developer will be required to prepare a Parking Management Plan as part of the Master Development Plan. While University-owned land is not included in the Master Planning scope, the plan should account for how the State-owned site interfaces with the university.

24. The RFP states that up to 250 spaces may be eliminated from the west lot. Must the remaining commuter parking be located on State-owned property?

At least for Phase 1, MDOT anticipates the reconfiguration of the remaining parking on the State-owned site following the removal of up to 250 spaces, including relocation of ADA parking spaces, to support efficient layout and access to the station platforms. As part of the Master Development Plan and longer-term parking solutions, MDOT’s preference is to consolidate parking to no more than one lot per side of the rail corridor. The exact number of parking spaces will be determined, in coordination with Bowie State University, as part of the Parking Management Plan developed during the Master Planning Phase.

25. Must the University’s proposed Convocation Center (and associated parking) be accommodated within the Master Plan Area? (as shown on Fig. 3, p. 14)?

The Convocation Center is a BSU-led initiative which is planned to be located on the East Lot. MDOT-MTA currently holds a perpetual easement on for MARC passengers. In order to redevelop the site, long-term parking solutions are required to free up the land for redevelopment. BSU has expressed a willingness to collaborate on long-term parking solutions, which may include leveraging university-owned land to meet future transit-related parking demand. This approach would be developed in coordination with BSU’s own redevelopment plans, including potential uses such as a convocation center or other vertical development.

26. The RFP states that up to 250 spaces may be eliminated from the west lot. Is there a minimum target for commuter parking on the site?

Refer to Question / Response #18.

27. Is there an anticipated duration/timeframe of the Master Plan period?

MDOT anticipates 12–18 months for completion of the Master Development Plan.



28. Please clarify responsibilities of MDOT and respondent with respect to engagement with state & county agencies; e.g. is respondent responsible for facilitating and organizing all external engagement?

Yes. The selected Developer will be responsible for facilitating and organizing all external engagement in partnership with MDOT. The selected Developer is expected to lead and drive the advancement of the Master Development Plan and its own Phase 1 project, including all related public and community engagement. MDOT will provide partnership, oversight, and support to enable conversations and ensure coordination with State and County agencies.

29. Please clarify the anticipated level of engagement with the community at-large and desired outcome – e.g. interactive town halls (50+ attendees), smaller focus groups with city/community leaders, etc.?

MDOT does not prescribe specific requirements for community and stakeholder engagement. The objective is to ensure engagement that is effective, transparent, and cost-efficient, resulting in meaningful input that informs design, supports enabling infrastructure and multimodal access needs, and demonstrates broad community support for the project.

For the Master Development Plan, the selected Developer will be responsible for preparing and implementing the Stakeholder and Community Engagement Plan, in partnership with MDOT. As outlined in Section 3.4 – Master Development Plan Proposal, respondents should summarize their strategy for coordinating with the community, MDOT, MTA, Bowie State University, Prince George’s County, and other key stakeholders as part of the submission.

For the Phase 1 Development Plan, engagement is the responsibility of the selected Developer as part of its own private development project, in accordance with any community or stakeholder requirements under Prince George’s County’s planning process to design and construct Phase 1.

30. Can the community engagement plan for the PDP be combined with that of the Master Development Plan? Or should these be considered two separate efforts with two separate timelines?

Yes. The engagement for Phase 1 and the Master Development Plan may be combined into a single coordinated effort. This is especially relevant early in the process, but respondents should ensure that feedback specific to Phase 1 is captured on a timely basis. The Master Development Plan should be structured so that it does not hold up the delivery of Phase 1.