

FLASH

Bus Rapid Transit (BRT)

SEMI-ANNUAL
PROGRAM UPDATE
FALL 2025

The Montgomery County Department of Transportation (MCDOT) continues to implement the 2013 Countywide Transit Corridors Functional Master Plan. This brief document contains an update on recent efforts to advance the program and is published semiannually.

Current Flash BRT program and project efforts include:

- General BRT Program Development.
- Design and Construction of Veirs Mill Road and MD 355 Central Flash projects.
- Preliminary Engineering for US 29 – Phase 2 Flash, which will add median dedicated transit lanes within the project's limits from Tech Road to Sligo Creek Parkway.
- Planning/Alternatives Analysis for the North Bethesda Transitway and New Hampshire Avenue Flash BRT Corridors.
- “AccelerateMC” Regional Infrastructure Accelerator (RIA) Implementation.
- Associated Fleet Procurement and Facilities Development.

Highlights of progress during the period of May 2025 through early October 2025 on each of these efforts are provided on the following pages.



BRT PROGRAM DEVELOPMENT

1. Continued coordination with MDOT State Highway Administration to develop a Memorandum of Agreement (MOA) for constructing, operating, and maintaining the Flash BRT on state-owned roads.
2. Developing programmatic level guidance on:
 - BRT Standards and Specifications
 - Programmatic Quality Management System
 - Programmatic Systems Integration Testing Plan and Pre-revenue Operations Plan
 - BRT Infrastructure Maintenance program
3. Completed research on Emerging Technologies for BRT.



Figure 1. Utility construction for the Veirs Mill Road Flash BRT started on October 2, 2025. Pepco installed three poles to transfer lines at the intersection of VMR and Connecticut Avenue. This relocation is specifically for pedestrian and bicycle safety improvement elements of the project.



Learn more about utility relocations along Veirs Mill Road in the [Construction Begins with Utility Relocations Flash video](#)



4. Reached over 11,000 individuals at the following 11 events to promote the Flash BRT program:
 - Safety Day - May 10 (see Figure 2)
 - Bike to Work Day: Veterans Plaza - May 15
 - Bike to Work Day: Pike & Rose - May 15
 - Truck Day - May 17
 - White Oak Day - June 07
 - East County Food Expo 2025 - June 21
 - Germantown National Night Out - August 05
 - East County National Night Out - August 05
 - Montgomery County Agricultural Fair - August 8–16
 - East County Back to School STEM Festival - August 16
 - Burtonsville Day Celebration - September 21
5. Developed a Communications Strategy to establish consistently timed messaging across all BRT corridors, based on which phase of project delivery each corridor is in. This resource will ensure that every touchpoint with the public reinforces the same clear narrative.

The “[Learn About Flash BRT!](#)” video highlights several ways in which the Flash BRT benefits the Montgomery County community.



Figure 2. Flash BRT promotion at Safety Day, a one-day event that brought the community together to learn more about traffic safety in a fun, festival environment.

ACCELERATEMC REGIONAL INFRASTRUCTURE ACCELERATOR

The County was awarded a \$2 million grant by US DOT Build America Bureau to create the [AccelerateMC Regional Infrastructure Accelerator \(RIA\)](#). AccelerateMC will develop innovative approaches to funding, financing, risk management, third-party agreements, project delivery, and workforce development for the BRT program.

- Initiated the following RIA tasks to research and develop innovative practices related to the Flash BRT program:
 - Funding and Finance – developing financial scenarios model.
 - Risk Management – identifying risks and mitigation measures to the BRT program.
 - Project Delivery Methods – establishing a framework for selecting delivery method for individual projects.
 - Third Party Agreements – developing programmatic third-party agreements.
- Workforce Development – identifying skills gaps related to planning, delivery, operations, and maintenance of transit.
- Right of Way (ROW) Acquisition – examining innovative practices for managing ROW acquisition.
- Participated in biweekly coordination meetings with USDOT.
- Submitted an Annual Report to the Build America Bureau per the provisions of the Cooperative Agreement.
- Executed an Intergovernmental Agreement (IGA) with the University of Maryland Build America Center to provide research support to the RIA.
- Updated the AccelerateMC website to explain the program and scopes of the tasks.

ASSOCIATED FLEET & FACILITIES EFFORTS

- Selection of a Public-Private Partnership (P3) developer is ongoing for the Crabbs Branch Maintenance Depot (Jeremiah Park). The RFQ is completed and has identified three highly qualified teams. RFP development is in progress for final selection.
- Coordinating with the City of Gaithersburg and the developer of the Lakeforest Mall site on relocation of the Lakeforest Transit Center to Russell Avenue. The 30% design is completed.
- Developed the fit-out for the 13 zero-emission hydrogen fuel cell electric buses (FCEBs) being manufactured by New Flyer. This purchase is made possible by a \$14.8 million Bus and Bus Facilities grant from the FTA to design and construct a new hydrogen fuel production and fueling station at the existing David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) in Gaithersburg. These buses will be assigned to the Veirs Mill Road BRT service.



1 VEIRS MILL ROAD FLASH BRT

The [Veirs Mill Road Flash BRT](#) will be a 7.6-mile, limited-stop, branded bus service with 11 stations planned on Veirs Mill Road and MD 355.

- Completed final design that included modifications to reduce utility impacts and schedule duration.
- Began relocation of Pepco, Verizon, and Washington Gas utilities in early October.
- Completed the Federal Transit Administration's (FTA) Risk Assessment process to determine final project cost and schedule.
- Staff are conducting monthly meetings with the FTA to coordinate their evaluation of the project's readiness for federal funding. Through these meetings, MCDOT is demonstrating its in-house management and technical capabilities to advance the project.
- Initiated acquisition of temporary and permanent easements. Met with property owners to explain the acquisition process.
- Obtained FTA approval to offer incentive payments to property owners for timely acceptance of property easement offers.
- Attended a community meeting hosted by Council Member Natali Fani-Gonzalez on July 30 to share information about the project.
- Coordinating with third-party agencies and utilities (e.g., City of Rockville, Pepco, Verizon, Washington Suburban Sanitary Commission, Washington Gas) to finalize design and roles for utility relocation.
- Coordinated with WMATA and Ride On to facilitate operations planning, complementing services, and adjustment of underlying services when the BRT becomes operational.



Learn more about the Veirs Mill Road Flash BRT project in the [Veirs Mill Flash Bus Rapid Transit Project Description video](#).

2 MD 355 FLASH BRT

The [MD 355 Flash BRT](#) will be a 24-mile County-owned and operated transitway to include approximately 11 miles of fully dedicated BRT lanes. MCDOT is currently advancing the first phase, the Central portion between the Germantown Transit Center and Rockville Town Center.

- Submitted Project Justification ratings package to the FTA as a key step in obtaining federal funding for the project.
- Negotiating the contract for the Progressive Design Build (PDB) Request for Proposal (RFP) with the selected PDB. The PDB will complete design for the corridor and construct the initial 11-mile Central Phase of the project between Rockville Town Center and the Germantown Transit Center.
- Advanced design for a relocated Lakeforest Transit Center, replacing the facility that currently exists on Lost Knife Road and better integrating with the new development.
- Preparing environmental documentation for the Central phase. Conducting natural resources and cultural and historic resources field work to identify potential impacts. Findings will be used to refine the design to avoid, minimize, and mitigate impacts.
- Conducted a Corridor Advisory Committee (CAC) meeting on May 1. Held ten pop-up events at various locations along the corridor on May 7–13 and public meetings on May 20 and 21 (see Figure 3).

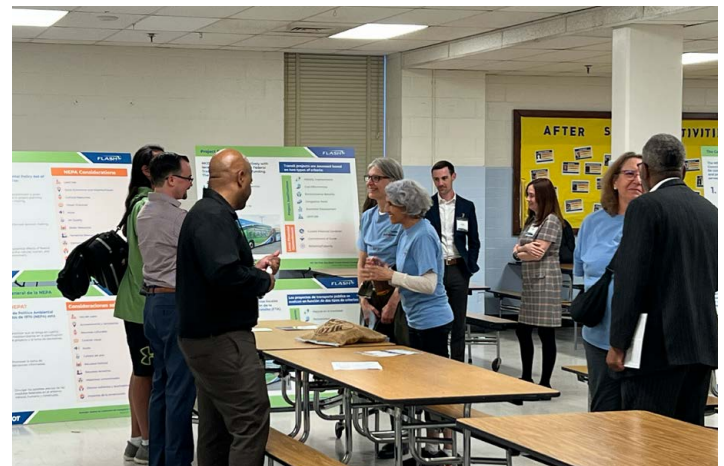


Figure 3. MD 355 Flash BRT public meeting.



1 US 29 – PHASE 2

MCDOT has continued work to complete preliminary engineering (35% design) for [US 29 BRT Phase 2](#), which includes the selected median bus lane concept. The study area includes a 4.6-mile section of the full US 29 BRT Corridor between Sligo Creek Parkway and Tech Road.

- Conducted Technical Advisory Committee (TAC) Meeting with the MNCPPC, SHA, and WMATA on June 18.
- Conducted the Corridor Advisory Committee (CAC) Meeting on August 28 and September 25.
- Developed a Public Engagement Plan for 2025, including three rounds of upcoming public meetings (Spring, early Summer, Fall 2025). Conducted public meetings in June, August, September, and October (see Figure 4). Held eight pop-up events between May 29 and June 5.
- Continued developing median running bus lane design and reviewing bicycle/pedestrian plans.
- Continued coordinating with SHA, Montgomery County Parks Department, and Montgomery County Planning Department on preliminary design.
- Expect to enter Mandatory Referral process in November.



Figure 4. US 29 - Phase 2 Flash BRT public meeting.

2 NORTH BETHESDA TRANSITWAY

MCDOT is planning a BRT connection in [North Bethesda](#) between the Westfield Montgomery Mall Transit Center and the North Bethesda Metrorail Red Line Station. The project is envisioned to be implemented with the Randolph Road BRT.

- Revised build alternatives and analysis based on feedback received from the public.
- Held five pop-up events on June 10–14 (see Figure 5) and a public meeting on June 18.
- Met with several civic associations along the project corridor, both virtually and in person.
- Staff is refining the cost estimates and finalizing the report.
- MCDOT anticipates recommending a preferred alternative to the County Executive and County Council in Winter 2026.



Figure 5. North Bethesda Transit Flash BRT Pop-up event.

3 NEW HAMPSHIRE AVENUE

The project will create a BRT corridor along [New Hampshire Avenue](#) (MD 650) between the Fort Totten Metrorail Station in the District of Columbia and the Colesville Park and Ride lot.

- Developed and analyzed the performance of the Hybrid Alternative which combines the most productive elements of multiple alternatives into a single alternative.
- Preparing the final report to County Executive and County Council in Winter 2026.
- Held a Corridor Advisory Committee (CAC) meeting on April 29.
- The public provided feedback on the preferred alternative. Held five pop-up events on May 2–5 and six pop-up events on June 12–18. Hosted a Public Open House on May 14 (see Figure 6).



Figure 6. New Hampshire Avenue Flash BRT public meeting.

