



Bus Rapid Transit: US 29-Phase 2

(P502201)

Category	Transportation	Date Last Modified	05/26/26
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 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	48,959	4,345	5,396	35,186	-	8,815	9,197	9,596	3,710	3,868	4,032
Land	9,000	-	-	9,000	-	2,915	2,999	3,086	-	-	-
Site Improvements and Utilities	571	3	-	568	-	-	568	-	-	-	-
Construction	107,630	6	-	70,407	-	-	-	-	34,549	35,858	37,217
TOTAL EXPENDITURES	166,160	4,354	5,396	115,161	-	11,730	12,764	12,682	38,259	39,726	41,249

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
FTA Capital Investment Grant	30,656	-	-	30,656	-	-	2,486	12,299	7,786	8,085	-
G.O. Bonds	125,754	-	-	84,505	-	11,730	10,278	383	30,473	31,641	41,249
Impact Tax	4,750	3,241	1,509	-	-	-	-	-	-	-	-
State Aid	5,000	1,113	3,887	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	166,160	4,354	5,396	115,161	-	11,730	12,764	12,682	38,259	39,726	41,249

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY22
Appropriation FY 28 Request	11,730	Last FY's Cost Estimate	9,750
Cumulative Appropriation	9,750		
Expenditure / Encumbrances	5,305		
Unencumbered Balance	4,445		

PROJECT DESCRIPTION

This project will design and implement a dedicated lane for Bus Rapid Transit in the median of U.S. 29 between Tech Road and Sligo Creek Parkway to improve travel time and service reliability. Alongside final design for a two-way busway, alternative technical concepts for one or zero dedicated transit lanes through Four Corners will be evaluated for construction-related impacts, transit performance, and cost. Adjacent neighborhood traffic impacts and potential mitigation will also be evaluated as part of final design. MCDOT will brief the T&E Committee after the analysis is completed and before proceeding to construction. The project will also assess the feasibility of master planned bicycle facilities along U.S. 29 within the project study limits.

LOCATION

U.S. 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

Preliminary engineering began in FY23 and will be completed in FY26. Design is ongoing with Final Design to commence in FY28 and construction to begin in FY31. Construction of the BRT is expected to conclude in FY33, with operations beginning in FY34.

COST CHANGE

Cost change is due to addition of Final Design and Construction costs.

PROJECT JUSTIFICATION

This project will complement the investment in U.S. 29 Flash and improve transit travel time, reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-driver mode share (NADMS) goals. Approved land use plans in the corridor recommend the implementation of transit lanes along with U.S. 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed during the 2022 Maryland General Assembly Session.

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

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