



Bus Rapid Transit: MD 355 South/North

(P502309)

Category	Transportation	Date Last Modified	04/09/25
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary 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	36,266	-	-	30,266	266	-	-	10,000	10,000	10,000	6,000
Land	113,679	-	-	106,824	-	-	-	39,617	46,116	21,091	6,855
Site Improvements and Utilities	20,000	-	-	15,000	-	-	-	5,000	5,000	5,000	5,000
TOTAL EXPENDITURES	169,945	-	-	152,090	266	-	-	54,617	61,116	36,091	17,855

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
Op Lanes Maryland Transit Funding	169,679	-	-	151,824	-	-	-	54,617	61,116	36,091	17,855
State Aid	266	-	-	266	266	-	-	-	-	-	-
TOTAL FUNDING SOURCES	169,945	-	-	152,090	266	-	-	54,617	61,116	36,091	17,855

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	(10,230)	Year First Appropriation	FY23
Cumulative Appropriation	10,496	Last FY's Cost Estimate	12,496
Expenditure / Encumbrances	-		
Unencumbered Balance	10,496		

PROJECT DESCRIPTION

This project will implement the southern and northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The southern segment is from Rockville to Bethesda Metrorail station. The northern segment is from Germantown to Clarksburg. This is part of the larger MD 355 BRT corridor that extends from Bethesda to Clarksburg. The Central segment will be designed and constructed as a separate project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017. 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 will consider the inclusion of a new transit center in the Clarksburg area to facilitate connections between different transit services as demand increases.

LOCATION

MD 355 between Rockville and Bethesda in the south and Germantown and Clarksburg in the north. Master plan areas include:

Bethesda, North Bethesda, Garrett Park, White Flint, Germantown, and Clarksburg. The project also includes the City of Rockville.

ESTIMATED SCHEDULE

Preliminary engineering was completed in FY24 (see fiscal note). Final design will begin in FY28 contingent on receipt of Op Lanes Maryland funding and is anticipated to be completed in FY30. Planning and design for the Clarksburg Transit Center will occur in FY28-29. The construction schedule is unknown at this time and is dependent on funding availability. A feasibility study of the potential for lane repurposing on MD355 will be completed in FY25.

COST CHANGE

Cost increase reflects addition of Op Lanes Maryland funding for final design, right-of-way acquisition, and utility relocation.

PROJECT JUSTIFICATION

The project will transform mobility options with the completed 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. The project will improve passenger transit mobility by connecting riders to high-density housing and employment centers. The project is being phased to accelerate delivery. The first phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will be completed as a second phase.

FISCAL NOTE

Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). 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. In FY26, additional funding from this revenue source was shifted from P502005 to this project to fund final design, land acquisition, and utility relocation when those revenues become available.

State aid in FY24-25 includes State grants for capital projects in Montgomery County programmed during the 2023 Maryland General Assembly session. \$10.23 million of State Aid appropriated to this project was moved to the P502005 in FY26.

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, and Federal Transit Administration (FTA), City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and MD 355 BRT Corridor Advisory Committee

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