



Bus Priority Program - Minor Projects

(P502204)

Category	Transportation	Date Last Modified	10/24/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	1,148	398	-	750	125	125	125	125	125	125	-
Site Improvements and Utilities	140	-	50	90	15	15	15	15	15	15	-
Construction	2,912	-	752	2,160	360	360	360	360	360	360	-
Other	50	50	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,250	448	802	3,000	500	500	500	500	500	500	-

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	4,250	448	802	3,000	500	500	500	500	500	500	-
TOTAL FUNDING SOURCES	4,250	448	802	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	500	Year First Appropriation	FY22
Cumulative Appropriation	1,750	Last FY's Cost Estimate	4,250
Expenditure / Encumbrances	905		
Unencumbered Balance	845		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of improvements such as bus lanes; queue jumps; passenger boarding and alighting improvements; implementation of transit signal priority; enhanced bus stops; and other similar capital improvements that will result in improved bus operations throughout Montgomery County. These improvements will advance the transit network specified by master plans. Potential improvements may also be identified through other planning and transit operations studies or requested by community members.

ESTIMATED SCHEDULE

Projects programmed for FY22 include: Veirs Mill Road, near the Wheaton Metrorail Station; Century Boulevard, Crystal Rock Drive and Aircraft Road near the Germantown Transit Center; and US 29 in Silver Spring. FY23 projects will be coordinated with the Washington Metropolitan Area Transit Authority's Bus Priority Program, which will provide design for bus reliability improvements for up to two corridors in Montgomery County, with the intention that the improvements would be implemented by the County.

COST CHANGE

Addition of \$3 million over the six years will fund an ongoing level of effort for transit service improvements.

PROJECT JUSTIFICATION

Montgomery County is working towards implementation of a 102-mile bus rapid transit (BRT) network that will dramatically improve transit and support the county's economic development, equity, and environmental goals. This network is focused on ten primary corridors within Montgomery County and is an ambitious plan to improve bus transit service and refocus how people travel in Montgomery County. Individual corridor projects are complex, costly, and take several years to implement. Recognizing the importance of improving bus performance in the shorter term, the Montgomery County Department of Transportation is advancing the Bus Priority Program to provide targeted and quickly implementable improvements that will result in improved bus reliability and travel time.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, State Highway Administration