



Bus Rapid Transit: US 29-Phase 2

(P502201)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	9,744	283	5,970	3,491	3,491	-	-	-	-	-	-
Construction	6	6	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,750	289	5,970	3,491	3,491	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Impact Tax	4,750	289	4,461	-	-	-	-	-	-	-	-
State Aid	5,000	-	1,509	3,491	3,491	-	-	-	-	-	-
TOTAL FUNDING SOURCES	9,750	289	5,970	3,491	3,491	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY22
Appropriation FY 26 Request	-	Last FY's Cost Estimate	9,750
Cumulative Appropriation	9,750		
Expenditure / Encumbrances	1,055		
Unencumbered Balance	8,695		

PROJECT DESCRIPTION

This project will design and implement a dedicated lane for Bus Rapid Transit in the median of US 29 between Tech Road and Sligo Creek Parkway to improve travel time and service reliability. The project will also include an additional lane on the ramp from southbound US 29 to westbound I-495 and feasibility assessments for master planned bicycle facilities along US 29 within the project study limits.

LOCATION

Master plans: Silver Spring, North and West Silver Spring, Four Corners, White Oak, White Oak Science Gateway, and Fairland. Route US 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

Preliminary engineering began in the fourth quarter of FY23 and will be completed in FY25.

PROJECT JUSTIFICATION

This project will complement the investment in US 29 Flash and improve transit travel time, reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-driver mode share (NADMS) goals. The project supports the following Countywide vision goals: Easier Commutes and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2022 Maryland General Assembly Session. FY24 State Aid of \$3,500,000 was preauthorized in 2022. FY23 supplemental in Impact Tax for the amount of \$4,500,000 and State aid for the amount of \$5,000,000 to advance the project to preliminary engineering.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission