Bus Rapid Transit: US 29

(P501912)

Category	Transportation	Date Last Modified	05/29/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	785	-	-	785	285	500	-	-	-	-	-
Land	2,000	-	-	2,000	2,000	-	-	-	-	-	-
Site Improvements and Utilities	3,215	-	-	3,215	2,215	1,000	-	-	-	-	-
Construction	11,000	-	-	11,000	7,000	4,000	-	-	-	-	-
Other	14,000	-	-	14,000	14,000	-	-	-	-	-	-
TOTAL EXPENDITURES	31,000	-	-	31,000	25,500	5,500	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Short-Term Financing	14,000	-	-	14,000	14,000	-	-	-	-	-	-
Federal Aid	9,500	-	-	9,500	9,500	-	-	-	-	-	-
G.O. Bonds	5,500	-	-	5,500	2,000	3,500	-	-	-	-	-
Contributions	2,000	-	-	2,000	-	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	31,000	-	-	31,000	25,500	5,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 19 Request	30,500	Year First Appropriation	
Appropriation FY 20 Request	500	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will construct a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure, including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

ESTIMATED SCHEDULE

Project planning was completed in FY18 in project #501318 and design will be completed in early FY19. Construction will begin in FY19 and be completed by FY20, with revenue service starting in FY20.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 14-mile, premium, branded, limited-stop BRT service along US 29. 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. This project is vital to the success of significant new private development and employment in the adopted White Oak Science Gateway Master Plan.

Plans & 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); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Department of Transportation/Maryland Transit Administration US 29 Bus Rapid Transit Corridor Planning Study (April 2017).

OTHER

Prior to FY19, $6.5 million for Planning and Design and $500,000 in grant management was included in PDF 501318: Rapid Transit System (renamed to Bus Rapid Transit System Development in FY19). Since Planning and Design were close to completion at the end of FY18, only funds for the construction phase of the project (FY19 and 20) have been moved to this new PDF.

FISCAL NOTE

The project is receiving $10 million of Federal funds through the Transportation Infrastructure Generating Economic Recovery (TIGER) program. The Federal funds will be used towards station and pedestrian/bicycle infrastructure construction. The Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2014-2019 provided $10 million for County Rapid Transit System planning, a portion of which was used to begin facility planning on the US 29 corridor.

Assumes $2 million in private contributions. Reflects reallocation of $1.3 million in GO Bonds from the ADA Compliance: Transportation project (#509325) to cover ADA sidewalk upgrades.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission.
Special Projects Legislation (Expedited Bill No. 20-18) was adopted by Council June 19, 2018.