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 County's Mass Transit/WMATA Capital Program provides an essential alternative to single occupant vehicle travel and contributes to the reduction of traffic congestion. The goal of the County's Mass Transit/WMATA 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

- Add funding for full design, land acquisition, and construction of MD 355 Bus Rapid Transit (BRT) Central phase, with completion in FY28.
- Add funding to complete full design of MD 355 Bus Rapid Transit (BRT) South/North phase.
- Add funding for full design, land acquisition, and construction of Veirs Mill Road Bus Rapid Transit (BRT) with completion in FY27.
- Add funding in the Bus Priority Project to enhance countywide bus system performance.
- Continue planning for the New Hampshire Avenue Bus Rapid Transit (BRT) corridor and the North Bethesda Transitway.
- Continue design and construction of the Great Seneca Science Corridor Transit Improvements.
- Replace 29 diesel Ride On buses with zero emission electric models in fiscal years 2023-24 to achieve full capacity of 70 electric buses at the Silver Spring bus depot solar microgrid by FY25.
- Add funding 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.
- Design and construct a new bus loop and parking lot at the Boyds MARC Station.
- Complete access improvements to the White Flint Metro Station.

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 FY23-28 Mass Transit/WMATA component of the Transportation capital budget includes 17 active projects. The program totals $655.0 million over the six year period. This represents an increase of $373.3 million or 133 percent from the $281.7 million in the Amended FY21-26 program. This increase is largely due to the addition of two large Bus Rapid Transit (BRT) projects to be constructed on MD 355 and MD 586 (Veirs Mill Road), which primarily utilize non-county funding, as well as a significant increase in Ride On bus replacement costs to reflect the transition to a zero emissions bus fleet.

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.

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 the Concessionaire under a Public Private Partnership (PPP) for the 16-mile Purple Line light rail project. In addition to completing the design and construction of the project, the Concessionaire will operate and maintain the light rail corridor for a period of 30 years.

The Purple Line project is included to provide oversight and financial support to this State project. As with any large infrastructure project, significant impacts to the community - both residents and business along the corridor - are anticipated during the construction period. The County is actively engaged with the community throughout the various project stages. The County is also providing technical review and oversight of both the 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.

BUS RAPID TRANSIT

MCDOT continues to advance FLASH Bus Rapid Transit (BRT) to deliver a new high-quality, high-capacity transit option in the county. Making efficient use of existing roadways, FLASH will provide a more robust and reliable system that will increase transit ridership. Design, land acquisition, and/or construction of projects are funded on three BRT corridors from the adopted Countywide Transit Corridors Functional Master Plan - MD 355, MD 586 (Veirs Mill Road), and US 29. Leveraging anticipated federal aid and pledged toll revenues from the State's Op Lanes Maryland Project, MCDOT will add median dedicated bus lanes and construct level boarding platforms, intersection queue jumps, and other system improvements to provide FLASH service on zero-emission BRT buses from Rockville to Germantown on MD 355. BRT will also be implemented on Veirs Mill Road through a combination of some dedicated shoulder bus lanes and other improvements, connecting to MD 355 in Rockville to expand the FLASH in the central part of the County from Wheaton to Rockville. In addition, bicycle and pedestrian improvements associated with the Veirs Mill and Randolph Road Bicycle & Pedestrian Priority Areas (BiPPA) are being accelerated to further increase access to FLASH stations while improving pedestrian and bicycle safety along the Veirs Mill Road corridor. MCDOT will continue engineering for the entire MD 355 transit corridor to eventually extend FLASH service south to Bethesda and north to Clarksburg.

The US29 FLASH line has completed construction and began operation in 2020, with planning and design underway to add more dedicated bus lanes. Planning for the North Bethesda Transitway and New Hampshire Avenue BRT corridors began in FY22 and will be completed in FY23 and FY24, respectively.

Bethesda Metro Station South Entrance
(P500929)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,919	1,756	113	50	50	-	-	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	110,801	53,322	23,785	33,694	6,930	24,111	2,632	21	-	-	-
Other	12,000	-	6,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	130,202	55,078	35,380	39,744	12,980	24,111	2,632	21	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	111,051	35,927	35,380	39,744	12,980	24,111	2,632	21	-	-	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	130,202	55,078	35,380	39,744	12,980	24,111	2,632	21	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,334
Appropriation FY 24 Request	24,111
Cumulative Appropriation	102,104
Expenditure / Encumbrances	63,870
Unencumbered Balance	38,234

Year First Appropriation	FY09
Last FY's Cost Estimate	110,202

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 FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

COST CHANGE

Cost increase due to revised estimate for mezzanine construction. See explanation in Fiscal Note.

OTHER

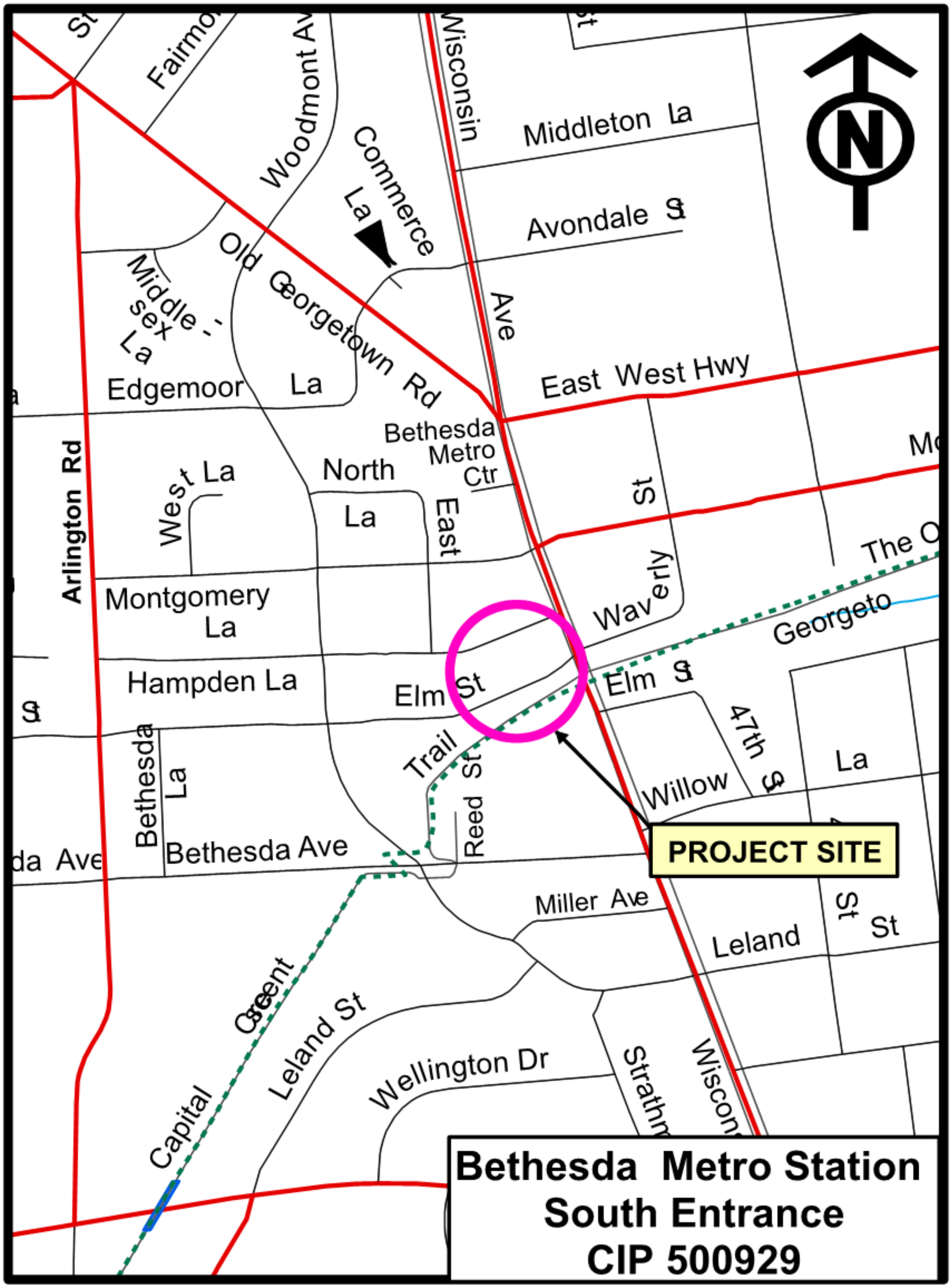
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

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, $20 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.

COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority (WMATA), 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.



Bethesda Metro Station South Entrance
CIP 500929

Boyds Transit Center
(P501915)

Category	Transportation	Date Last Modified	12/22/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	2,139	34	1,098	1,007	290	717	-	-	-	-	-
Land	636	619	-	17	17	-	-	-	-	-	-
Site Improvements and Utilities	48	48	-	-	-	-	-	-	-	-	-
Construction	2,827	-	-	2,827	-	2,827	-	-	-	-	-
TOTAL EXPENDITURES	5,650	701	1,098	3,851	307	3,544	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	28	-	28	-	-	-	-	-	-	-	-
G.O. Bonds	5,622	701	1,070	3,851	307	3,544	-	-	-	-	-
TOTAL FUNDING SOURCES	5,650	701	1,098	3,851	307	3,544	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
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 23 Request	3,444
Appropriation FY 24 Request	-
Cumulative Appropriation	2,206
Expenditure / Encumbrances	736
Unencumbered Balance	1,470

Year First Appropriation	FY19
Last FY's Cost Estimate	5,650

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop and parking lot on the former Anderson property at the Boyds MARC station.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The site remediation was completed in FY22. Design for the bus loop and parking lot will begin in FY22 with construction completion in FY24.

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 & 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

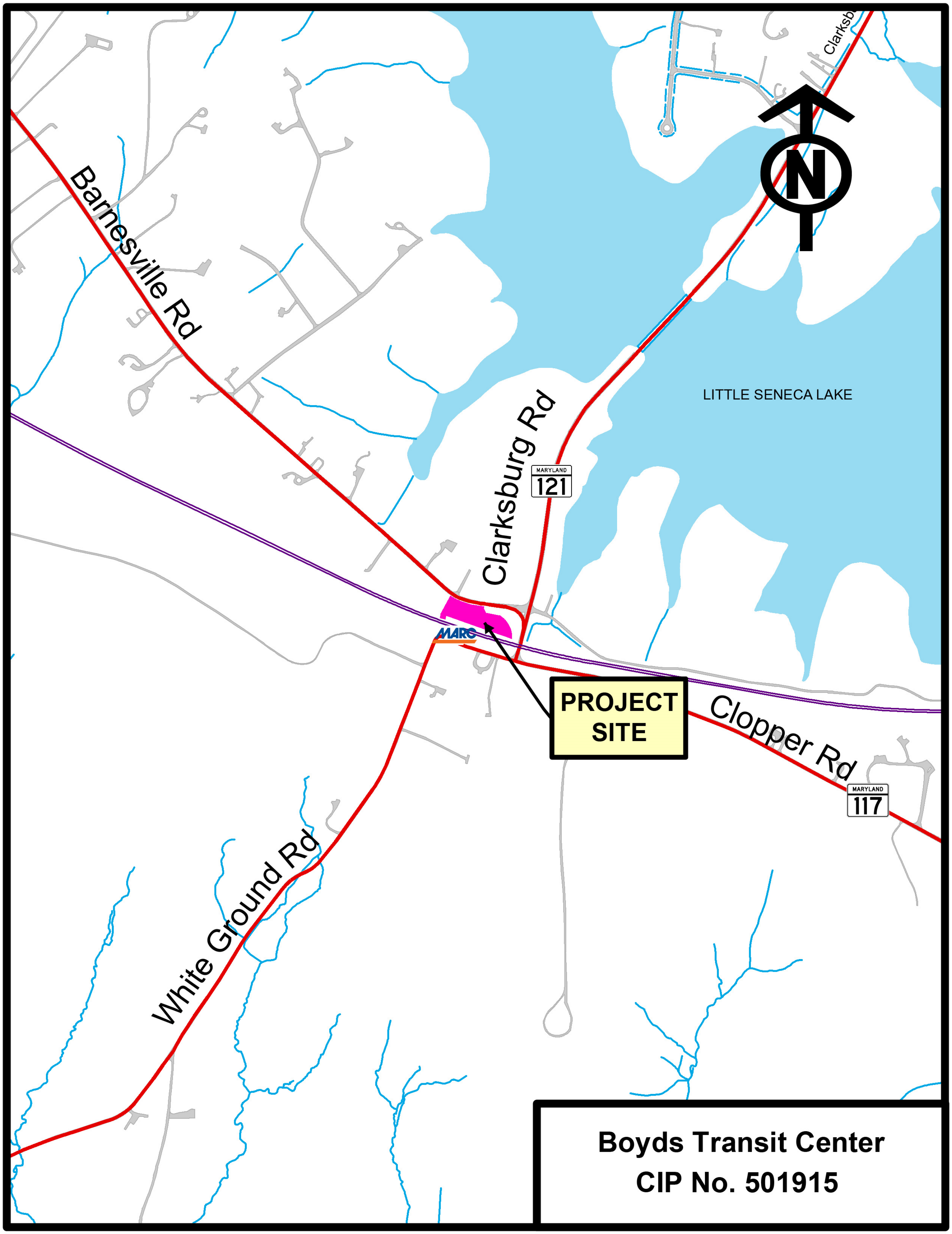
The contribution amount was reduced based on the actual cost that was less than the budgeted site remediation cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, CSX Transportation, Historic Preservation Program of Maryland National Capital Park and Planning Commission, Department of Permitting Services.


Barnesville Rd
Clarksburg Rd
MARYLAND
121
LITTLE SENECA LAKE
N
MARC
PROJECT
SITE
Clopper Rd
MARYLAND
117
White Ground Rd
Boyds Transit Center
CIP No. 501915

Burtonsville Park and Ride Improvements
(P502203)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	500	-	500	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	500	-	500	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	500	-	500	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	500	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-
Appropriation FY 24 Request	-
Cumulative Appropriation	500
Expenditure / Encumbrances	-
Unencumbered Balance	500

Year First Appropriation	FY22
Last FY's Cost Estimate	500

PROJECT DESCRIPTION

State aid will fund a feasibility study for constructing a parking garage or other improvements at the Burtonsville Park and Ride Lot in support of FLASH service on the US 29 corridor and to facilitate reactivation or redevelopment of the adjacent commercial property. Planning for the access and egress routes to the park-and-ride may also include advancing the concept for a road diet on Old Columbia Pike between the Burtonsville Crossing Shopping Center and the Burtonsville Town Center Shopping Center to better link these commercial properties, reduce impervious area, and improve safety. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park-and-ride access with direct ramps to US 29 and strong east-west connections via Maryland 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard County, increasing transit ridership and lowering traffic demands on US 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

The feasibility study is expected to be completed in FY22 and is being coordinated with the development RFP.

PROJECT JUSTIFICATION

It is estimated that by 2040 there will be a need for 1,000 park-and-ride spaces at the Burtonsville Park-and-Ride to serve the FLASH service and the current capacity of the park-and-ride lot is only 475 spaces. This parking also serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to US 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through 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. The Burtonsville Crossing Shopping Center has struggled to retain and attract tenants since the opening of the Burtonsville Town Center, directly across Old Columbia Pike, and the completion of the Burtonsville overpass on US 29. The center is currently home to only two small businesses on a 16 acre site. With such low occupancy, the shopping center has become a source of community concern. Reconfiguration of the park-and-ride lot and its access routes, may be an important element of reactivating or redeveloping the Burtonsville Crossing Shopping Center and better integrating development on the approximately 36 acres of land between Old Columbia Pike, US 29, Maryland 198 and the Pepco transmission lines.

FISCAL NOTE

DGS issued an RFP for development of the site in FY21, with responses expected in FY22. An additional $4.5 million in State Aid is available to begin implementation of recommendations from the feasibility study and will be coordinated with joint development efforts.

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

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

Bus Priority Program - Minor Projects
(P502204)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,550	-	300	1,250	125	125	250	250	250	250	-
Site Improvements and Utilities	200	-	50	150	15	15	30	30	30	30	-
Construction	4,500	-	900	3,600	360	360	720	720	720	720	-
TOTAL EXPENDITURES	6,250	-	1,250	5,000	500	500	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	6,250	-	1,250	5,000	500	500	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	6,250	-	1,250	5,000	500	500	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	500
Appropriation FY 24 Request	500
Cumulative Appropriation	1,250
Expenditure / Encumbrances	-
Unencumbered Balance	1,250

Year First Appropriation	FY22
Last FY's Cost Estimate	1,250

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. These improvements will advance the transit network specified by master plans. Potential improvements may also be identified through other planning and transit operations studies or requested by community members.

ESTIMATED SCHEDULE

Projects programmed for FY22 include: Veirs Mill Road, near the Wheaton Metrorail Station; Century Boulevard, Crystal Rock Drive and Aircraft Road near the Germantown Transit Center; and US 29 in Silver Spring. FY23 projects will be coordinated with the Washington Metropolitan Area Transit Authority's Bus Priority Program, which will provide design for bus reliability improvements for up to two corridors in Montgomery County, with the intention that the improvements would be implemented by the County.

COST CHANGE

Addition of $5 million over the six years will fund an ongoing level of effort for transit service improvements.

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.

DISCLOSURES

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

COORDINATION

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

Bus Rapid Transit: MD 355 Central
(P502005)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	51,370	2,111	9,389	39,870	10,700	8,200	6,130	7,190	5,140	2,510	-
Land	77,800	-	-	77,800	-	-	17,500	42,800	17,500	-	-
Site Improvements and Utilities	27,100	-	-	27,100	-	-	8,100	17,000	2,000	-	-
Construction	137,100	-	-	137,100	-	-	18,500	50,100	50,000	18,500	-
Other	21,000	-	-	21,000	-	-	-	-	10,000	11,000	-
TOTAL EXPENDITURES	314,370	2,111	9,389	302,870	10,700	8,200	50,230	117,090	84,640	32,010	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	6,750	-	750	6,000	-	-	-	-	-	6,000	-
Federal Aid	158,863	-	-	158,863	-	-	28,129	65,570	47,398	17,766	-
Impact Tax	3,064	925	2,139	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	131,507	-	-	131,507	4,200	8,200	22,101	51,520	37,242	8,244	-
Recordation Tax Premium (MCG)	8,186	1,186	3,000	4,000	4,000	-	-	-	-	-	-
State Aid	6,000	-	3,500	2,500	2,500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	314,370	2,111	9,389	302,870	10,700	8,200	50,230	117,090	84,640	32,010	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	7,200
Appropriation FY 24 Request	8,200
Cumulative Appropriation	15,000
Expenditure / Encumbrances	4,667
Unencumbered Balance	10,333

Year First Appropriation	FY20
Last FY's Cost Estimate	24,000

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown from Montgomery College - Rockville to Montgomery College - Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. 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. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. 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 began in FY20 and will be completed in FY23. Final design will immediately follow and will be completed in FY25. Construction activities, including right of way acquisition, will begin in FY25. Construction will be completed in FY28.

COST CHANGE

Increased funding to complete final design of the Central phase from Rockville to Germantown, acquire right of way, relocate utilities, complete construction, and purchase buses.

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.

FISCAL NOTE

Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. 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.

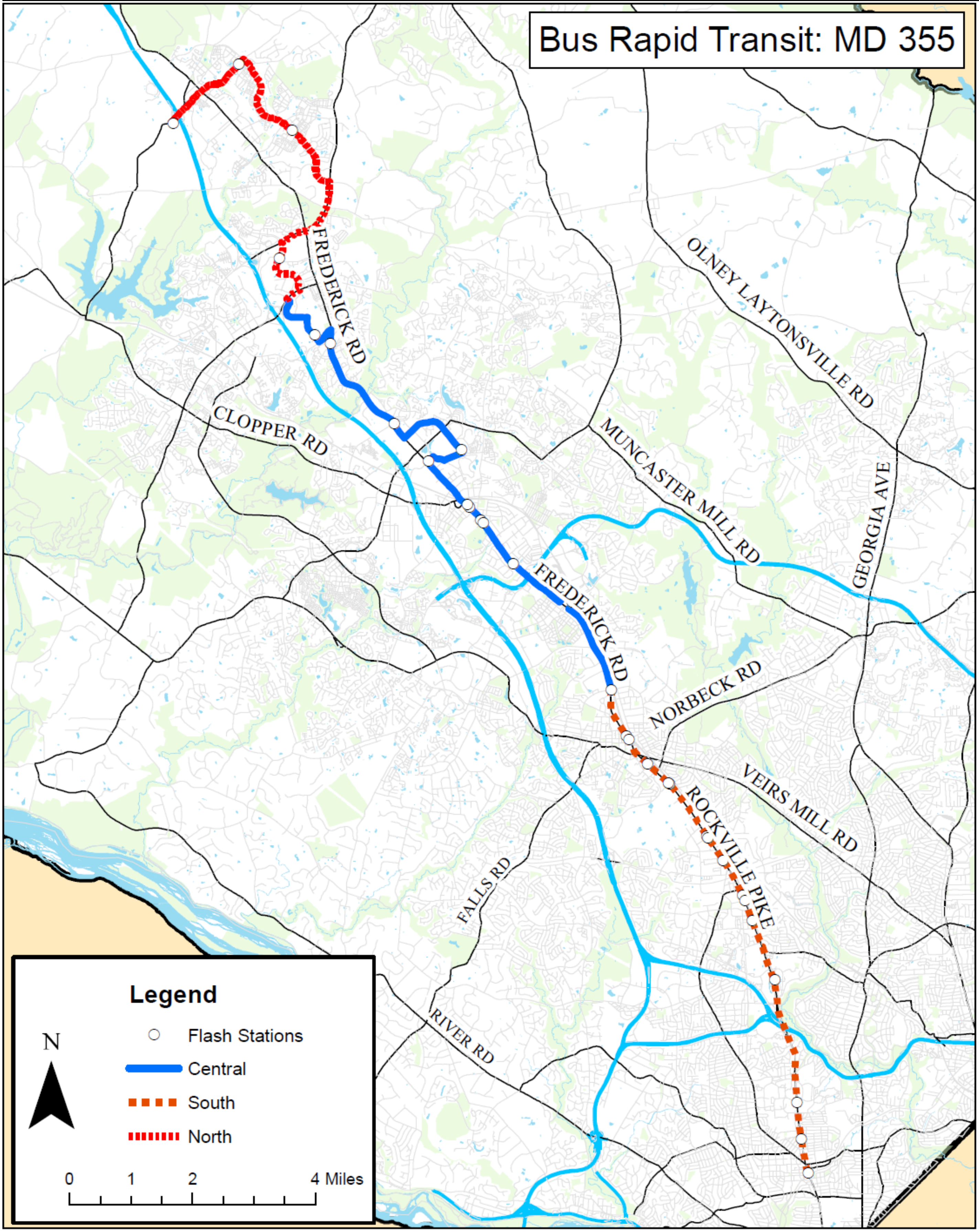
DISCLOSURES

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 (M-NCPPC), Maryland DOT State Highway Administration & 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
FREDERICK RD
CLOPPER RD
OLNEY LAYTONSVILLE RD
MUNCASTER MILL RD
GEORGIA AVE
FREDERICK RD
NORBECK RD
VEIRS MILL RD
ROCKVILLE PIKE
FALLS RD
RIVER RD
Legend
N
Flash Stations
Central
South
North
0
1
2
4 Miles

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

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL EXPENDITURES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Op Lanes Maryland Transit Funding	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL FUNDING SOURCES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,850
Appropriation FY 24 Request	4,850
Cumulative Appropriation	-
Expenditure / Encumbrances	-
Unencumbered Balance	-

Year First Appropriation	FY23
Last FY's Cost Estimate	-

PROJECT DESCRIPTION

This project will complete design for the Southern and Northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The Southern segment is from Montgomery College - Rockville to Bethesda Metro station. The Northern segment is from Montgomery College - 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. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. Preliminary engineering of the project is currently being completed.

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 will be completed in FY23 (see fiscal note). Final design will begin in FY24 and complete in FY25. The construction schedule is unknown at this time.

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

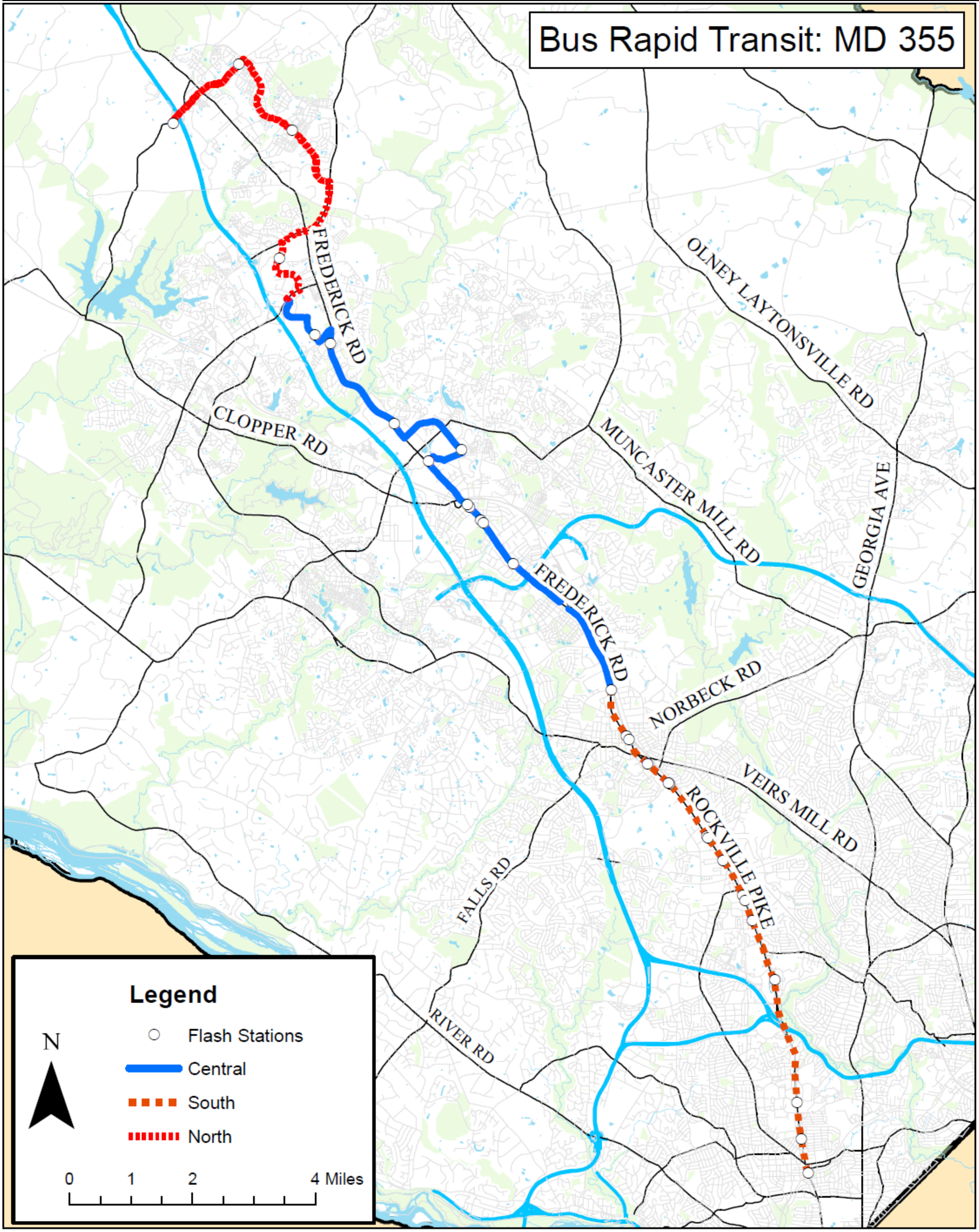
Programming of funds through final design improves the project's eligibility for potential entry into the Federal Transit Administration's Capital Investment Grant program. Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County.

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 (M-NCPPC), Maryland DOT State Highway Administration & 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 (FTA), 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
FREDERICK RD
CLOPPER RD
OLNEY LAYTONSVILLE RD
MUNCASTER MILL RD
GEORGIA AVE
FREDERICK RD
NORBECK RD
VEIRS MILL RD
ROCKVILLE PIKE
FALLS RD
RIVER RD
Legend
Flash Stations
Central
South
North
N
0
1
2
4 Miles

Bus Rapid Transit: System Development
(P501318)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	33,079	17,365	5,714	10,000	4,500	3,500	500	500	500	500	-
Land	51	48	3	-	-	-	-	-	-	-	-
Site Improvements and Utilities	168	168	-	-	-	-	-	-	-	-	-
Construction	77	77	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	33,375	17,658	5,717	10,000	4,500	3,500	500	500	500	500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	17,125	5,158	3,717	8,250	2,750	3,500	500	500	500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	6,321	-	-	-	-	-	-	-	-	-
Impact Tax	2,750	2,000	-	750	750	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,000	-	2,000	1,000	1,000	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	33,375	17,658	5,717	10,000	4,500	3,500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	4,500
Appropriation FY 24 Request	3,500
Cumulative Appropriation	23,375
Expenditure / Encumbrances	18,320
Unencumbered Balance	5,055

Year First Appropriation	FY13
Last FY's Cost Estimate	32,375

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, US 29, and Veirs Mill Road. The project also funds programmatic efforts needed to advance the BRT system.

ESTIMATED SCHEDULE

Planning for the New Hampshire Avenue BRT corridor began in FY22 and will be completed in FY24. Planning for the North Bethesda Transitway began in FY22 and will be completed in FY23.

COST CHANGE

Added funding in FY27 and FY28 to continue to support programmatic efforts and staff in the BRT program.

PROJECT JUSTIFICATION

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 & 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 US 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, US 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	01/09/22
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 FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,250	-	1,750	4,500	3,000	1,500	-	-	-	-	-
TOTAL EXPENDITURES	6,250	-	1,750	4,500	3,000	1,500	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Impact Tax	6,250	-	1,750	4,500	3,000	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	6,250	-	1,750	4,500	3,000	1,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	6,000
Appropriation FY 24 Request	-
Cumulative Appropriation	250
Expenditure / Encumbrances	-
Unencumbered Balance	250

Year First Appropriation	FY22
Last FY's Cost Estimate	6,250

PROJECT DESCRIPTION

This project will design and implement more dedicated lanes for transit and/or High Occupancy Vehicles (HOV) along the US 29 corridor to improve travel time and reliability. The project will also include improvements at identified "hot spot" locations to improve overall traffic operations along the US 29 corridor.

LOCATION

Master plans: Silver Spring, North and West Silver Spring, Four Corners, White Oak, White Oak Science Gateway, and Fairland. Route US 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

Preliminary engineering began in FY22 and will be completed in FY24.

PROJECT JUSTIFICATION

This project will complement the investment in US 29 Flash and improve transit, carpool, and overall corridor travel time and reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-drive mode share (NADMS) goals. The project supports the following countywide vision goals: Easier Commutes and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

FISCAL NOTE

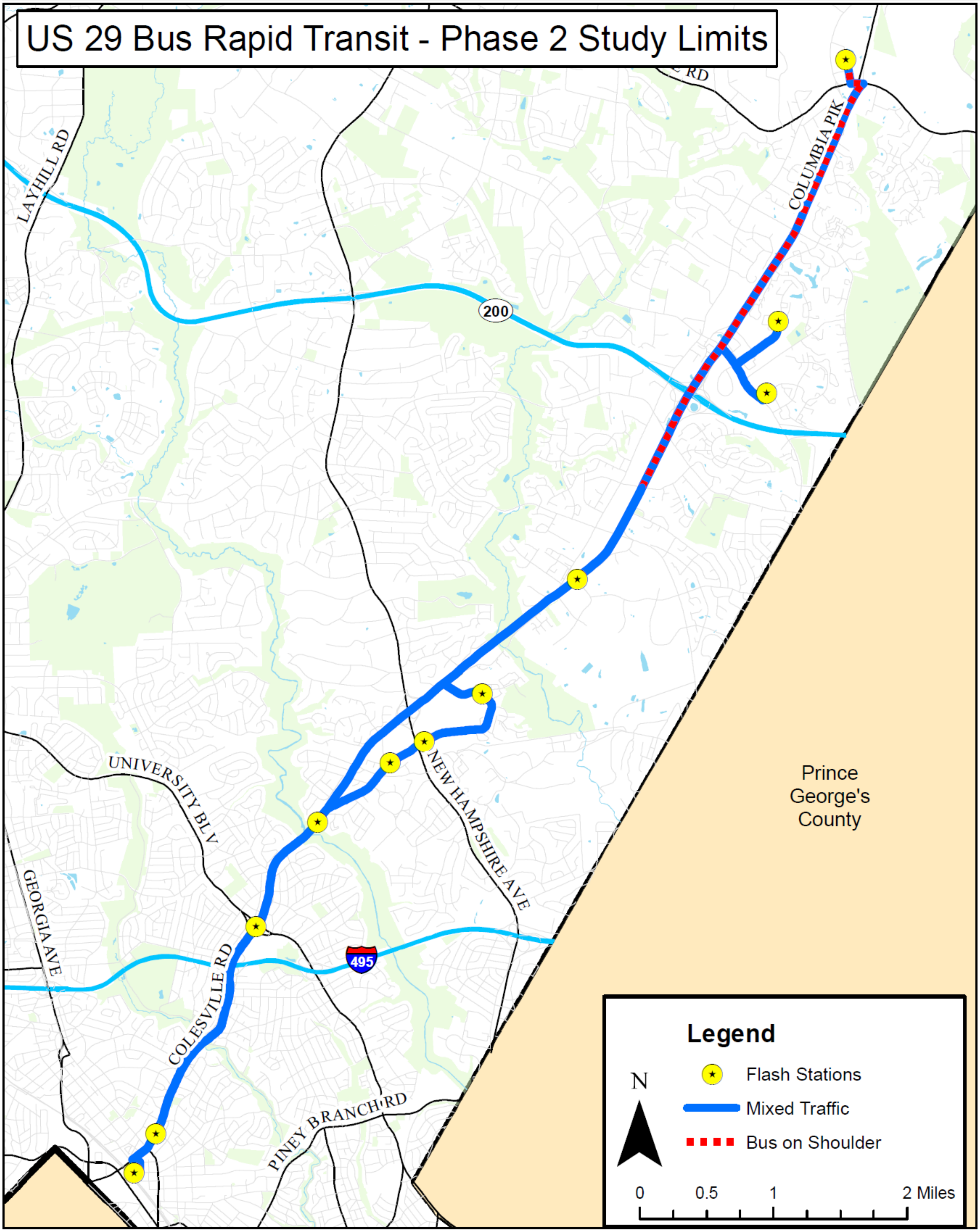
Currently, $250,000 is appropriated in FY22 to complete project planning. Alternatives will be presented to the County Council Transportation and Environment Committee for selection and a request to advance to preliminary engineering and appropriate the remaining $1.5 million budgeted for design in FY22.

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



US 29 Bus Rapid Transit - Phase 2 Study Limits
LAYHILL RD
COLUMBIA PIK
200
UNIVERSITY BLV
NEW HAMPSHIRE AVE
GEORGIA AVE
COLESVILLE RD
495
PINEY BRANCH RD
Prince George's County
Legend
Flash Stations
Mixed Traffic
Bus on Shoulder
N
0
0.5
1
2 Miles

Bus Rapid Transit: Veirs Mill Road
(P501913)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,200	1,763	3,728	5,709	3,500	160	872	799	378	-	-
Land	11,100	9	-	11,091	-	550	10,541	-	-	-	-
Site Improvements and Utilities	400	-	-	400	-	-	400	-	-	-	-
Construction	47,600	-	-	47,600	-	-	10,000	31,000	6,600	-	-
Other	16,500	-	-	16,500	-	-	-	-	16,500	-	-
TOTAL EXPENDITURES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	12,750	-	2,500	10,250	2,000	-	-	-	8,250	-	-
Federal Aid	42,578	-	-	42,578	-	398	12,215	17,807	12,158	-	-
Impact Tax	3,000	1,772	1,228	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	28,472	-	-	28,472	1,500	312	9,598	13,992	3,070	-	-
TOTAL FUNDING SOURCES	86,800	1,772	3,728	81,300	3,500	710	21,813	31,799	23,478	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,500
Appropriation FY 24 Request	710
Cumulative Appropriation	7,500
Expenditure / Encumbrances	2,614
Unencumbered Balance	4,886

Year First Appropriation	FY20
Last FY's Cost Estimate	7,500

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 and off-board payment, 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. These new facilities will improve pedestrian and bicyclist safety along Veirs Mill Road while also improving access to Flash stations.

LOCATION

Veirs Mill Road between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18. Preliminary Engineering began in FY20 and is anticipated to be complete in FY22. Final design will start in FY22 and be completed in FY24. Land acquisition would begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27.

COST CHANGE

Cost increase is due to the addition of permit costs, land, construction, and buses.

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. 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); 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

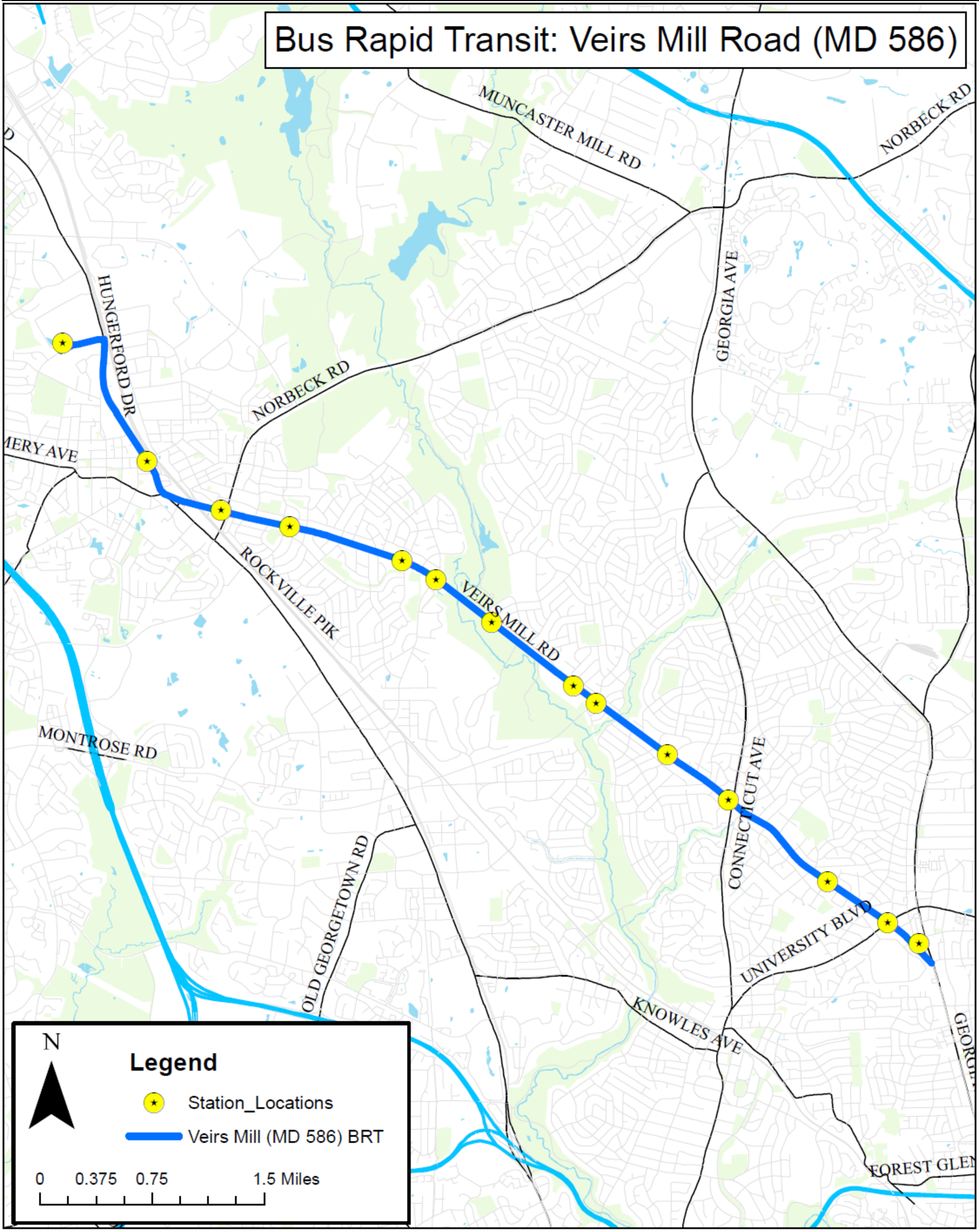
The previous programming of funds for final design improved the project's eligibility for entry into the Federal Transit Administration's Capital Investment Grant (CIG) program. The intent is to seek entry in FY22 and combine Veirs Mill/Randolph Road BiPPA improvements in the grant request. Adding construction funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority transit projects in Montgomery County.

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, City of Rockville, MDOT-SHA, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration



Bus Rapid Transit: Veirs Mill Road (MD 586)
MUNCASTER MILL RD
NORBECK RD
GEORGIA AVE
HUNGERFORD DR
NORBECK RD
ERY AVE
ROCKVILLE PIK
VEIRS MILL RD
MONTROSE RD
CONNECTICUT AVE
OLD GEORGETOWN RD
UNIVERSITY BLVD
KNOWLES AVE
FOREST GLEN
N
Legend
Station_Locations
Veirs Mill (MD 586) BRT
0 0.375 0.75 1.5 Miles

Bus Stop Improvements
(P507658)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,262	2,993	309	960	160	160	160	160	160	160	-
Land	737	569	168	-	-	-	-	-	-	-	-
Construction	2,709	425	844	1,440	240	240	240	240	240	240	-
Other	208	208	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	4,718	997	1,321	2,400	400	400	400	400	400	400	-
G.O. Bonds	3,198	3,198	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	400
Appropriation FY 24 Request	400
Cumulative Appropriation	5,516
Expenditure / Encumbrances	4,302
Unencumbered Balance	1,214

Year First Appropriation	FY76
Last FY's Cost Estimate	7,116

PROJECT DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, 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, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes. Benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. Through FY21, approximately 3,618 stops with 1,333 curb ramps; 422 concrete kneewalls for safety and seating; 89,957 linear feet of sidewalk; and 179,531 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Cost increase due to addition of FY27-FY28 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Many of the County's bus stops have safety, security, 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, passenger standing 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. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

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.

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	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,065	-	-	2,935	1,020	195	450	380	325	565	130
TOTAL EXPENDITURES	3,065	-	-	2,935	1,020	195	450	380	325	565	130

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	3,065	-	-	2,935	1,020	195	450	380	325	565	130
TOTAL FUNDING SOURCES	3,065	-	-	2,935	1,020	195	450	380	325	565	130

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	1,020
Appropriation FY 24 Request	195
Cumulative Appropriation	-
Expenditure / Encumbrances	-
Unencumbered Balance	-

Year First Appropriation	FY23
Last FY's Cost Estimate	-

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed mass transit projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

ESTIMATED SCHEDULE

Current planning projects include Clarksburg Transit Center, Hillandale Bus Layover, Metropolitan Grove Park and Ride, and White

Oak Transit Center. FY23 funding includes $700,000 to plan for reorientation of transit services and infrastructure around a zero-emissions fleet.

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, 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 CIP as a stand-alone project.

FISCAL NOTE

Beginning in FY23, this project splits out current revenue from the Mass Transit Fund previously included as a funding source in Facility Planning-Transportation (P509337) to fund Mass Transit facility planning studies.

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.

Great Seneca Science Corridor Transit Improvements

(P502202)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,500	-	1,500	-	-	-	-	-	-	-	-
Construction	10,600	-	2,275	8,325	6,325	2,000	-	-	-	-	-
TOTAL EXPENDITURES	12,100	-	3,775	8,325	6,325	2,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	10,600	-	2,275	8,325	6,325	2,000	-	-	-	-	-
Impact Tax	1,500	-	1,500	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,100	-	3,775	8,325	6,325	2,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-
Appropriation FY 24 Request	-
Cumulative Appropriation	11,100
Expenditure / Encumbrances	-
Unencumbered Balance	11,100

Year First Appropriation	FY22
Last FY's Cost Estimate	12,100

PROJECT DESCRIPTION

This project will advance the planning, design, and implementation of Phase 1A transit improvements to support the Great Seneca Science Corridor and surrounding areas. There are two phases of this overall network; Phase 1 A & B includes four routes and Phase 2 includes 2 additional routes providing new premium transit services. The project includes new, upgraded transit stations, dedicated bus and bus + bike lanes, transit signal priority, new roadway connections, upgrades to transit centers, as well as pedestrian and bicycle improvements. These transit services will provide frequent and reliable connections between Kentlands, Crown Farm, King Farm, the Universities at Shady Grove, Adventist Shady Grove Hospital, Shady Grove Metro, Rockville, and other key destinations in support of the Great Seneca Science Corridor Master Plan.

LOCATION

Great Seneca Science Corridor master plan including Shady Grove, King Farm, Fallsgrove, Crown Farm, Rio, Kentlands, Adventist Shady Grove Hospital, Universities at Shady Grove, and Rockville

ESTIMATED SCHEDULE

Planning was completed in FY21 in the Bus Rapid Transit: Development CIP project. Preliminary design will begin in FY22. Construction of improvements for the Pink line linking Shady Grove Metrorail station to the Life Science Center near Shady Grove Hospital and the Lime line using I-370 from Shady Grove Metro to RIO, Crown Farm and the heart of the Life Science Center will begin in late FY22 and be completed in FY24.

PROJECT JUSTIFICATION

The continued delay of the Corridor Cities Transitway (CCT) has limited the ability for land use plans in the Great Seneca Science Corridor area to be realized. While the CCT is still identified as the long-term transit need for this area, a vision for enhanced transit improvements has been identified for quicker implementation to help the county achieve its non-auto-driver mode share (NADMS goals) .

FISCAL NOTE

Remaining $1 million appropriation on hold pending Memorandum of Understanding with the cities of Gaithersburg and Rockville. Fleet costs for 13 buses are not included; MCDOT is seeking State aid for zero emission buses.

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, city of Gaithersburg, and city of Rockville.

Intelligent Transit System
(P501801)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Site Improvements and Utilities	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-
TOTAL EXPENDITURES	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	5,500	807	1,693	3,000	500	500	500	500	500	500	-
Short-Term Financing	12,100	3,912	8,188	-	-	-	-	-	-	-	-
State Aid	472	2	470	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	18,072	4,721	10,351	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	500
Appropriation FY 24 Request	500
Cumulative Appropriation	15,072
Expenditure / Encumbrances	12,867
Unencumbered Balance	2,205

Year First Appropriation	FY18
Last FY's Cost Estimate	17,272

PROJECT DESCRIPTION

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-23; maintenance and upgrades of Real Time informational signs and other systems in FY23-28.

COST CHANGE

Cost increase due to addition of FY27-FY28 to this ongoing level of effort project, partially offset by FY25 and FY26 reductions to maintain annual funding at $500,000.

PROJECT JUSTIFICATION

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/WMATA stop signs and multimodal signs in buildings around the county.

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.

Purple Line

(P501603)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,447	1,094	353	-	-	-	-	-	-	-	-
Land	3,898	2,420	1,478	-	-	-	-	-	-	-	-
Construction	267	267	-	-	-	-	-	-	-	-	-
Other	48,000	8,000	25,000	15,000	15,000	-	-	-	-	-	-
TOTAL EXPENDITURES	53,612	11,781	26,831	15,000	15,000	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	43,152	1,321	26,831	15,000	15,000	-	-	-	-	-	-
Impact Tax	2,254	2,254	-	-	-	-	-	-	-	-	-
PAYGO	206	206	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	53,612	11,781	26,831	15,000	15,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	15,000
Appropriation FY 24 Request	-
Cumulative Appropriation	38,612
Expenditure / Encumbrances	11,816
Unencumbered Balance	26,796

Year First Appropriation	FY16
Last FY's Cost Estimate	53,612

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 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 is being 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 (MOA) between MTA and the County.

ESTIMATED SCHEDULE

The Maryland Transit Administration (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 intend to select a new entity to complete the construction and the project's schedule will be updated once this occurs.

PROJECT JUSTIFICATION

Montgomery County supports the Purple Line project due to its economic and mobility benefits. As with any large infrastructure project, signficant impacts to the community - 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 MTA. 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.

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	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Other	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-
TOTAL EXPENDITURES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	165,767	41,329	26,878	97,560	15,220	17,820	15,715	16,105	16,370	16,330	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	55,080	37,874	7,606	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	127,146	81,261	60	45,825	-	3,195	2,130	3,195	16,240	21,065	-
State Aid	17,540	10,340	4,800	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	376,209	181,090	39,734	155,385	17,220	23,015	19,845	21,300	34,610	39,395	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	17,220
Appropriation FY 24 Request	23,015
Cumulative Appropriation	220,824
Expenditure / Encumbrances	190,465
Unencumbered Balance	30,359

Year First Appropriation	FY09
Last FY's Cost Estimate	289,976

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

FY23: 13 large zero-emission; FY24: 16 large zero-emission and 7 microtransit; FY25: 18 large zero-emission; FY26: 20 large zero-emission; FY27: 7 large zero-emission and 28 small zero-emission; FY28: 8 large zero-emission, 30 small zero-emission, and 7 microtransit.

COST CHANGE

The cost increase is due to the addition of FY27-FY28 and to the purchase of zero-emission buses. Costs in all years reflect the purchase of zero-emission vehicles with the goal of transitioning to a 100% zero-emission fleet.

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

MCDOT will continue to apply for grants to cover the cost of additional zero emission buses and associated infrastructure. By deploying zero emission buses in lieu of clean diesel and CNG buses, Ride On will reduce harmful emissions of greenhouse gases associated with its fleet.
Ride On through its commitment to have all future purchases zero-emission buses, is exceeding standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, recently enacted a regulation that will require all large transit agencies to include at least 25 percent zero emission buses in their new bus purchases beginning in 2023. Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Planning for the development and further implementation of these projects will be funded primarily through this CIP. Due to infrastructure constraints, 61 small diesel buses will be refurbished to extend their service lives and delay replacement until zero-emission charging/fueling infrastructure plans are developed for all depots.

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

White Flint Metro Station Access Improvements
(P502106)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,244	300	644	300	300	-	-	-	-	-	-
Land	15	-	15	-	-	-	-	-	-	-	-
Construction	2,311	-	343	1,968	1,968	-	-	-	-	-	-
TOTAL EXPENDITURES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
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 23 Request	670
Appropriation FY 24 Request	-
Cumulative Appropriation	2,900
Expenditure / Encumbrances	674
Unencumbered Balance	2,226

Year First Appropriation	FY21
Last FY's Cost Estimate	2,900

PROJECT DESCRIPTION

This project provides the final design and construction of access improvements to 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 and sidewalk and streetscape improvements on the frontage of roads connecting the White Flint 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/White Flint Metro Station

ESTIMATED SCHEDULE

Construction of the sidewalk and streetscape improvements along MD 355 (Rockville Pike) will be completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 will be completed in FY23.

COST CHANGE

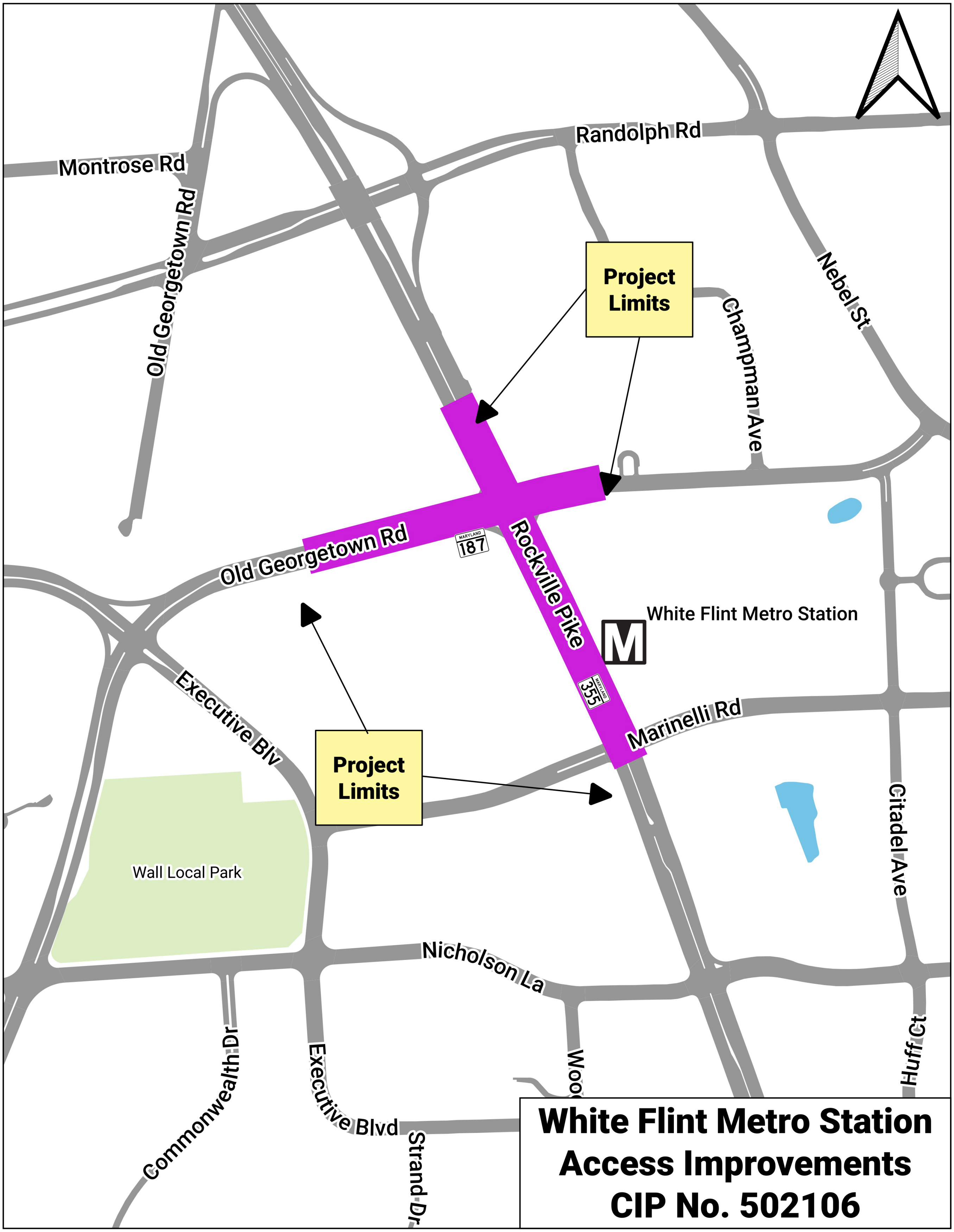
The cost increase is due to a more detailed design that included extensive coordination with Maryland State Highway Administration and other agencies.

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.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority


Montrose Rd
Randolph Rd
Old Georgetown Rd
Project Limits
Champman Ave
Nebel St
Old Georgetown Rd
187
Rockville Pike
White Flint Metro Station
M
355
Marinelli Rd
Executive Blv
Project Limits
Wall Local Park
Citadel Ave
Nicholson La
Commonwealth Dr
Executive Blvd
Strand Dr
Huff Ct
White Flint Metro Station
Access Improvements
CIP No. 502106

White Flint Metro Station Northern Entrance
(P501914)

Category	Transportation	Date Last Modified	01/14/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,305	-	-	1,305	-	652	653	-	-	-	-
Construction	7,395	-	-	7,395	-	-	-	3,219	3,915	261	-
TOTAL EXPENDITURES	8,700	-	-	8,700	-	652	653	3,219	3,915	261	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	8,700	-	-	8,700	-	652	653	3,219	3,915	261	-
TOTAL FUNDING SOURCES	8,700	-	-	8,700	-	652	653	3,219	3,915	261	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance		5	-	-	-	-	-	5
Energy		5	-	-	-	-	-	5
NET IMPACT		10	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 23 Request	-
Appropriation FY 24 Request	1,305
Cumulative Appropriation	-
Expenditure / Encumbrances	-
Unencumbered Balance	-

Year First Appropriation	
Last FY's Cost Estimate	8,700

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional 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. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station.

ESTIMATED SCHEDULE

Design to start in FY24 and construction to begin in FY26. The schedule is adjusted to allow time to explore a partnership with a private partner as part of the redevelopment with WMATA.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times 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. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

Total cost is expected to be approximately $34.8 million. The remaining funds will be solicited from WMATA. Local share adjusted due to affordability.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority