

Montgomery County Council Infrastructure Funding Workgroup

APPROVED MINUTES

Friday, September 26, 2025

12:05 PM to 1:30 PM

Council Office Building, Capital Crescent Trail Room, 4th Floor

Present Members

- Gene Smith, County Council Staff
- Livhu Ndou, County Council Staff (virtual)
- Bilal Ali, County Council Staff (virtual)
- Lisa Govoni, Montgomery County Planning Department
- Darcy Buckley, Montgomery County Parks Department
- Haley Peckett, Montgomery County Department of Transportation
- Todd Fawley-King, Montgomery County Department of Finance
- Mike Henahan, Bozzuto Development Company

Absent Members

- Gary Nalven, Montgomery County Office of Management and Budget
- Katie Mencarini, Montgomery County Planning Department
- Adnan Mamoon, Montgomery County Public Schools (MCPS)
- Robert Goldman, Montgomery Housing Partnerships

Call to Order

The meeting was called to order at 12:05 PM.

Stakeholder and Workgroup Introductions

Workgroup members and participating stakeholders introduced themselves and the businesses or organizations they represented. The Workgroup introduced the authorizing Council Resolution and the purpose and timeline of the group's efforts in the coming year.

Discussion with Stakeholders

See attached summary of discussion with stakeholders, including those stakeholders present at the meeting.

Adjournment

The meeting was adjourned at 1:30 PM

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September 26, 2025

Meeting with State and WMATA Stakeholders

Stakeholders Participating:

Darrell Smith from Maryland Transit Administration (MTA)

Charlie Scott from Washington Metropolitan Area Transit Authority (WMATA)

Michael Haley from Maryland State Highway Administration (invited but didn't attend)

Stakeholder Summary

- Agencies have a backlog, and most funding is focused on achieving a state of good repair for their systems.
- There are difficulties in assigning modernization improvements to funds needed for a state of good repair or for system enhancements.
- Agencies primarily operate through a regional analysis but are open to working with local governments on site specific projects to improve access.

Stakeholder Comments

State of Good Repair

- Both agencies shared that their primary focus is achieving a state of good repair and addressing the backlog related to those costs.
 - MTA noted that its 2050 [Growth and Transformation Plan](#) estimated the need for \$7.1 billion to achieve/maintain its systems in a state of good repair, out of a total of \$13.7B statewide capital needs.
 - \$1.8B would be required to add bidirectional service to the Brunswick line, which would unlock more transit-oriented development at MARC stations in the County.
 - WMATA noted that it decreased its estimates to achieve a state of good repair from \$7.0 billion to \$4.0 billion.
 - Discussion of DMV Moves and the regional consensus to use funding to pursue SOGR and train automation. Maryland contribution to be determined through legislature.
- The Workgroup and agencies discussed the differences and challenges to assign modernization improvements to general buckets (e.g., maintenance, enhancement, or improvement).
- The TRAIN Commission, a statewide group to examine transportation funding, is not expected to result in any major new funding sources due to lack of appetite for major new transportation funding bill. New revenue sources passed in state 2025 legislative session came out of minor recommendations from TRAIN.

Regional Focus

- MTA noted that its 2050 plan includes improvements to the Brunswick Line to decrease times between stations, but these investments do not include additional stations in the County.
- WMATA, likewise, noted that it's working with the DMV Move Initiative to secure funding from Maryland, Virginia, and D.C. to address its ongoing operating and maintenance backlog. There is no funding available to extend the Red Line in the County.
- Discussion that state is under pressure to fund these major capital projects for WMATA and MTA, resulting in less appetite to fund other projects in the County given budget shortfalls.

Open to Limited or Unique Projects

- Both agencies noted that they are open to working with County leadership on limited projects (e.g., modernizing or increasing accessibility at a station or infill development around a station, adding a new station entrance or tunnel).
- The County would be the primary funding source in these instances.
- The Workgroup and agencies spoke generally about economic development projects and opportunities to consider.
- WMATA shared that if they had \$100M to improve County roads, they would spend it on Transit Signal Priority, bus lanes, and potentially rail station improvements. These bus priority investments would allow Metrobuses to operate more cost efficiently.

Transportation vs. Schools

- The Workgroup posed a question based on the September 19, 2026 Stakeholder meeting with industry stakeholders related to the importance of transportation improvements Vs. School investments.
- The agencies generally responded that both are important and that continued improvements in multi-modal access and options are critical for jurisdictions.
- MTA discussed Purple Line as being a transformative project that reorients businesses in the County for east/west travel. For example, businesses in Bethesda unlock new clients in Silver Spring that will be able to access in <15 min. BRT could have similar effects by expanding business "client-sheds."
- Other transformative projects (that spur economic development) may include prepping a rail station for greater TOD, such as adding structured parking to unlock development sites, and changing land use along corridors to be more pedestrian and transit-friendly.