



# Great Seneca Science Corridor Transit Improvements

(P502202)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final 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	1,480	983	497	-	-	-	-	-	-	-	-
Land	20	20	-	-	-	-	-	-	-	-	-
Construction	10,600	-	10,600	-	-	-	-	-	-	-	-
Other	13,845	-	13,845	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>25,945</b>	<b>1,003</b>	<b>24,942</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 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
Current Revenue: Mass Transit	10,600	503	10,097	-	-	-	-	-	-	-	-
Impact Tax	1,500	500	1,000	-	-	-	-	-	-	-	-
State Aid	13,845	-	13,845	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>25,945</b>	<b>1,003</b>	<b>24,942</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	7,374	1,229	1,229	1,229	1,229	1,229	1,229
Program-Staff	15,120	2,520	2,520	2,520	2,520	2,520	2,520
<b>NET IMPACT</b>	<b>22,494</b>	<b>3,749</b>	<b>3,749</b>	<b>3,749</b>	<b>3,749</b>	<b>3,749</b>	<b>3,749</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY22
Appropriation FY 26 Request	-	Last FY's Cost Estimate	25,945
Cumulative Appropriation	24,945		
Expenditure / Encumbrances	1,749		
Unencumbered Balance	23,196		

## PROJECT DESCRIPTION

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This project is advancing the planning, design, and implementation of the Great Seneca Transit Network (GSTN). The GSTN is a four route network intended to provide improved transit connections to and around the Life Sciences Center. There are two phases of this overall network; Phase 1 includes implementation of the Pink and Lime routes. Phase 2 includes 2 additional routes (Cobalt and Gray). The project includes new, upgraded transit stations, dedicated bus and bus + bike lanes, transit signal priority, upgrades to transit centers, as well as pedestrian and bicycle improvements. These transit services will provide frequent and reliable connections between Kentlands, Crown Farm, King Farm, the Universities at Shady Grove, Adventist Shady Grove Hospital, Shady Grove Metro Station, Rockville, and other key destinations in support of the Great Seneca Science Corridor Master Plan.

## LOCATION

Great Seneca Science Corridor master plan including Shady Grove, King Farm, Falls Grove, Crown Farm, Rio, Kentlands, Adventist Shady Grove Hospital, Universities at Shady Grove, and Rockville

## ESTIMATED SCHEDULE

Planning was completed in FY21 in the Bus Rapid Transit: Development CIP project. Preliminary design began in FY22 for Phase 1. Construction of improvements for the Pink line linking Shady Grove Metro Station to the Life Science Center near Shady Grove Hospital and the Lime line using I-370 from Shady Grove Metro Station to Rio, Crown Farm and the heart of the Life Science Center was completed in FY24.

## PROJECT JUSTIFICATION

The continued delay of the Corridor Cities Transitway (CCT) has limited the ability for land use plans in the Great Seneca Science Corridor area to be realized. While the CCT is still identified as the long-term transit priority for this area, a vision for enhanced transit improvements has been identified for quicker implementation to help the County achieve its non-auto-driver mode share (NADMS) goals.

## FISCAL NOTE

FY23 Impact Tax funding will be available pending a Memorandum of Understanding with the Cities of Gaithersburg and Rockville. State aid in FY23 reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2022 Maryland General Assembly session and will support the acquisition of 13 buses needed to operate this service.

## 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, City of Gaithersburg, and City of Rockville.