



Burtonsville Park and Ride Improvements (P502203)

Category	Transportation	Date Last Modified	04/10/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville 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	900	6	853	41	41	-	-	-	-	-	-
Land	2,000	-	-	2,000	2,000	-	-	-	-	-	-
Construction	7,100	-	4,500	2,600	600	2,000	-	-	-	-	-
TOTAL EXPENDITURES	10,000	6	5,353	4,641	2,641	2,000	-	-	-	-	-

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
G.O. Bonds	2,000	-	-	2,000	2,000	-	-	-	-	-	-
State Aid	8,000	6	5,353	2,641	641	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	10,000	6	5,353	4,641	2,641	2,000	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	750	-	150	150	150	150	150
NET IMPACT	750	-	150	150	150	150	150

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,000	Year First Appropriation	FY22
Appropriation FY 28 Request	-	Last FY's Cost Estimate	6,000
Cumulative Appropriation	6,000		
Expenditure / Encumbrances	23		
Unencumbered Balance	5,977		

PROJECT DESCRIPTION

This project provides for planning, design, permitting, and construction of a parking garage and other improvements at the Burtonsville Park and Ride lot in support of Flash service on the U.S. 29 corridor. The County is partnering with a private developer who will design and construct a parking garage for the County. The garage will include approximately 250 parking spaces for commuter parking and will be designed to accommodate an additional 250 spaces in the future. The balance of the surface lot will be developed with residential units, including moderately priced dwelling units and workforce units. The Burtonsville Station is the northernmost FLASH

station in Montgomery County and is well-situated for park and ride access with direct ramps to U.S. 29 and strong east-west connections via MD 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard Counties, increasing transit ridership and lowering traffic demands on U.S. 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

Design and permitting of the garage commenced in FY25. Construction will start in FY27 and be completed by FY29.

COST CHANGE

Cost change due to increases for garage construction and property acquisition.

PROJECT JUSTIFICATION

In addition to Flash BRT service, Ride On and commuter parking, this facility serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to U.S. 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through the 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. This transit oriented development combines a residential component and a major transit hub on the U.S. 29 corridor.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2020, 2021, 2023, and 2026 State General Assembly Sessions.

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

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