



Boyds Transit Center

(P501915)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,766	-	-	1,766	180	579	290	717	-	-	-
Land	637	617	3	17	-	-	17	-	-	-	-
Construction	3,247	-	-	3,247	420	-	-	2,827	-	-	-
TOTAL EXPENDITURES	5,650	617	3	5,030	600	579	307	3,544	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	100	-	-	100	-	-	100	-	-	-	-
G.O. Bonds	5,550	617	3	4,930	600	579	207	3,544	-	-	-
TOTAL FUNDING SOURCES	5,650	617	3	5,030	600	579	307	3,544	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	10	-	-	-	-	5	5
Energy	2	-	-	-	-	1	1
NET IMPACT	12	-	-	-	-	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY19
Appropriation FY 22 Request	886	Last FY's Cost Estimate	620
Cumulative Appropriation	620		
Expenditure / Encumbrances	617		
Unencumbered Balance	3		

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop and parking lot on the former Anderson property at the Boyds MARC station.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The site remediation will be completed in FY22. Design for the bus loop and parking lot will begin in FY22 with construction completion in FY24.

COST CHANGE

The increase of \$5M is due to increased costs for site remediation and the addition of design and construction for the bus loop and parking lot.

PROJECT JUSTIFICATION

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center in close proximity to the Boyds MARC station. The existing station is popular among commuters but parking is limited. In addition, providing Ride-On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the Summer of 2017, the County learned that the owners of the property adjacent to the MARC station (the Anderson Family) had listed the property for sale. In FY19, the County purchased the property. The County's acquisition of the Anderson property is supported by the Boyds Civic Association and the Maryland-National Capital Park & Planning Commission. As the design of the transit station continues to develop, the County intends to seek participation from the State of Maryland.

FISCAL NOTE

The escrow account for the site remediation expires in January 2023.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, CSX Transportation, Historic Preservation Program of Maryland National Capital Park and Planning Commission, Department of Permitting Services.

