



# Bus Rapid Transit: MD 355 Central

(P502005)

Category	Transportation	Date Last Modified	10/31/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	64,611	14,506	-	50,105	12,011	13,827	8,089	8,089	8,089	-	-
Land	68,769	-	1,766	67,003	4,450	9,457	26,548	19,598	6,950	-	-
Site Improvements and Utilities	50,871	-	-	50,871	4,625	23,123	18,498	4,625	-	-	-
Construction	187,435	-	-	187,435	-	-	74,974	74,974	37,487	-	-
Other	57,894	-	-	57,894	-	-	-	28,947	28,947	-	-
<b>TOTAL EXPENDITURES</b>	<b>429,580</b>	<b>14,506</b>	<b>1,766</b>	<b>413,308</b>	<b>21,086</b>	<b>46,407</b>	<b>128,109</b>	<b>136,233</b>	<b>81,473</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: Mass Transit	2,550	313	437	1,800	-	-	-	-	1,800	-	-
FTA Capital Investment Grant	204,427	-	-	204,427	-	-	74,492	68,117	61,818	-	-
Impact Tax	4,370	4,370	-	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	167,679	-	-	167,679	-	28,091	53,617	68,116	17,855	-	-
Recordation Tax Premium (MCG)	2,880	2,880	-	-	-	-	-	-	-	-	-
State Aid	47,674	6,943	1,329	39,402	21,086	18,316	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>429,580</b>	<b>14,506</b>	<b>1,766</b>	<b>413,308</b>	<b>21,086</b>	<b>46,407</b>	<b>128,109</b>	<b>136,233</b>	<b>81,473</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
Program-Staff	80,200	-	-	-	-	39,500	40,700
<b>NET IMPACT</b>	<b>80,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>39,500</b>	<b>40,700</b>

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

Appropriation FY 26 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	55,674	Last FY's Cost Estimate	429,580
Expenditure / Encumbrances	21,884		
Unencumbered Balance	33,790		

## PROJECT DESCRIPTION

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This project will design and construct a new bus rapid transit (BRT) line on MD 355 between Rockville and Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the planning and design of a new transit center near the Montgomery College Rockville Campus and a relocated and expanded Lakeforest Transit Center to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. Final design and construction of the North and South segments will occur as a separate project.

## LOCATION

The MD 355 BRT corridor spans Clarksburg to Bethesda. The Central phase of this project will include the master plan areas of Shady Grove and Germantown, as well as the cities of Rockville and Gaithersburg. A subsequent phase will provide service to the master plan areas of Bethesda, North Bethesda, Garrett Park, White Flint and Clarksburg.

## ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering of the busway began in FY20 and will be completed in FY24. Environmental documentation for the purposes of submitting for federal funding is underway and should also be complete in FY24. Final design will be procured in FY25 and is estimated to last approximately two years. Construction activities, including right-of-way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT is estimated to be completed in FY29.

## PROJECT JUSTIFICATION

MD 355 Flash will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 Flash will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 Flash is being phased to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow. A new transit center near the Montgomery College Rockville Campus will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term.

## FISCAL NOTE

The County intends to secure federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) New Starts program. Programming of funds through final design and construction improves the project's eligibility for earlier entry into New Starts. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added \$6 M in State grants. Additional State aid in FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 Maryland General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward. FY24 funding switch from Recordation Tax Premium to Impact Tax to reflect prior year actuals and other adjustments.

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## 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-National Capital Park and Planning Commission, Maryland Department of Transportation State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, Federal Transit Administration, City of Gaithersburg, City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, MD 355 BRT Corridor Advisory Committee.

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