



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