



Bus Rapid Transit: MD 355 Central

(P502005)

Category	Transportation	Date Last Modified	03/12/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	70,198	21,193	13,900	35,105	16,000	8,000	4,500	4,500	2,105	-	-
Land	80,159	20	1,159	78,980	22,000	24,000	22,980	10,000	-	-	-
Site Improvements and Utilities	84,498	-	-	84,498	14,000	18,498	28,000	18,000	6,000	-	-
Construction	224,561	-	-	224,561	10,000	30,000	50,000	60,000	74,561	-	-
Other	57,894	-	-	57,894	-	28,947	28,947	-	-	-	-
TOTAL EXPENDITURES	517,310	21,213	15,059	481,038	62,000	109,445	134,427	92,500	82,666	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Contributions	1,266	193	-	1,073	1,073	-	-	-	-	-	-
Current Revenue: Mass Transit	11,366	729	21	10,616	-	-	1,800	-	8,816	-	-
FTA Capital Investment Grant	246,524	-	-	246,524	-	25,000	55,174	92,500	73,850	-	-
G.O. Bonds	2,000	-	-	2,000	2,000	-	-	-	-	-	-
Impact Tax	4,370	4,370	-	-	-	-	-	-	-	-	-
Long-Term Financing	191,000	-	-	191,000	38,734	74,813	77,453	-	-	-	-
Recordation Tax Premium (MCG)	2,880	2,880	-	-	-	-	-	-	-	-	-
State Aid	57,904	13,041	15,038	29,825	20,193	9,632	-	-	-	-	-
TOTAL FUNDING SOURCES	517,310	21,213	15,059	481,038	62,000	109,445	134,427	92,500	82,666	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	180	-	-	-	-	60	120
Program-Staff	-	-	-	-	-	-	-
Program-Other	32,736	-	-	-	-	10,783	21,953
Cost Savings	(9,873)	-	-	-	-	(3,291)	(6,582)
NET IMPACT	23,043	-	-	-	-	7,552	15,491

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	22,496	Year First Appropriation	FY20
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APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 28 Request	-	Last FY's Cost Estimate	452,000
Cumulative Appropriation	237,674		
Expenditure / Encumbrances	26,232		
Unencumbered Balance	211,442		

PROJECT DESCRIPTION

This project will design and construct a new bus rapid transit (BRT) line on MD 355 between Rockville and Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding, transit signal priority, purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The project also includes planning and preliminary design for Transit Centers at Lakeforest and near the Montgomery College Rockville Campus. 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. 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 of the busway was completed in FY24. Environmental documentation for the purposes of submitting for Federal funding is underway and will be completed in FY26. Final design will be procured in early FY26 and is estimated to last approximately two years. Construction activities, including right-of-way acquisition and utility relocations, may begin as early as FY27. Construction of the BRT is estimated to be completed in FY31, with operations beginning in FY32.

COST CHANGE

Cost change is due to inflation, an updated assessment of right-of-way costs, and the addition of design costs for the Montgomery College Transit Center.

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. A new transit center near the Montgomery College Rockville Campus will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location.

OTHER

\$2 million in this project funds design of the Montgomery College Transit Center, and an additional \$2 million funded planning and preliminary design of the Lakeforest Transit Center.

FISCAL NOTE

The County intends to secure Federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) New Starts program. The project was granted entry into the New Starts Project Development process in Fall 2024.

The amended FY21-26 CIP added \$6 million in State grants. Additional State aid in FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 Maryland General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. \$10.23 million of State Aid appropriated to the MD 355 South/North project (P502309) was moved to the this project in FY26.

This project previously assumed funding from 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. However, given the uncertainty in timing for that funding source, it was replaced in FY26 with revenue from the State Bus Rapid Transit Fund.

The State Bus Rapid Transit Fund was created by the Maryland General Assembly to provide funding to Maryland jurisdictions for eligible BRT projects. Long-Term Financing in this project reflects the intention to issue debt backed by this funding source as authorized under State law.

FY24 funding switch from Recordation Tax Premium to Impact Tax to reflect prior year actuals and other adjustments. FY26 funding switch of \$191,000,000 from State Aid and State BRT Fund to Long-Term Financing. FY26 supplemental for the amount of \$168,412,000 in Long-Term Financing.

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, Maryland Department of Transportation State Highway Administration and 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

