



# Boyds Transit Center

(P501915)

Category	Transportation	Date Last Modified	04/12/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,977	544	819	614	474	140	-	-	-	-	-
Land	638	622	16	-	-	-	-	-	-	-	-
Site Improvements and Utilities	93	48	45	-	-	-	-	-	-	-	-
Construction	4,991	-	250	4,741	3,008	1,733	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>7,699</b>	<b>1,214</b>	<b>1,130</b>	<b>5,355</b>	<b>3,482</b>	<b>1,873</b>	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Contributions	28	-	28	-	-	-	-	-	-	-	-
G.O. Bonds	6,720	853	1,057	4,810	2,937	1,873	-	-	-	-	-
Impact Tax	361	361	-	-	-	-	-	-	-	-	-
State Aid	590	-	45	545	545	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>7,699</b>	<b>1,214</b>	<b>1,130</b>	<b>5,355</b>	<b>3,482</b>	<b>1,873</b>	-	-	-	-	-

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
<b>NET IMPACT</b>	<b>24</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,004	Year First Appropriation	FY19
Appropriation FY 26 Request	-	Last FY's Cost Estimate	5,650
Cumulative Appropriation	5,695		
Expenditure / Encumbrances	1,711		
Unencumbered Balance	3,984		

## PROJECT DESCRIPTION

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This project provides the site remediation followed by design and construction for a new bus loop, a parking lot and a comfort station for bus operators on the former Anderson property at the Boyds MARC station. The project will also include stabilization of the historic Hoyles Mill structure which is adjacent to the transit center.

## LOCATION

15100 Barnesville Road, Boyds

## ESTIMATED SCHEDULE

The site remediation was completed in FY22. Design for the bus loop and parking lot began in FY22 with construction completion in FY26.

## COST CHANGE

Cost increase due to additional cost for stabilization of Hoyles Mill, comfort station for bus operators and inflation in the construction cost. Construction for Hoyles Mill stabilization will be funded by a grant from the State of Maryland.

## 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 and 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

State aid includes a \$90,000 Maryland Heritage Areas Authority (MHAA) grant for developing a structural design for stabilizing Hoyles Mill in FY24, and \$500,000 awarded during the 2024 Maryland General Assembly session to fund stabilization work. FY24 funding switch of \$361,000 from G.O. Bonds to Impact Tax to reflect prior year actuals. FY24 supplemental in State Aid for the amount of \$45,000 for the first payment of the \$90,000 MHAA grant.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project. 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 Transit Administration, CSX Transportation, Historic Preservation Program of Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Historical Trust, and Heritage Montgomery.