



Mass Transit

PROGRAM DESCRIPTION AND OBJECTIVES

Projects in this program are intended to enhance mobility by providing convenient and affordable mass transit alternatives to single occupancy vehicle travel and to reduce traffic congestion and vehicle emissions.

The goal of the County's Mass Transit Capital Program is to provide infrastructure, equipment, and supporting facilities for the operation of safe, reliable, convenient, and affordable public transportation systems to the residents of Montgomery County. The infrastructure, equipment, and supporting facilities for these transit systems must be constructed, maintained, rehabilitated, and replaced to ensure safety and operational effectiveness.

HIGHLIGHTS

- Significantly advance the Bus Rapid Transit (BRT) program. Funding is added to continue BRT System Development and to fully fund design and construction of the following corridors:
 - Veirs Mill Road;
 - MD 355 Central from Rockville to Germantown, including a new Lakeforest Transit Center; and
 - U.S. 29 Phase 2, adding additional transit lane dedication to the corridor.
- Maintain annual funding in the Bus Priority Program to enhance Countywide bus system performance.
- Replace 234 diesel and natural gas Ride On buses with zero-emissions buses in FY27-32 with the goal of a transition to a 100 percent zero-emissions fleet by 2035.
- Construct a hydrogen generation and fueling site to provide green hydrogen fuel for Ride On buses.
- Add funding for parking and fueling infrastructure to support zero emission bus fleet expansions.
- Continue to support the construction of a mezzanine for the south entrance of the Bethesda Metrorail station in coordination with the Purple Line project.
- Provide oversight and financial support for the Purple Line project, which will provide significant economic and mobility benefits.
- Continue efforts to improve the condition of Ride On bus stops.
- Add funding to improve County park and ride lots.

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240-777-2793, or Gary Nalven of the Office of Management and Budget at 240-777-2779 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY27-32 Mass Transit component of the Transportation capital budget includes 21 active projects. The program totals \$1.33 billion over the six year period. This represents an increase of \$289 million or 27.9 percent from the \$1.04 billion in the Amended FY25-30 program. This increase is largely due to the addition of funding to design and construct dedicated median lanes for U.S. 29

Flash BRT, additional funding to implement BRT on MD 355 and Veirs Mill Road, and new funding for zero emission buses and related support infrastructure. The Mass Transit capital budget includes significant State and Federal aid to fund BRT projects in the County.

STATE TRANSIT PROGRAM/PURPLE LINE

In addition to transit projects programmed by Montgomery County, the Maryland Transit Administration (MTA) develops and provides transit services within the County on the Brunswick MARC rail line from Brunswick to Silver Spring, providing a convenient connection to the Washington regional Metrorail system. MTA published a MARC Growth and Transformation Plan in June 2025, which envisions phased improvements to its Brunswick line to eventually achieve bidirectional and all-day service. MTA has not currently identified funding to implement these improvements beyond initial feasibility studies.

The State's Draft Consolidated Transportation Program (CTP) is released each October. Final action on the Statewide CTP is taken by the General Assembly.

The County continues to work with the State and its concessionaire under a Public Private Partnership for the 16-mile Purple Line light rail project. In addition to completing the design and construction of the project in the winter of 2027, the concessionaire will operate and maintain the light rail corridor for a period of 30 years. The County's CIP funds oversight of and financial support for this State project. The County is actively engaged with the community throughout the various project stages to minimize disruptions and support the residents and businesses along the construction corridor. The County is also providing technical review and oversight for the three County-funded projects (Bethesda Metro Station South Entrance, Silver Spring Green Trail, and Capital Crescent Trail) and the overall Purple Line project to ensure that they are in keeping with County standards and meet the County's goals.

BUS RAPID TRANSIT

The Montgomery County Department of Transportation (MCDOT) continues to advance Flash BRT to deliver a new high-quality, high-capacity transit option in the County. Making efficient use of existing roadways, Flash provides a more robust and reliable system that will increase transit ridership and improve access throughout the County. The U.S. 29 Flash line completed construction and began operation in 2020, with design underway to add more dedicated bus lanes (U.S. 29 Phase 2), which are fully funded for construction in this CIP. In addition, design, land acquisition, and construction funding are included for two additional projects: MD 586 (Veirs Mill Road) and MD 355 Central from Rockville to Germantown. Heavily leveraging State grants and anticipated Federal aid, MCDOT will add dedicated bus lanes and construct level boarding platforms, intersection queue jumps, and other system improvements to provide Flash service with zero-emission BRT buses on these corridors. In addition, bicycle and pedestrian improvements associated with the Veirs Mill and Randolph Road Bicycle and Pedestrian Priority Areas (BiPPA) are being accelerated as part of the Veirs Mill Road BRT project to further increase access to Flash stations while improving pedestrian and bicycle safety along the corridor.



AccelerateMC Regional Infrastructure Accelerator

(P502412)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning 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	2,000	88	1,414	498	498	-	-	-	-	-	-
TOTAL EXPENDITURES	2,000	88	1,414	498	498	-	-	-	-	-	-

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
Federal Aid	2,000	88	1,414	498	498	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,000	88	1,414	498	498	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY24
Appropriation FY 28 Request	-	Last FY's Cost Estimate	2,000
Cumulative Appropriation	2,000		
Expenditure / Encumbrances	1,143		
Unencumbered Balance	857		

PROJECT DESCRIPTION

This project provides funds through a cooperative agreement with the U.S. Department of Transportation's Build America Bureau to form a Regional Infrastructure Accelerator called AccelerateMC in Montgomery County. AccelerateMC will:

- Evaluate innovative funding strategies, including project bundling as strategy to accelerate delivery and secure Federal funds, and crowd funding for disadvantaged communities;
- Develop a financial strategy, including preparing the County to apply for Federal TIFIA loans and determining how to leverage funding streams committed to the Bus Rapid Transit (BRT) program;
- Evaluate delivery methods and conduct risk assessment for projects within the BRT program, including opportunities to deliver a bus depot as a public private partnership;
- Advance programmatic third party agreements with the State, municipalities, developers, utility companies, and other stakeholders;
- Develop a strategic approach to accelerate the acquisition and lower the cost of right-of-way;

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- Explore ways to develop the workforce and resources necessary to manage and advance the program; and
 - Share experiences, strategies and lessons learned regionally through knowledge transfer strategies such as transit roundtables, technical papers, presentations and engagement of students.

ESTIMATED SCHEDULE

A cooperative agreement with USDOT's Build America Bureau was finalized and executed in early FY25. Work funded through the agreement will be completed in FY27.

PROJECT JUSTIFICATION

AccelerateMC will look at ways to enhance the speed and efficiency of delivering the County's BRT system. The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans and Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT U.S. 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, U.S. 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016); MD 355 Phase 2 Corridor Study Report (June 2019); Corridor Forward: The I-270 Transit Plan (Spring 2022).

FISCAL NOTE

This project is Federally funded with no local match required.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Prince George's County



Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

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	2,739	1,991	328	420	140	140	140	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	110,401	55,990	43,311	11,100	3,800	7,300	-	-	-	-	-
Other	12,000	-	12,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	130,622	57,981	61,121	11,520	3,940	7,440	140	-	-	-	-

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
Federal Aid	2,000	2,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	115,630	42,989	61,121	11,520	3,940	7,440	140	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	130,622	57,981	61,121	11,520	3,940	7,440	140	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	3,940	Year First Appropriation	FY09
Appropriation FY 28 Request	7,440	Last FY's Cost Estimate	130,342
Cumulative Appropriation	119,102		
Expenditure / Encumbrances	57,981		
Unencumbered Balance	61,121		

PROJECT DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail station and ultimately integrates the Metro system with the new light rail system, allowing the completion of the connection between the new Purple Line light rail system and the existing Metrorail Red Line. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The

station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line project and will be completed when the Purple Line construction is complete. In FY22, the concessionaire and the Maryland Transit Administration (MTA) selected an entity to complete construction. The project is expected to be completed in winter 2027. The County expects project management and closure activities to extend into FY29.

COST CHANGE

Cost change to add funding for two additional years of project management to align with Purple Line schedule.

OTHER

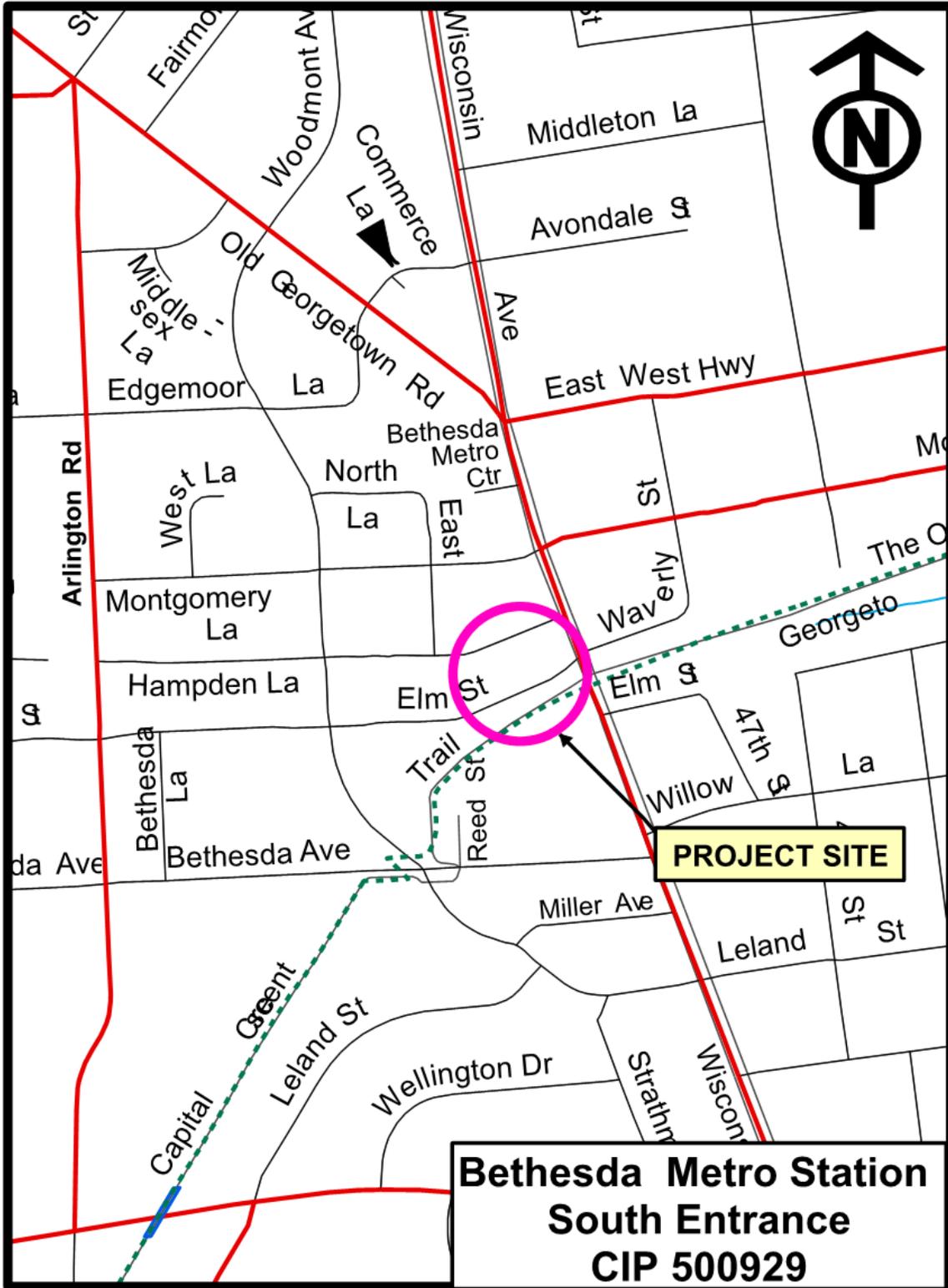
Part of Elm Street west of Wisconsin Avenue will be closed during construction.

FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line. In the FY23-FY28 CIP, \$8 million was added to fill a funding gap in the project to allow for the completion of the Bethesda South Metro Entrance mezzanine project element as planned. This consists of \$6 million in GO bonds and \$2 million in Federal Aid, reflecting a \$2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional \$12 million in State aid for this project during the 2022 State General Assembly Session. This \$12 million grant will be redirected to MDOT MTA. MDOT MTA will pay for \$12 million in mezzanine costs directly.

COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services. Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.





Boyds Transit Center

(P501915)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	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	1,970	1,168	96	706	467	239	-	-	-	-	-
Land	645	645	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	93	58	35	-	-	-	-	-	-	-	-
Construction	4,991	165	-	4,826	3,246	1,580	-	-	-	-	-
TOTAL EXPENDITURES	7,699	2,036	131	5,532	3,713	1,819	-	-	-	-	-

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
Contributions	28	28	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,352	853	-	5,499	3,680	1,819	-	-	-	-	-
Impact Tax	729	729	-	-	-	-	-	-	-	-	-
State Aid	590	426	131	33	33	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,699	2,036	131	5,532	3,713	1,819	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
NET IMPACT	24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY19
Appropriation FY 28 Request	-	Last FY's Cost Estimate	7,699
Cumulative Appropriation	7,699		
Expenditure / Encumbrances	2,533		
Unencumbered Balance	5,166		

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop, a parking lot and a comfort station for bus operators on the former Anderson property at the Boyds MARC station. The project will also include stabilization of the historic Hoyles Mill structure which is adjacent to the transit center.

LOCATION

15100 Barnesville Road, Boyds, Maryland 20841

ESTIMATED SCHEDULE

The site remediation was completed in FY22. Final design for the bus loop and parking lot will be completed in FY26. Construction will begin in FY27 due to delays in obtaining historical permits and is expected to be completed in FY28.

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 and 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

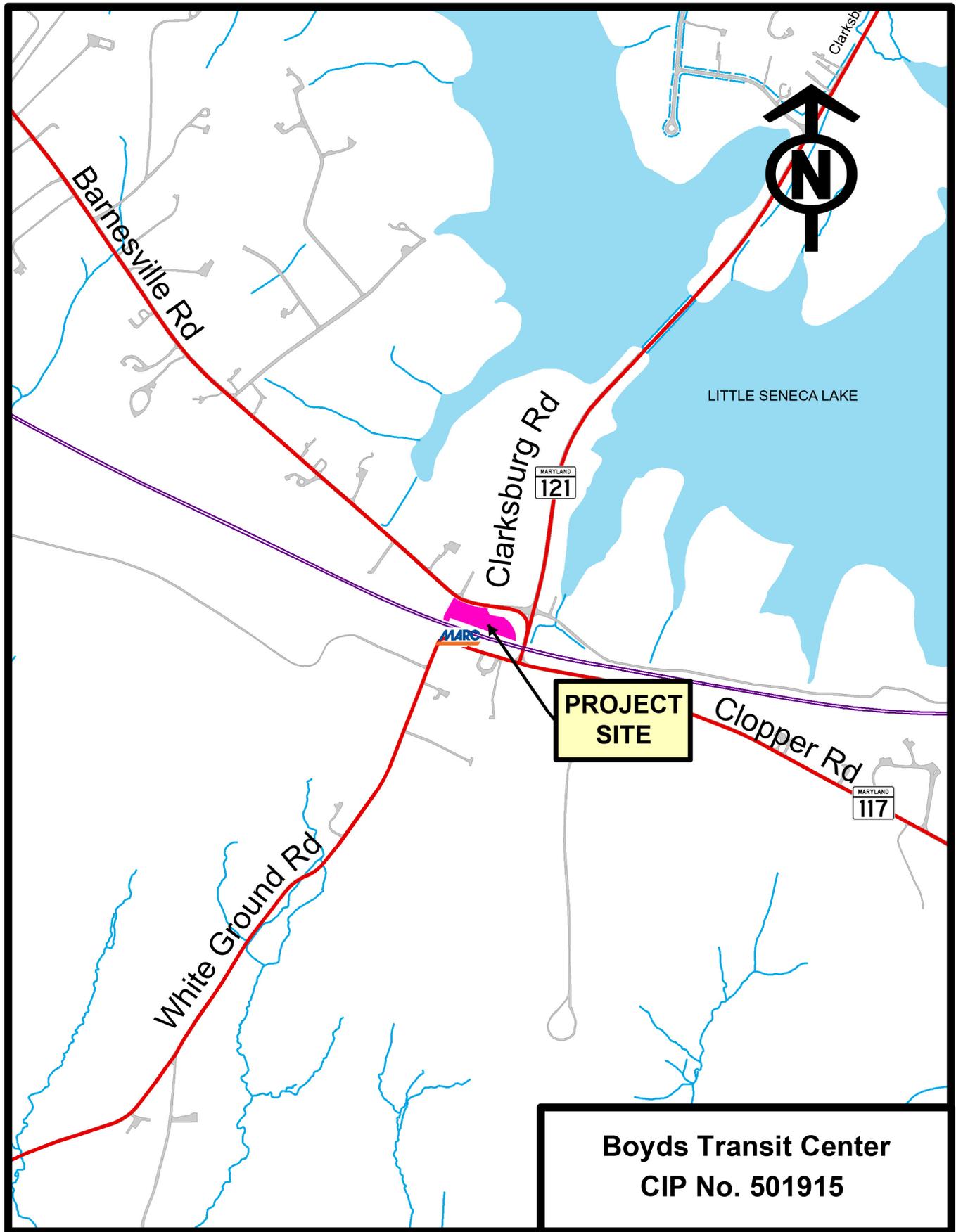
State aid includes a \$90,000 Maryland Heritage Areas Authority (MHAA) grant for developing a structural design for stabilizing Hoyles Mill in FY24, and \$500,000 awarded during the 2024 Maryland General Assembly session to fund stabilization work. FY24 funding switch of \$361,000 from GO Bonds to Impact Tax to reflect prior year actuals. FY24 supplemental in State Aid for the amount of \$45,000 for the first payment of the \$90,000 MHAA grant. FY25 funding switch of \$368,000 from GO Bonds to Impact Tax to reflect prior year actuals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. 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 Transit Administration, CSX Transportation, Historic Preservation Program of Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Historical Trust, Heritage Montgomery





Burtonsville Park and Ride Improvements

(P502203)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	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	900	6	853	41	41	-	-	-	-	-	-
Construction	7,100	-	4,500	2,600	2,600	-	-	-	-	-	-
TOTAL EXPENDITURES	8,000	6	5,353	2,641	2,641	-	-	-	-	-	-

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
G.O. Bonds	2,000	-	-	2,000	2,000	-	-	-	-	-	-
State Aid	6,000	6	5,353	641	641	-	-	-	-	-	-
TOTAL FUNDING SOURCES	8,000	6	5,353	2,641	2,641	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	750	-	150	150	150	150	150
NET IMPACT	750	-	150	150	150	150	150

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,000	Year First Appropriation	FY22
Appropriation FY 28 Request	-	Last FY's Cost Estimate	6,000
Cumulative Appropriation	6,000		
Expenditure / Encumbrances	23		
Unencumbered Balance	5,977		

PROJECT DESCRIPTION

This project provides for planning, design, permitting, and construction of a parking garage and other improvements at the Burtonsville Park and Ride lot in support of Flash service on the U.S. 29 corridor. The County is partnering with a private developer who will design and construct a parking garage for the County. The garage will include approximately 250 parking spaces for commuter parking and will be designed to accommodate an additional 250 spaces in the future. The balance of the surface lot will be developed with residential units, including moderately priced dwelling units and workforce units. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park and ride access with direct ramps to U.S. 29 and strong east-west

connections via MD 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard Counties, increasing transit ridership and lowering traffic demands on U.S. 29 through Montgomery County. Expansion of this park and ride is needed to accommodate future ridership at this station and is part of longer-term plans to extend Flash service into Howard County and to provide all-day service in Burtonsville. The location can also serve as a hub for interconnecting local services to nearby communities like Cloverly, Ashton, Laurel and Maple Lawn. Expansion of public parking capacity at this location may also facilitate a more compelling development vision for County, State and privately owned properties in this part of Burtonsville.

ESTIMATED SCHEDULE

Design and permitting of the garage commenced in FY25. Construction will start in FY27 and be completed by FY28.

COST CHANGE

Cost change due to increases for garage construction.

PROJECT JUSTIFICATION

In addition to Flash BRT service, Ride On and commuter parking, this facility serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to U.S. 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through the adjacent commercial development. The Burtonsville Crossing Shopping Center is immediately adjacent to the park and ride lot and the rear of the center faces the Flash station. This transit oriented development combines a residential component and a major transit hub on the U.S. 29 corridor.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2020, 2021, and 2023 State General Assembly Sessions.

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

Department of General Services, Department of Transportation, Office of Intergovernmental Relations, Office of the County Executive, Community Engagement Cluster



Bus Priority Program - Minor Projects

(P502204)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	2,071	1,215	106	750	125	125	125	125	125	125	-
Site Improvements and Utilities	1,170	1,050	30	90	15	15	15	15	15	15	-
Construction	2,959	48	751	2,160	360	360	360	360	360	360	-
Other	50	50	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,250	2,363	887	3,000	500	500	500	500	500	500	-

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
Current Revenue: Mass Transit	6,250	2,363	887	3,000	500	500	500	500	500	500	-
TOTAL FUNDING SOURCES	6,250	2,363	887	3,000	500	500	500	500	500	500	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	2,400	400	400	400	400	400	400
NET IMPACT	2,400	400	400	400	400	400	400

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	500	Year First Appropriation	FY22
Appropriation FY 28 Request	500	Last FY's Cost Estimate	5,250
Cumulative Appropriation	3,250		
Expenditure / Encumbrances	2,363		
Unencumbered Balance	887		

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. Improvements will be identified using the network specified by master plans, other planning and transit operations assessments, and community requests.

COST CHANGE

Cost change due to the addition of FY31 and FY32 to this level of effort project.

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.

OTHER

Completed projects include: Veirs Mill Road, near the Wheaton Metrorail Station; Century Boulevard, Crystal Rock Drive and Aircraft Road near the Germantown Transit Center; and University Boulevard from Dennis Avenue to Amherst Avenue. Current and future projects include: Upgrades to the MD 97 - Georgia Avenue bus lanes, MD 355 bus lanes, and capital improvements to support the WMATA ClearLanes program.

DISCLOSURES

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

COORDINATION

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



Bus Rapid Transit: MD 355 Lakeforest Transit Center

(P502708)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Planning 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	2,000	-	-	2,000	1,500	250	250	-	-	-	-
Land	5,300	-	-	5,300	5,300	-	-	-	-	-	-
Construction	12,900	-	-	12,900	-	7,750	5,150	-	-	-	-
TOTAL EXPENDITURES	20,200	-	-	20,200	6,800	8,000	5,400	-	-	-	-

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
Federal Aid	11,900	-	-	11,900	-	6,500	5,400	-	-	-	-
Impact Tax	2,500	-	-	2,500	2,500	-	-	-	-	-	-
State Bus Rapid Transit Fund	5,800	-	-	5,800	4,300	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	20,200	-	-	20,200	6,800	8,000	5,400	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	6,800	Year First Appropriation	
Appropriation FY 28 Request	1,500	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of the Lakeforest Transit Center, including bus bays, stations and shelters, bus circulation areas, and staff support spaces. The project will also include a shared-use path on Russell Avenue along the site's frontage.

LOCATION

The new facility will be located within the future Lakeforest Redevelopment, adjacent to the former Lakeforest Mall on Russell Avenue, between the future Streets Two and Three of the Lakeforest Redevelopment.

ESTIMATED SCHEDULE

Planning and preliminary design were completed in FY26 as part of the Bus Rapid Transit (BRT): MD355 Central project. The site acquisition and the final design will be completed in FY27. Construction will start in FY28 and be completed in FY29. The BRT shelters and markers will be installed as part of the MD 355 BRT project.

PROJECT JUSTIFICATION

The existing Transit Center site, located at the intersection of Lost Knife Road and Odenhal Avenue in Gaithersburg, Maryland, is owned by the Lakeforest developer and will be integrated into the new mixed-use residential and commercial redevelopment. The proposed Lakeforest Transit Center facility will replace this transit center and will serve local Ride On and future MD355 BRT services.

FISCAL NOTE

The site acquisition deposit to be paid in FY26 (\$600,000), and planning and preliminary design (\$1.4 million), are funded in the BRT: MD 355 Central project (P502005). This project includes the remaining funds necessary to acquire the site, complete the design, and construct the facility. The County will apply for a Federal FY2026 BUILD grant of \$11.9 million. The grant program requires a minimum local match of 20 percent; \$2 million for planning, design, and supervision and \$1 million for construction funds, totaling \$3 million programmed in this project, will serve as the local match.

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

City of Gaithersburg, Washington Gas, Pepco, Verizon, Comcast, Federal Transit Administration, Commission on People with Disabilities, Neighborhood and Civic Associations, MD 355 BRT Corridor Advisory Committee, Maryland-National Capital Park and Planning Commission





Bus Rapid Transit: MD 355 Central

(P502005)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final 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	70,198	21,193	13,900	35,105	16,000	8,000	4,500	4,500	2,105	-	-
Land	80,159	20	1,159	78,980	22,000	24,000	22,980	10,000	-	-	-
Site Improvements and Utilities	84,498	-	-	84,498	14,000	18,498	28,000	18,000	6,000	-	-
Construction	224,561	-	-	224,561	10,000	30,000	50,000	60,000	74,561	-	-
Other	57,894	-	-	57,894	-	28,947	28,947	-	-	-	-
TOTAL EXPENDITURES	517,310	21,213	15,059	481,038	62,000	109,445	134,427	92,500	82,666	-	-

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
Contributions	1,266	193	-	1,073	1,073	-	-	-	-	-	-
Current Revenue: Mass Transit	11,366	729	21	10,616	-	-	1,800	-	8,816	-	-
FTA Capital Investment Grant	246,524	-	-	246,524	-	25,000	55,174	92,500	73,850	-	-
G.O. Bonds	2,000	-	-	2,000	2,000	-	-	-	-	-	-
Impact Tax	4,370	4,370	-	-	-	-	-	-	-	-	-
Long-Term Financing	191,000	-	-	191,000	38,734	74,813	77,453	-	-	-	-
Recordation Tax Premium (MCG)	2,880	2,880	-	-	-	-	-	-	-	-	-
State Aid	57,904	13,041	15,038	29,825	20,193	9,632	-	-	-	-	-
TOTAL FUNDING SOURCES	517,310	21,213	15,059	481,038	62,000	109,445	134,427	92,500	82,666	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	180	-	-	-	-	60	120
Program-Staff	-	-	-	-	-	-	-
Program-Other	32,736	-	-	-	-	10,783	21,953
Cost Savings	(9,873)	-	-	-	-	(3,291)	(6,582)
NET IMPACT	23,043	-	-	-	-	7,552	15,491

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	22,496	Year First Appropriation	FY20
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APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 28 Request	-	Last FY's Cost Estimate	452,000
Cumulative Appropriation	237,674		
Expenditure / Encumbrances	26,232		
Unencumbered Balance	211,442		

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, transit signal priority, purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The project also includes planning and preliminary design for Transit Centers at Lakeforest and near the Montgomery College Rockville Campus. 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. 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 of the busway was completed in FY24. Environmental documentation for the purposes of submitting for Federal funding is underway and will be completed in FY26. Final design will be procured in early FY26 and is estimated to last approximately two years. Construction activities, including right-of-way acquisition and utility relocations, may begin as early as FY27. Construction of the BRT is estimated to be completed in FY31, with operations beginning in FY32.

COST CHANGE

Cost change is due to inflation, an updated assessment of right-of-way costs, and the addition of design costs for the Montgomery College Transit Center.

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 the Montgomery College Rockville Campus 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.

OTHER

\$2 million in this project funds design of the Montgomery College Transit Center, and an additional \$2 million funded planning and preliminary design of the Lakeforest Transit Center.

FISCAL NOTE

The County intends to secure Federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) New Starts program. The project was granted entry into the New Starts Project Development process in Fall 2024.

The amended FY21-26 CIP added \$6 million 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 Maryland 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. \$10.23 million of State Aid appropriated to the MD 355 South/North project (P502309) was moved to the this project in FY26.

This project previously assumed funding from 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. However, given the uncertainty in timing for that funding source, it was replaced in FY26 with revenue from the State Bus Rapid Transit Fund.

The State Bus Rapid Transit Fund was created by the Maryland General Assembly to provide funding to Maryland jurisdictions for eligible BRT projects. Long-Term Financing in this project reflects the intention to issue debt backed by this funding source as authorized under State law.

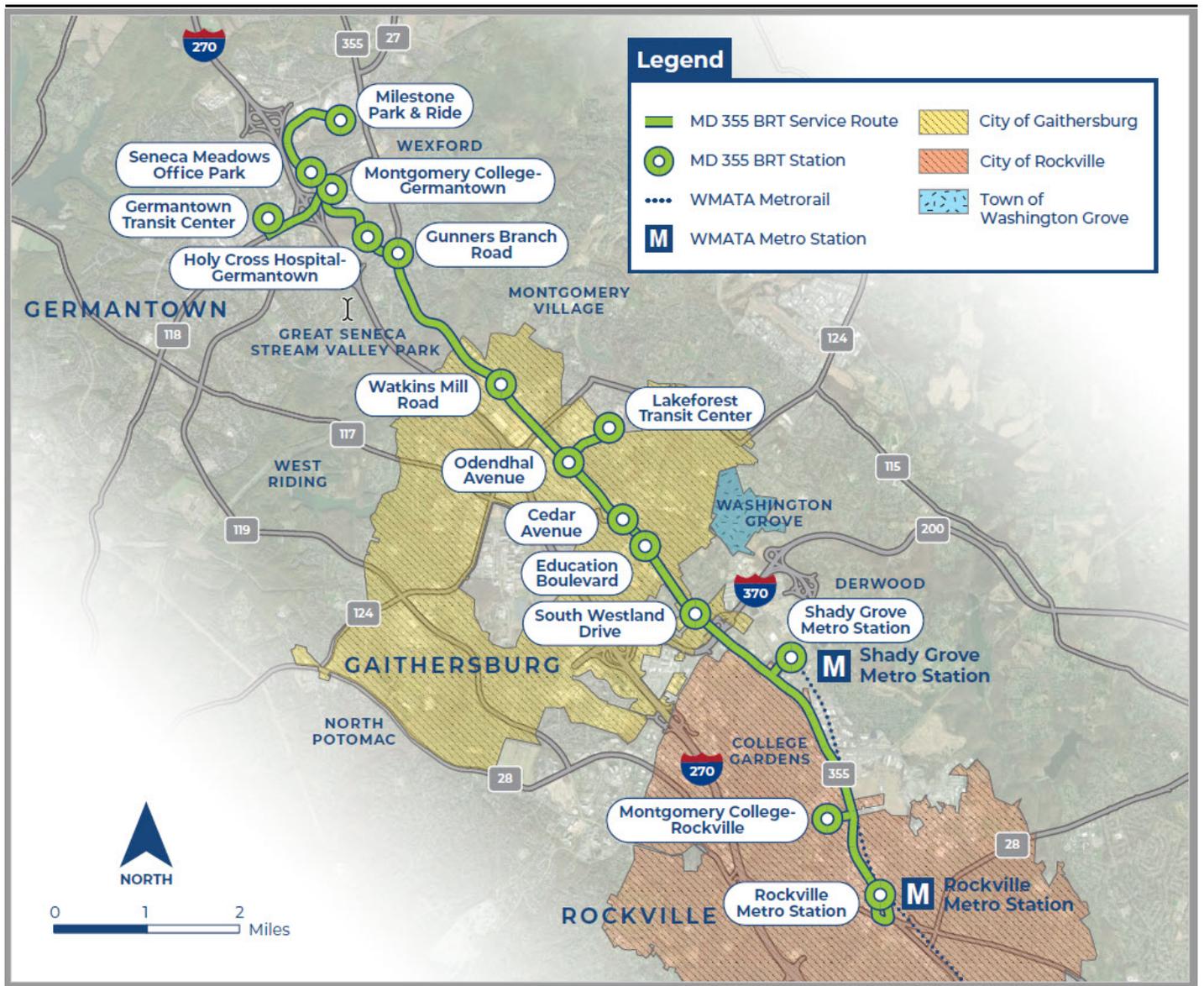
FY24 funding switch from Recordation Tax Premium to Impact Tax to reflect prior year actuals and other adjustments. FY26 funding switch of \$191,000,000 from State Aid and State BRT Fund to Long-Term Financing. FY26 supplemental for the amount of \$168,412,000 in Long-Term Financing.

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 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





Bus Rapid Transit: MD 355 South/North (P502309)

Category	Transportation	Date Last Modified	01/06/26
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	13,466	6	260	10,000	-	-	-	-	6,000	4,000	3,200
Land	12,000	-	-	12,000	-	-	-	-	8,000	4,000	-
Site Improvements and Utilities	10,000	-	-	10,000	-	-	-	-	2,000	8,000	-
Construction	30,000	-	-	-	-	-	-	-	-	-	30,000
Other	20,000	-	-	-	-	-	-	-	-	-	20,000
TOTAL EXPENDITURES	85,466	6	260	32,000	-	-	-	-	16,000	16,000	53,200

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
Op Lanes Maryland Transit Funding	85,200	-	-	32,000	-	-	-	-	16,000	16,000	53,200
State Aid	266	6	260	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	85,466	6	260	32,000	-	-	-	-	16,000	16,000	53,200

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

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, transit signal priority, 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 FY31 contingent on receipt of Op Lanes Maryland funding. Land acquisition and utility improvements would begin in FY31 and construction will start beyond FY32.

COST CHANGE

Cost decrease due to updated Op Lanes Maryland transit funding agreement.

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 MD 355 Central to this project to fund final design, land acquisition, and utility relocation when those revenues become available. Starting in FY27, 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.

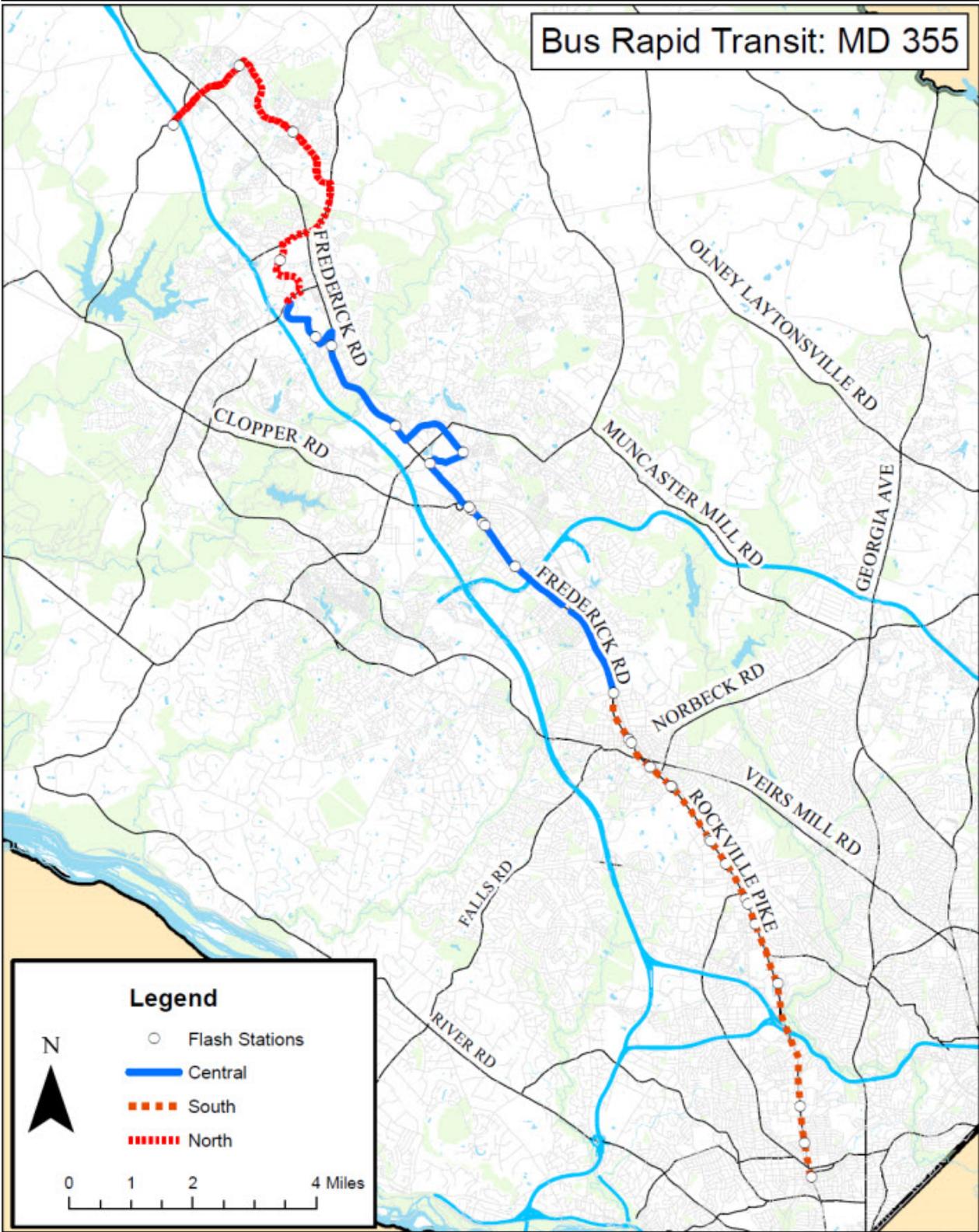
DISCLOSURES

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, and 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

Bus Rapid Transit: MD 355





Bus Rapid Transit: System Development (P501318)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning 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	32,084	23,894	5,190	3,000	500	500	500	500	500	500	-
Land	49	49	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,474	1,474	-	-	-	-	-	-	-	-	-
Construction	267	267	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	33,874	25,684	5,190	3,000	500	500	500	500	500	500	-

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
Current Revenue: Mass Transit	13,375	8,888	1,487	3,000	500	500	500	500	500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	6,321	-	-	-	-	-	-	-	-	-
Impact Tax	2,500	2,500	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,000	2,000	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	5,999	2,296	3,703	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	33,874	25,684	5,190	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	500	Year First Appropriation	FY13
Appropriation FY 28 Request	500	Last FY's Cost Estimate	32,874
Cumulative Appropriation	30,874		
Expenditure / Encumbrances	27,693		
Unencumbered Balance	3,181		

PROJECT DESCRIPTION

This project provides for the initial steps and supporting studies for Bus Rapid Transit (BRT) corridors in the County, supplementing the Metrorail Red Line and MTA Purple Line currently under construction. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for ten transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North

Bethesda Transitway, Randolph Road, University Boulevard, U.S. 29, and Veirs Mill Road. The project also funds programmatic efforts needed to advance the BRT system.

COST CHANGE

Cost increase due to addition of level of effort funding in FY31 and FY32.

PROJECT JUSTIFICATION

The proposed BRT aims to mitigate congestion on County and State roadways, provide improved transit options, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans and Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT U.S. 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, U.S. 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016); MD 355 Phase 2 Corridor Study Report (June 2019).

FISCAL NOTE

Expenditures will continue as necessary to advance bus rapid transit implementation on master planned transit corridors.

DISCLOSURES

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 Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Prince George's County



Bus Rapid Transit: US 29-Phase 2 (P502201)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	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	48,959	4,345	5,396	35,186	-	8,815	9,197	9,596	3,710	3,868	4,032
Land	9,000	-	-	9,000	-	2,915	2,999	3,086	-	-	-
Site Improvements and Utilities	571	3	-	568	-	-	568	-	-	-	-
Construction	107,630	6	-	70,407	-	-	-	-	34,549	35,858	37,217
TOTAL EXPENDITURES	166,160	4,354	5,396	115,161	-	11,730	12,764	12,682	38,259	39,726	41,249

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	30,656	-	-	30,656	-	-	2,486	12,299	7,786	8,085	-
G.O. Bonds	125,754	-	-	84,505	-	11,730	10,278	383	30,473	31,641	41,249
Impact Tax	4,750	3,241	1,509	-	-	-	-	-	-	-	-
State Aid	5,000	1,113	3,887	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	166,160	4,354	5,396	115,161	-	11,730	12,764	12,682	38,259	39,726	41,249

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY22
Appropriation FY 28 Request	11,730	Last FY's Cost Estimate	9,750
Cumulative Appropriation	9,750		
Expenditure / Encumbrances	5,305		
Unencumbered Balance	4,445		

PROJECT DESCRIPTION

This project will design and implement a dedicated lane for Bus Rapid Transit in the median of U.S. 29 between Tech Road and Sligo Creek Parkway to improve travel time and service reliability. The project will also assess the feasibility of master planned bicycle facilities along U.S. 29 within the project study limits.

LOCATION

U.S. 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

Preliminary engineering began in FY23 and will be completed in FY26. Design is ongoing with Final Design to commence in FY28 and construction to begin in FY31. Construction of the BRT is expected to conclude in FY33, with operations beginning in FY34.

COST CHANGE

Cost change is due to addition of Final Design and Construction costs.

PROJECT JUSTIFICATION

This project will complement the investment in U.S 29 Flash and improve transit travel time, reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-driver mode share (NADMS) goals. Approved land use plans in the corridor recommend the implementation of transit lanes along with U.S. 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed during the 2022 Maryland General Assembly Session.

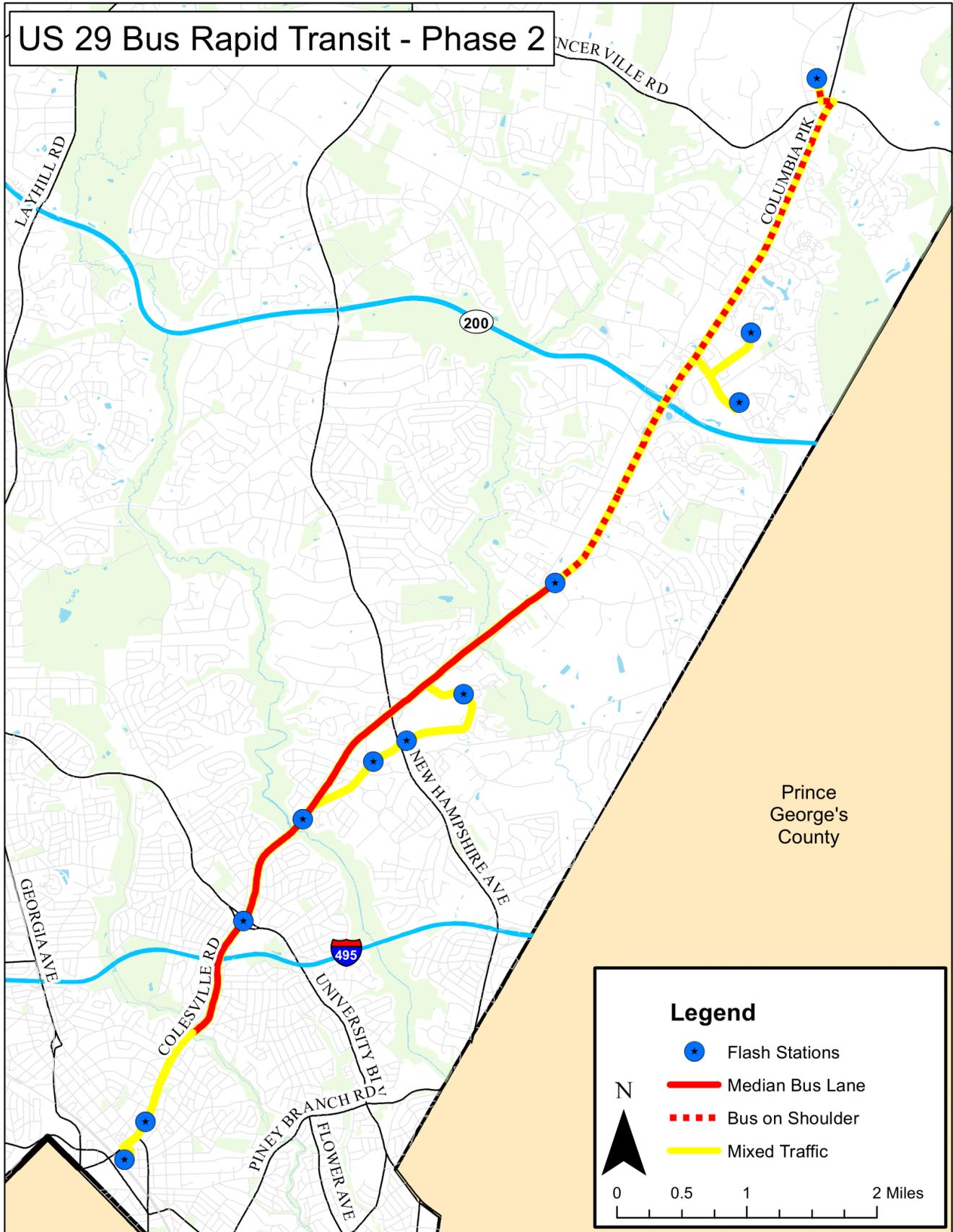
DISCLOSURES

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 Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission

US 29 Bus Rapid Transit - Phase 2





Bus Rapid Transit: Veirs Mill Road

(P501913)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final 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	28,746	13,651	4,991	10,104	4,100	2,784	3,220	-	-	-	-
Land	19,507	689	7,266	11,552	9,000	2,552	-	-	-	-	-
Site Improvements and Utilities	40,613	-	6,183	34,430	15,000	15,000	4,430	-	-	-	-
Construction	108,438	614	-	107,824	26,000	41,000	40,824	-	-	-	-
Other	32,932	-	-	32,932	32,932	-	-	-	-	-	-
TOTAL EXPENDITURES	230,236	14,954	18,440	196,842	87,032	61,336	48,474	-	-	-	-

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
Current Revenue: Mass Transit	3,115	2,500	-	615	615	-	-	-	-	-	-
Federal Aid	4,343	-	-	4,343	4,343	-	-	-	-	-	-
FTA Capital Investment Grant	149,997	-	14,135	135,862	40,546	50,336	44,980	-	-	-	-
G.O. Bonds	3,074	-	937	2,137	2,137	-	-	-	-	-	-
Impact Tax	4,596	4,596	-	-	-	-	-	-	-	-	-
State Aid	25,381	3,500	-	21,881	21,881	-	-	-	-	-	-
State Bus Rapid Transit Fund	39,730	4,358	3,368	32,004	17,510	11,000	3,494	-	-	-	-
TOTAL FUNDING SOURCES	230,236	14,954	18,440	196,842	87,032	61,336	48,474	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	540	-	60	120	120	120	120
Program-Other	39,641	-	4,405	8,809	8,809	8,809	8,809
Cost Savings	(15,170)	-	(1,686)	(3,371)	(3,371)	(3,371)	(3,371)
NET IMPACT	25,011	-	2,779	5,558	5,558	5,558	5,558

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	12,570	Year First Appropriation	FY20
Appropriation FY 28 Request	-	Last FY's Cost Estimate	206,742
Cumulative Appropriation	75,803		

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Expenditure / Encumbrances	21,374
Unencumbered Balance	54,429

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a recommended alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding, transit signal priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations.

LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18 and preliminary engineering was completed in FY22. Final design began in FY23 and was completed in FY25. Property acquisition activities began in FY25, utility relocation began in FY26, and construction will start in FY27. Construction will be completed in FY29, and Flash service will start by the end of calendar year 2028.

COST CHANGE

Cost increase to support a higher project contingency amount as required by the Federal Transit Administration.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

Plans and Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

FISCAL NOTE

The County intends to secure Federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment

Grant (CIG) Small Starts program. The project was accepted into Small Starts in September 2022. The CIG eligible project is estimated at approximately \$193 million. It is assumed that 78 percent of the CIG project will be eligible for Federal funds. Federal funding assumptions will be fine-tuned once the project is rated and the County enters into a fully funded grant agreement with FTA.

Vehicles are excluded from the scope of the CIG project due to cost limits of the CIG Small Starts program, but funding for vehicles is included in this project. Vehicles acquisition will be funded using a combination of Current Revenue, State Aid, and a Low and No Emission Federal grant. The vehicle cost is shown in the "Other" cost element in the expenditure schedule.

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 and 2023 Maryland General Assembly sessions. The State Bus Rapid Transit Fund was created by the Maryland General Assembly using State lottery proceeds, and is available to Maryland jurisdictions to fund eligible BRT projects. The funds programmed were made available to Montgomery County in 2023 and 2025.

Federal aid in this project includes funding from the Low-No grant, the remainder of which is programmed in the Hydrogen Fuel Cell Buses and Fueling Site project (P502408). To ensure that grant funds are spent in accordance with the FTA grant agreement, \$1.385 million in Federal Aid was swapped in FY26 from P502408 for an equivalent amount of Current Revenue.

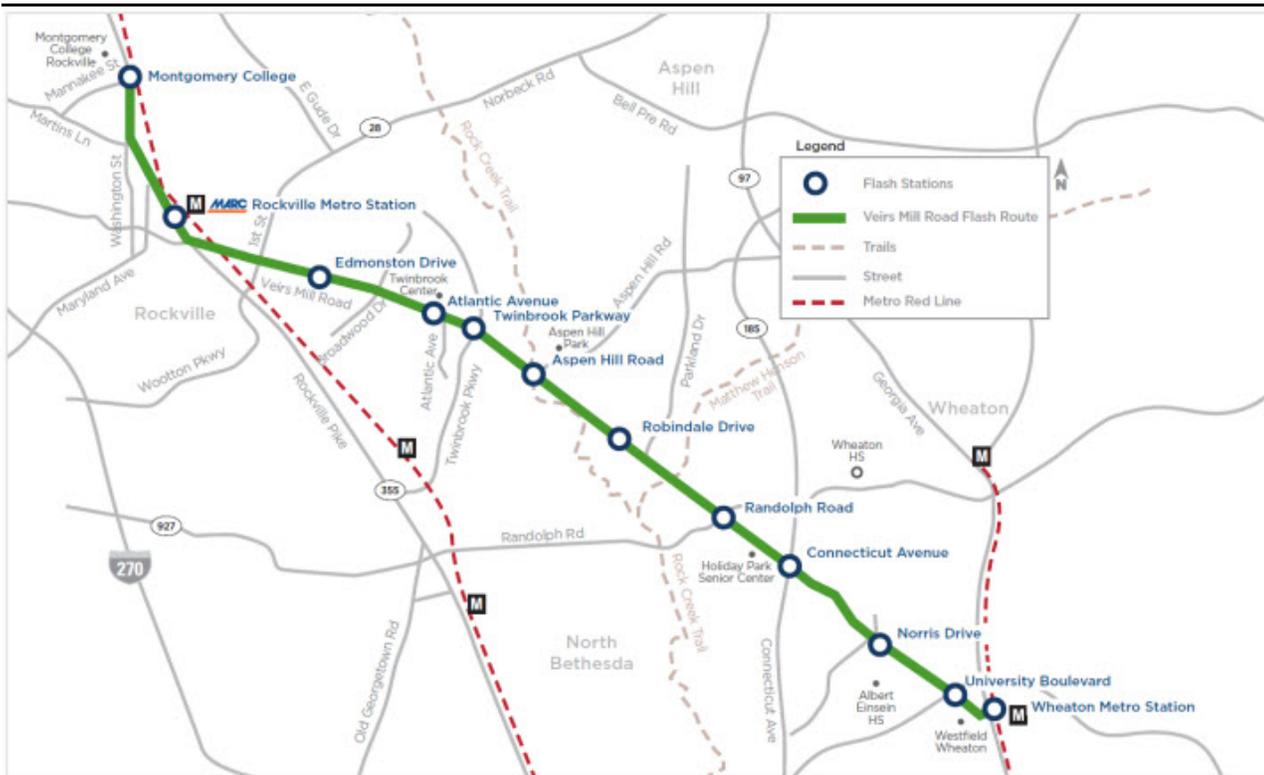
FY25 funding switch of \$674,000 from GO Bonds to Impact Tax to reflect prior year actuals. FY27 funding switch of \$922,000 from GO Bonds to Impact Tax to reflect prior year actuals.

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 Department of Transportation State Highway Administration and Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration





Bus Stop Improvements (P507658)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	6,230	4,890	-	1,250	250	200	200	200	200	200	90
Land	3,607	569	338	300	50	50	50	50	50	50	2,400
Site Improvements and Utilities	1,500	200	-	-	-	-	-	-	-	-	1,300
Construction	11,529	506	1,363	4,387	912	627	667	727	727	727	5,273
Other	339	339	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	23,205	6,504	1,701	5,937	1,212	877	917	977	977	977	9,063

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
Current Revenue: Mass Transit	19,447	3,306	1,516	5,562	837	877	917	977	977	977	9,063
Federal Aid	560	-	185	375	375	-	-	-	-	-	-
G.O. Bonds	3,198	3,198	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	23,205	6,504	1,701	5,937	1,212	877	917	977	977	977	9,063

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	837	Year First Appropriation	FY76
Appropriation FY 28 Request	877	Last FY's Cost Estimate	23,324
Cumulative Appropriation	8,580		
Expenditure / Encumbrances	7,051		
Unencumbered Balance	1,529		

PROJECT DESCRIPTION

This project provides for the installation and improvement of bus stops in Montgomery County to make them more accessible and attractive to users, and improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, bus shelters, benches, area lighting, paved passenger standing areas, and other safety upgrades. This project also includes funding for the installation and replacement of bus shelters and benches along Ride On and Metrobus routes in the County. Improvements may require property acquisition or easements. Through FY25, approximately 3,781 stops with 1,360 curb ramps; 442 concrete kneewalls for safety and seating; 103,235 linear feet of sidewalk; and 901,940 square feet of ADA concrete pads have been modified or installed. In 2025, MCDOT conducted a field assessment of all bus stops for ADA compliance. Future improvements will be based on the outcome of that assessment.

COST CHANGE

Cost decrease reflects adjustment to the work plan for bus stop accessibility and safety improvements.

PROJECT JUSTIFICATION

Many of the County's bus stops have safety, security, ADA, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, adequate passenger waiting areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve this goal. The County has approximately 5,400 bus stops.

OTHER

Expenditures will continue indefinitely.

FISCAL NOTE

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund. \$560K in Federal Aid in FY26 and FY27 to develop Vision Zero standards for bus stops and construct related improvements.

DISCLOSURES

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

COORDINATION

Civic Associations, Municipalities, Maryland State Highway Administration, Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen Advisory Boards



Facility Planning: Mass Transit

(P502308)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	1,520	749	336	435	70	70	70	75	75	75	-
TOTAL EXPENDITURES	1,520	749	336	435	70	70	70	75	75	75	-

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
Current Revenue: Mass Transit	1,520	749	336	435	70	70	70	75	75	75	-
TOTAL FUNDING SOURCES	1,520	749	336	435	70	70	70	75	75	75	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	70	Year First Appropriation	FY23
Appropriation FY 28 Request	70	Last FY's Cost Estimate	2,135
Cumulative Appropriation	1,085		
Expenditure / Encumbrances	769		
Unencumbered Balance	316		

PROJECT DESCRIPTION

This project provides for planning-level evaluation of projects suggested for improving or rehabilitating capital facilities and other programmatic initiatives to support the County's transit program. The intention of the project is to develop a platform for informed decision-making regarding the merits of the project, the potential impacts of the project, and an order-of-magnitude cost estimate for the project. In many instances, a preferred project conceptual plan and cost estimate, or a recommendation not to advance the project will be the outcome of this effort. In other cases, preliminary engineering activities may be needed to inform decision-making. Principal activities in these project studies include establishing the project purpose and need, identifying reasonable alternatives that meet the project requirements, identifying community resources, environmental resources and other elements of context that will frame implementation of a project, evaluating and selecting an alternative, and developing a conceptual design cost estimate. Some projects may require site selection and other technical studies to inform decision-making.

COST CHANGE

Cost change is due to the modification of a full Phase I/II effort for Metropolitan Grove Park and Ride to a feasibility assessment, and the addition of FY31 and FY32 to this Level of Effort project.

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, impacts, community support/opposition, preliminary costs, and alternatives for master-planned mass transit recommendations. This Facility Planning project provides decision makers with reliable information to determine whether a master-planned mass transit facility recommendation merits inclusion in the Capital Improvements Program as a stand-alone project.

OTHER

Candidate Studies to start in FY27-32 include: Park and ride facilities needs assessment and master plan, transit center needs due to redevelopment, and small planning studies to assess feasibility or address stakeholder questions regarding mass transit.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation, Maryland Department of the Environment, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee



Hydrogen Fuel Cell Buses and Fueling Site (P502408)

Category	Transportation	Date Last Modified	01/06/26
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	1,310	61	334	915	849	66	-	-	-	-	-
Construction	20,351	-	-	20,351	18,432	1,919	-	-	-	-	-
Other	35	-	-	35	31	4	-	-	-	-	-
TOTAL EXPENDITURES	21,696	61	334	21,301	19,312	1,989	-	-	-	-	-

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
Current Revenue: Mass Transit	1,385	-	-	1,385	-	1,385	-	-	-	-	-
Federal Aid	10,533	61	334	10,138	10,138	-	-	-	-	-	-
G.O. Bonds	9,778	-	-	9,778	9,174	604	-	-	-	-	-
TOTAL FUNDING SOURCES	21,696	61	334	21,301	19,312	1,989	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	1,600	-	-	400	400	400	400
NET IMPACT	1,600	-	-	400	400	400	400

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	9,778	Year First Appropriation	FY24
Appropriation FY 28 Request	-	Last FY's Cost Estimate	11,918
Cumulative Appropriation	11,918		
Expenditure / Encumbrances	386		
Unencumbered Balance	11,532		

PROJECT DESCRIPTION

This project implements green hydrogen technology in transit for the first time in the State of Maryland. The new hydrogen fuel production and fueling station will operate at the County's David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) in Gaithersburg. This facility will power the County's first 26 hydrogen fuel cell electric buses, which will be procured as

part of the Veirs Mill Road Bus Rapid Transit (BRT) project. The County will partner with industry experts, including the Center for Transportation and the Environment and Trillium, to implement the project.

ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed as part of the County's Zero Emissions Transition Plan in FY23. Preliminary design began in FY26 and the facility is anticipated to be completed in FY28.

COST CHANGE

Costs increase due to updated design estimate and increased scope, including a larger electrolyzer, to support additional hydrogen fuel cell buses.

PROJECT JUSTIFICATION

This project will reduce carbon emissions, increase the reliability and sustainability of the bus fleet, and is an essential step in the transition to a zero-emissions fleet to reach the goals in the County's Climate Action Plan. The new hydrogen fuel production facility will produce hydrogen fuel that is greener than traditional fossil fuel-based hydrogen, as the fuel will be produced from water using zero-emission electrolysis. Similarly, fuel cell electric buses can provide uninterrupted service on bus routes that have a standard daily range of over 150 miles, which is beyond the maximum range currently allowed by zero-emission battery-electric buses.

OTHER

Electricity needed to produce hydrogen fuel at this facility will be generated by a solar microgrid to be constructed at EMTOC.

FISCAL NOTE

Funding for this project includes a Low or No Emission Grant from the Federal Transit Administration, appropriated via an FY24 supplemental in Federal Aid for the amount of \$14,875,975. In FY25, grant funding in this project was shifted to Bus Rapid Transit: Veirs Mill Road (P501913) to reflect funds from this grant and the County's required match to be used to purchase fuel cell electric buses for the new BRT service. In FY26, \$1.385 million in Current Revenue was swapped from P501913 for an equivalent amount of Federal Aid to ensure that grant funds are spent in accordance with the FTA grant agreement.

COORDINATION

Federal Transit Administration, Department of General Services, Department of Finance, Department of Permitting Services, Utility Companies, Industry Expert Partners



Intelligent Transit System (P501801)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	85	85	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	20,623	12,929	4,694	3,000	500	500	500	500	500	500	-
TOTAL EXPENDITURES	20,708	13,014	4,694	3,000	500	500	500	500	500	500	-

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
Current Revenue: Mass Transit	8,136	3,783	1,353	3,000	500	500	500	500	500	500	-
Short-Term Financing	12,100	8,888	3,212	-	-	-	-	-	-	-	-
State Aid	472	343	129	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,708	13,014	4,694	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	500	Year First Appropriation	FY18
Appropriation FY 28 Request	500	Last FY's Cost Estimate	19,708
Cumulative Appropriation	17,708		
Expenditure / Encumbrances	16,441		
Unencumbered Balance	1,267		

PROJECT DESCRIPTION

This project aims to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the County. It is part of the Division of Transit Services' information technology plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Enhancement of the Computer Aided Dispatch/Automatic Vehicle Location system and maintenance and upgrades of real time informational signs and other systems in FY27-32.

COST CHANGE

Cost increase due to the addition of FY31 and FY32 to this level of effort project.

PROJECT JUSTIFICATION

The Computer Aided Dispatch/Automatic Vehicle Location system is a key operational management tool which is critical to providing real time schedules of bus arrivals and departures to our customers at each station on all routes. These tools also assist our central dispatch staff in their effort to identify the location of each bus and successfully communicate with the operators when any incidents occur, such as accidents, road closures, or safety issues and events that may require the presence of fire rescue, EMS, and/or police.

DISCLOSURES

Expenditures will continue indefinitely. 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

Department of Technology and Enterprise Business Solutions, Washington Metropolitan Area Transit Authority, and regional local transit operators



New Transit Maintenance Depot (P502402)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	General Services
Planning Area	Gaithersburg and Vicinity	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	5,497	773	4,724	-	-	-	-	-	-	-	-
Land	3	3	-	-	-	-	-	-	-	-	-
Construction	40,000	-	-	40,000	-	-	-	20,000	20,000	-	-
TOTAL EXPENDITURES	45,500	776	4,724	40,000	-	-	-	20,000	20,000	-	-

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
Current Revenue: Mass Transit	5,500	776	4,724	-	-	-	-	-	-	-	-
G.O. Bonds	40,000	-	-	40,000	-	-	-	20,000	20,000	-	-
TOTAL FUNDING SOURCES	45,500	776	4,724	40,000	-	-	-	20,000	20,000	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY24
Appropriation FY 28 Request	-	Last FY's Cost Estimate	5,500
Cumulative Appropriation	5,500		
Expenditure / Encumbrances	1,187		
Unencumbered Balance	4,313		

PROJECT DESCRIPTION

This project will provide for planning, design and construction of a new transit bus depot to support growth of the Ride On bus fleet and the County's ongoing transition to a zero emissions fleet. The new depot will be designed to accommodate up to 255 buses, and will include capabilities for bus maintenance and repair, washing, vaulting, charging/fueling, storage and employee parking. Design and construction will utilize a phased approach. The initial phase will provide parking and zero emission bus fueling infrastructure to accommodate new buses for planned service expansions, as well as temporary operations facilities and an access road to allow bus access directly to and from I-370.

ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed in FY23 as part of the County's Zero Emissions Bus Transition Plan. Preliminary concept planning, community outreach, and an environmental assessment began in FY24. Construction of the first

phase to provide site access, parking, and fueling infrastructure for zero emission bus fleet expansions is scheduled for FY30-31.

COST CHANGE

Cost increase reflects funding to construct an access road and parking and fueling infrastructure for zero emission bus fleet expansions.

PROJECT JUSTIFICATION

Ride On is experiencing significant fleet growth due to the introduction of Flex, Extra and Bus Rapid Transit (Flash) services. Existing depot facilities cannot accommodate projected fleet growth and do not have sufficient space for the maintenance and refueling infrastructure necessary to meet the County's commitment to a 100 percent zero emission bus fleet.

FISCAL NOTE

State and/or Federal Aid for a portion of the cost may be available.

DISCLOSURES

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

COORDINATION

Department of General Services, Department of Transportation, Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, WSSC Water



North Bethesda Metro Station Access Improvements

(P502106)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Under Construction

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	1,680	1,194	63	423	423	-	-	-	-	-	-
Land	15	10	5	-	-	-	-	-	-	-	-
Construction	4,375	373	2	4,000	4,000	-	-	-	-	-	-
TOTAL EXPENDITURES	6,070	1,577	70	4,423	4,423	-	-	-	-	-	-

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
G.O. Bonds	3,210	1,276	11	1,923	1,923	-	-	-	-	-	-
State Aid	2,860	301	59	2,500	2,500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,070	1,577	70	4,423	4,423	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	25	-	5	5	5	5	5
Energy	5	-	1	1	1	1	1
NET IMPACT	30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,500	Year First Appropriation	FY21
Appropriation FY 28 Request	-	Last FY's Cost Estimate	3,570
Cumulative Appropriation	3,570		
Expenditure / Encumbrances	1,864		
Unencumbered Balance	1,706		

PROJECT DESCRIPTION

This project provides the final design and construction of access improvements to the North Bethesda Metro Station (formerly known as the White Flint Metro Station). Access is currently limited to the southern end of the platform. Planned improvements funded for

design and construction include modification of the intersection of Old Georgetown Road and Rockville Pike as well as sidewalk and streetscape improvements on the frontage of roads connecting the North Bethesda Metro Station entrance to surrounding areas. Metro has conducted a feasibility study of providing access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro platform.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station

ESTIMATED SCHEDULE

Construction of the sidewalk and streetscape improvements along MD 355 (Rockville Pike) was completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 are projected to be completed in FY27 in conjunction with the North Bethesda Metro Station Northern Entrance project.

COST CHANGE

Cost change is due to inflation in construction costs.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by improving the walking routes to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro station. Traffic volumes and speeds on MD 355 can be high, and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

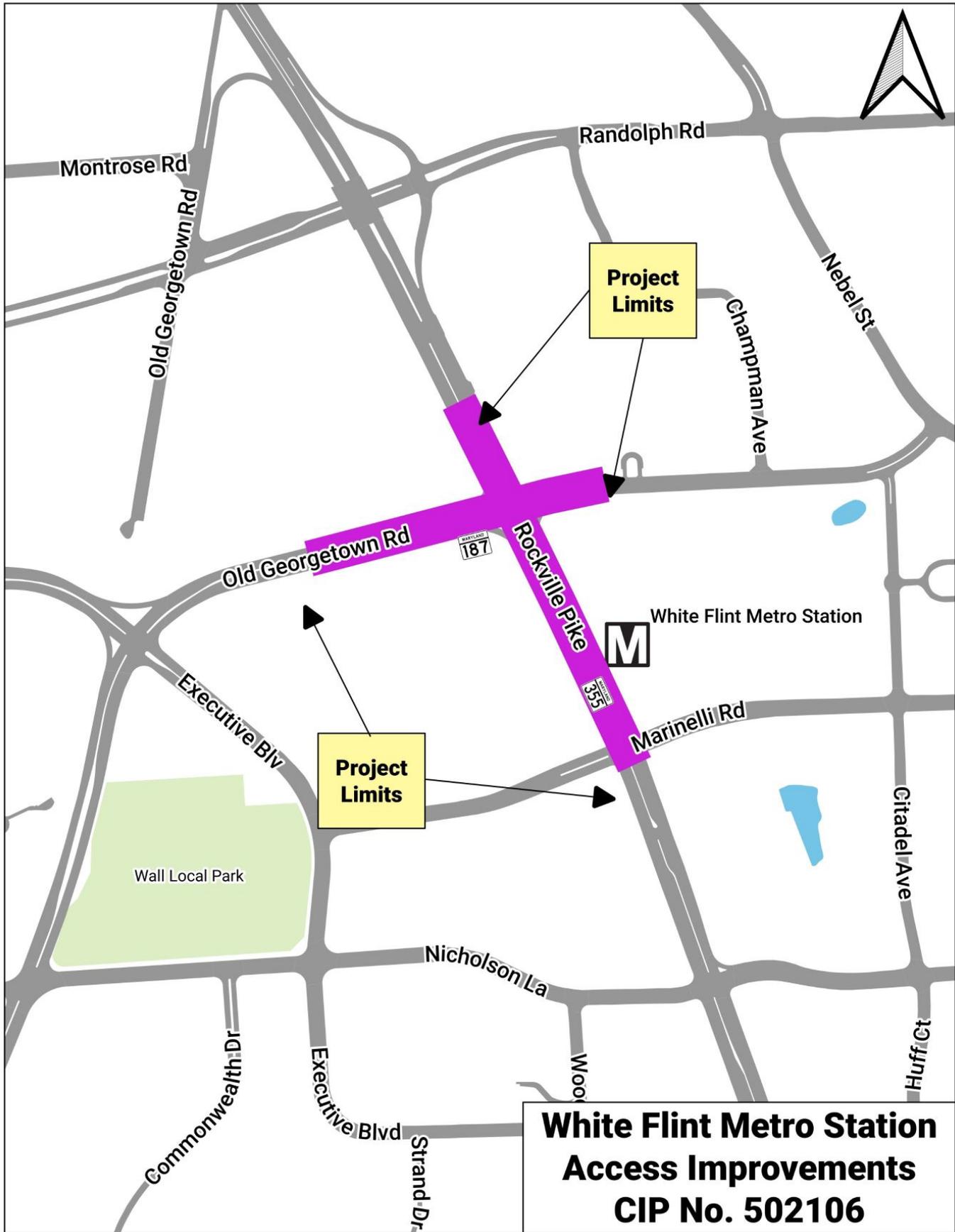
A State grant provided \$360,000 in FY23 for pedestrian improvements in the White Flint area. \$2.5 million of State Aid was shifted in FY27 from the North Bethesda Area Redevelopment Infrastructure (CIP 0502315) to support the additional funding needed for construction of the intersection improvements. This \$2.5 million is part of a \$6 million state grant awarded during the 2023 Maryland General Assembly session.

DISCLOSURES

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 State Highway Administration, Washington Metropolitan Area Transit Authority





North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	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	9,500	-	-	9,500	1,500	3,000	3,000	2,000	-	-	-
Construction	36,770	-	-	36,770	-	8,505	22,030	6,235	-	-	-
TOTAL EXPENDITURES	46,270	-	-	46,270	1,500	11,505	25,030	8,235	-	-	-

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
Federal Aid	29,800	-	-	29,800	-	8,000	14,800	7,000	-	-	-
G.O. Bonds	8,115	-	-	8,115	25	-	7,854	236	-	-	-
State Aid	8,355	-	-	8,355	1,475	3,505	2,376	999	-	-	-
TOTAL FUNDING SOURCES	46,270	-	-	46,270	1,500	11,505	25,030	8,235	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	8,380	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	13,115
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project proposes a comprehensive suite of investments that facilitate safer, more direct access to Metrorail and other local destinations. The keystone of this project is a new entrance to the North Bethesda Metro Station, which will improve travel time and safety for station users. A new transit plaza will safely and directly connect the station to two future Bus Rapid Transit (BRT) lines. This project provides for the County's contribution to the north entrance to the North Bethesda Metro Station. Access is currently limited to the southern end of the platform. Metro conducted a feasibility study of providing additional access at the northern end of the platform in 2019 and has further advanced that concept. Construction of northern access to the station will reduce walk times to the Metro platform. The scope, schedule, and budget will be revised as WMATA progresses the project with its development partner.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station.

ESTIMATED SCHEDULE

In FY24, WMATA sought a development partner and issued a request for proposals. WMATA selected a development partner in FY25 and plans to initiate design in FY26, to commence construction in FY28.

COST CHANGE

Cost increase due to the addition of Federal and State grants.

PROJECT JUSTIFICATION

This project is needed to improve connectivity, mobility and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms.

OTHER

It is expected that the current total cost estimate of \$46.8 million, developed by WMATA in 2024, will be revised as the project design develops.

FISCAL NOTE

Funding reflected in this project is based on grants received to date and allocations by the County. Additional funding sources and contributions, including contributions from the developer, will be sought to fully fund the project as the estimate is updated. State aid represents the following: \$2.6 million awarded during the 2023 General Assembly Session (originally awarded to WMATA but subsequently changed to the County as the recipient); \$3M awarded during the 2024 General Assembly session (originally awarded to WMATA but subsequently changed to the County as the recipient); \$600,000 awarded during the 2025 General Assembly session; \$1.905 million awarded during the 2023 General Assembly session (awarded as part of a \$6 million grant and originally included in the North Bethesda Redevelopment Infrastructure project (CIP 502315) but shifted into this project in FY27); and \$250,000 from an FY25 MDOT Transit Oriented Development (TOD) grant. Federal aid represents the following: \$5 million Federal earmark awarded to the County in the 2024 Federal Transportation, Housing and Urban Development appropriation bill; and a \$24.8 million BUILD grant awarded in FY25. Matching funds for certain grants are required as follows: 20% for the \$5 million federal earmark which is covered by GO Bonds in this project; 20 percent for the \$24.8 million BUILD grant which is covered partially by GO Bonds in this project as well as other sources/projects, and 10 percent for the \$250,000 MDOT TOD grant which is covered by GO Bonds in this project.

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 State Highway Administration, Washington Metropolitan Area Transit Authority, and utility companies



Purple Line

(P501603)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

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	2,398	1,802	176	420	140	140	140	-	-	-	-
Land	3,920	2,697	1,223	-	-	-	-	-	-	-	-
Construction	40,284	40,284	-	-	-	-	-	-	-	-	-
Other	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	54,602	52,783	1,399	420	140	140	140	-	-	-	-

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
G.O. Bond Premium	10,000	10,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	28,904	27,085	1,399	420	140	140	140	-	-	-	-
Impact Tax	2,254	2,254	-	-	-	-	-	-	-	-	-
PAYGO	5,444	5,444	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	54,602	52,783	1,399	420	140	140	140	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	140	Year First Appropriation	FY16
Appropriation FY 28 Request	140	Last FY's Cost Estimate	54,322
Cumulative Appropriation	54,182		
Expenditure / Encumbrances	52,786		
Unencumbered Balance	1,396		

PROJECT DESCRIPTION

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between the Bethesda Metrorail station in Montgomery County and New Carrollton Metrorail station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-

of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's Counties. The new rail line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including transit-oriented development, along the corridor. The project was bid out by the State as a Public-Private Partnership (PPP), with a selected concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project is defined in a Memorandum of Agreement between the Maryland Transit Administration (MTA) and the County.

ESTIMATED SCHEDULE

MTA reached an agreement with a concessionaire in 2016. Final design began during spring/summer 2016 and construction began in 2017. The design-builder and the concessionaire filed claims to terminate the contract in 2020. A settlement agreement was reached; this resulted in the design-builder, also a member firm of the concessionaire, leaving the project. The concessionaire and the MTA have selected a new entity to complete the construction. The project is expected to be open for revenue service in winter 2027; the County expects project management and closure activities to extend into FY29.

COST CHANGE

Cost increase to add funding for two additional years of project management to align with the Purple Line schedule.

PROJECT JUSTIFICATION

Montgomery County supports the Purple Line project due to its economic and mobility benefits. As with any large infrastructure project, significant impacts to the community - on both residents and businesses along the corridor - are anticipated during the construction period. MTA has plans for a robust public engagement effort during design and construction; nevertheless, the County has embarked on its own community engagement effort through the Purple Line Implementation Advisory Group (PLIAG) and expects to be actively engaged with the community throughout the various project stages. The County will also be required to provide technical review and oversight of both the County-funded projects and the overall Purple Line project to ensure that they are in keeping with County standards.

OTHER

Certain County properties will be impacted by the construction of the Purple Line. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street (1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne.

FISCAL NOTE

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail, enhancing safety and user experience. FY18 funding switch of \$367,000 between GO Bonds and Impact Tax. FY23 funding switch of \$10,000,000 from GO Bonds to GO Bond Premium.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, CSX Transportation, Purple Line NOW, Coalition for the Capital Crescent Trail, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Bethesda Transportation Management District, Silver Spring Chamber of Commerce, Bethesda Chamber of Commerce



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	01/09/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

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	800	-	200	600	100	100	100	100	100	100	-
Other	629,879	231,924	66,704	331,251	25,350	78,888	82,065	49,407	43,212	52,329	-
TOTAL EXPENDITURES	630,679	231,924	66,904	331,851	25,450	78,988	82,165	49,507	43,312	52,429	-

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
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	422,628	83,037	51,924	287,667	22,850	68,556	80,565	23,155	41,712	50,829	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	61,480	47,000	4,880	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	118,100	81,261	3,255	33,584	-	8,832	-	24,752	-	-	-
State Aid	17,795	10,340	6,455	1,000	1,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	630,679	231,924	66,904	331,851	25,450	78,988	82,165	49,507	43,312	52,429	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	23,050	Year First Appropriation	FY09
Appropriation FY 28 Request	78,988	Last FY's Cost Estimate	501,920
Cumulative Appropriation	301,228		
Expenditure / Encumbrances	296,253		
Unencumbered Balance	4,975		

PROJECT DESCRIPTION

This project provides for the purchase of replacement and additional buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan and the Federal Transportation Administration's service guidelines.

ESTIMATED SCHEDULE

The funding schedule provides for the replacement of 234 heavy transit buses in FY27-32. All buses will be replaced with zero emission models with the goal of transitioning to a 100 percent zero-emission fleet.

COST CHANGE

The cost increase is due to the addition of FY31-32 and updated contract prices for zero-emission buses.

PROJECT JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of ten years. Microtransit buses have an expected life of four years.

OTHER

Montgomery County is committed to transitioning its bus fleet to 100 percent zero emissions. The County will continue to apply for grants to cover the cost of additional zero emission buses and associated infrastructure. Recent and planned deployments of zero emission buses maintain Ride On's position as a leader among transit agencies in the reduction of greenhouse gas emissions.

Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Key infrastructure projects include the construction of a New Transit Maintenance Depot (P502402); a hydrogen generation and fueling facility (P502408) and energy upgrades to the Brookville depot.

Due to infrastructure constraints, 61 small diesel buses have been refurbished to extend their service lives, delaying replacement until zero emission charging/fueling infrastructure plans are developed for all depots.

Zero emission bus prices may fluctuate due to tariff rates under governmental negotiation.

FISCAL NOTE

State and Federal Aid include transit formula grants allocated by the State of Maryland. State aid also includes State grants for capital projects in Montgomery County awarded during the 2023 State General Assembly Session.

FY24 supplemental in Current Revenue: Mass Transit for the amount of \$42,024,000, Federal aid for the amount of \$3,200,000, State aid for the amount of \$800,000.

State Aid was reduced by \$2.4 million in FY27 because actual State Aid received was less than assumed in prior years.

DISCLOSURES

Expenditures will continue indefinitely. 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

Department of General Services, Maryland Transit Administration



Transit Park and Ride Lot Renovations (P500534)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning 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	1,222	372	-	450	-	-	-	-	350	100	400
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	2,416	1,747	19	650	-	-	-	-	-	650	-
Other	3,496	896	-	-	-	-	-	-	-	-	2,600
TOTAL EXPENDITURES	7,139	3,020	19	1,100	-	-	-	-	350	750	3,000

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
G.O. Bonds	7,139	3,020	19	1,100	-	-	-	-	350	750	3,000
TOTAL FUNDING SOURCES	7,139	3,020	19	1,100	-	-	-	-	350	750	3,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY05
Appropriation FY 28 Request	-	Last FY's Cost Estimate	3,039
Cumulative Appropriation	3,039		
Expenditure / Encumbrances	3,038		
Unencumbered Balance	1		

PROJECT DESCRIPTION

This project provides repairs and renovations to parking lots at transit park and ride lots and transit centers to allow them to continue functioning as transit facilities and comply with Americans with Disabilities Act (ADA) requirements. In FY08/FY09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades. An updated comprehensive study will evaluate the condition of the County's park and ride lots and establish priorities for site improvements and development with the goal of increasing usage of the facilities and enhancing amenities.

ESTIMATED SCHEDULE

Conduct evaluation of existing lots in FY31 and implement improvements, repairs and renovations beginning in FY32.

COST CHANGE

Cost change is due to addition of a comprehensive study and implementation of the study's recommendations for site improvements.

PROJECT JUSTIFICATION

The County operates eight transit park and ride lots and three transit centers in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Utilities, Department of Environmental Protection