



Bus Rapid Transit: MD 355 South

(P502309)

Category	Transportation	Date Last Modified	03/12/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	57,768	6	260	46,402	3,286	6,572	6,859	1,784	9,783	18,118	11,100
Land	205,917	-	-	205,917	-	-	-	54,636	90,041	61,240	-
Site Improvements and Utilities	106,389	-	-	48,314	-	-	-	-	11,604	36,710	58,075
Construction	141,407	-	-	58,571	-	-	-	-	-	58,571	82,836
Other	47,521	-	-	47,521	-	-	-	-	-	47,521	-
TOTAL EXPENDITURES	559,002	6	260	406,725	3,286	6,572	6,859	56,420	111,428	222,160	152,011

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
FTA Capital Investment Grant	217,600	-	-	156,343	-	-	2,689	22,568	44,000	87,086	61,257
GROWTH District	252,650	-	-	215,096	-	6,572	4,170	33,852	51,428	119,074	37,554
Op Lanes Maryland Transit Funding	85,200	-	-	32,000	-	-	-	-	16,000	16,000	53,200
State Aid	266	6	260	-	-	-	-	-	-	-	-
State Bus Rapid Transit Fund	3,286	-	-	3,286	3,286	-	-	-	-	-	-
TOTAL FUNDING SOURCES	559,002	6	260	406,725	3,286	6,572	6,859	56,420	111,428	222,160	152,011

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Approp. Request	3,286	Year First Appropriation	FY23
Appropriation FY 28 Approp. Request	6,572	Last FY's Cost Estimate	169,945
Cumulative Appropriation	266		
Expenditure / Encumbrances	266		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will implement the southern portion of the MD 355 Bus Rapid Transit (BRT) corridor from Rockville to Bethesda Metrorail station. The project includes dedicated BRT lanes, new BRT stations with level boarding, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor.

LOCATION

The project is located on MD 355 between Rockville and the Bethesda Metrorail station.

ESTIMATED SCHEDULE

Preliminary engineering was completed in FY24 (see fiscal note). The National Environmental Policy Act (NEPA) review process will begin in FY27 and will be completed in FY28. Final design will begin in FY28 contingent upon establishment of a special transportation taxing district and is anticipated to be completed in FY30. Utility improvements would begin in FY31 and construction would follow in FY32.

COST CHANGE

Cost increase due to addition funding for design, NEPA review, and construction costs for the southern portion of the corridor.

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. This phase will implement BRT between Bethesda and Rockville.

FISCAL NOTE

Preliminary engineering for this phase was 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 MD 355 Central to this project. Starting in the FY27-32 CIP, funding assumptions for this project reflect an updated transit funding agreement with MDOT.

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 BRT: MD 355 Central in FY26.

Funding for this project includes Growing Opportunity, Workforce, Transportation, and Housing (GROWTH) District revenues established to fund new transportation infrastructure improvements in the County, and from related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from GROWTH District revenues.

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 and 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 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

MD 355 Flash BRT - South Extents Montgomery County, Maryland

