



Bus Rapid Transit: MD 355 Central

(P502005)

Category	Transportation	Date Last Modified	04/17/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	59,135	5,983	5,517	47,635	3,450	10,333	9,585	8,089	8,089	8,089	-
Land	70,003	-	-	70,003	500	6,950	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	191,677	-	-	187,435	-	-	-	74,974	74,974	37,487	4,242
Other	57,894	-	-	57,894	-	-	-	-	28,947	28,947	-
TOTAL EXPENDITURES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	2,550	-	750	1,800	-	-	-	-	-	1,800	-
Federal Aid	204,427	-	-	204,427	-	-	-	74,492	68,117	61,818	-
Impact Tax	3,064	1,297	1,767	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	167,679	-	-	163,437	-	-	23,849	53,617	68,116	17,855	4,242
Recordation Tax Premium (MCG)	4,186	1,186	3,000	-	-	-	-	-	-	-	-
State Aid	47,674	3,500	-	44,174	3,950	21,908	18,316	-	-	-	-
TOTAL FUNDING SOURCES	429,580	5,983	5,517	413,838	3,950	21,908	42,165	128,109	136,233	81,473	4,242

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	17,746	Year First Appropriation	FY20
Cumulative Appropriation	37,928	Last FY's Cost Estimate	358,570
Expenditure / Encumbrances	10,910		
Unencumbered Balance	27,018		

PROJECT DESCRIPTION

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 Montgomery College-Rockville 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. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing of the median busway alternative since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. 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 began in FY20 and will be completed in FY23. Final design will follow and will be completed in FY26. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT will be completed in FY28. Transit center construction will extend beyond six years pending available funding.

COST CHANGE

Cost increase is due to updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

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 Montgomery College-Rockville 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

Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. 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 State 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.

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 (M-NCPPC), Maryland DOT 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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