

Bus Rapid Transit (BRT) Implementation in Montgomery County, MD



Agenda

- ▶ About Montgomery County
- ▶ BRT Vision
- ▶ Our Approach to BRT
- ▶ Funding
- ▶ Delivery
- ▶ Preview of Tour
- ▶ Questions & Discussion



About Montgomery County, MD

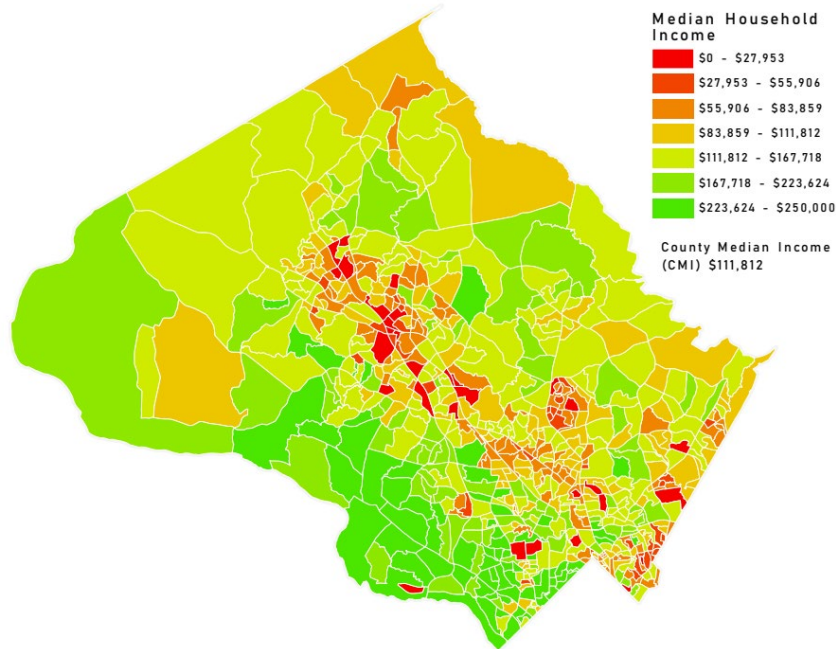
Regional Setting

► Inner Maryland suburb of Washington, D.C.

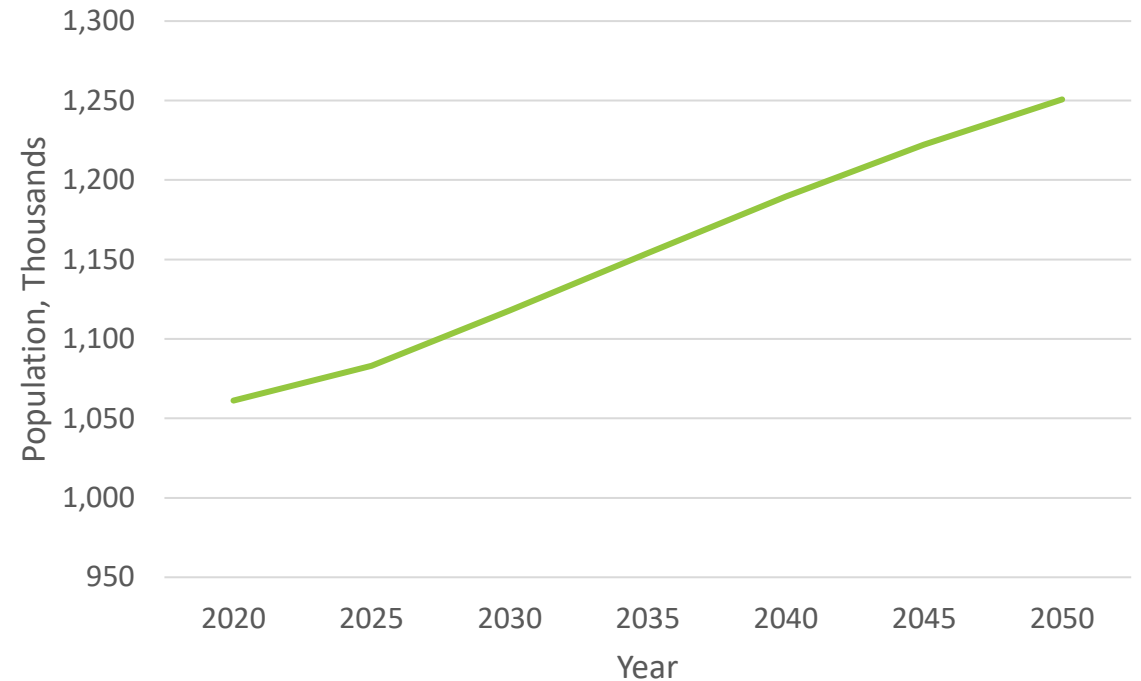
- Population: 1.06M (ACS 2023 5-year estimates)
- Jobs: 481k (LEHD 2022)
- One of the most racially and ethnically diverse counties in the country.



A Growing Population



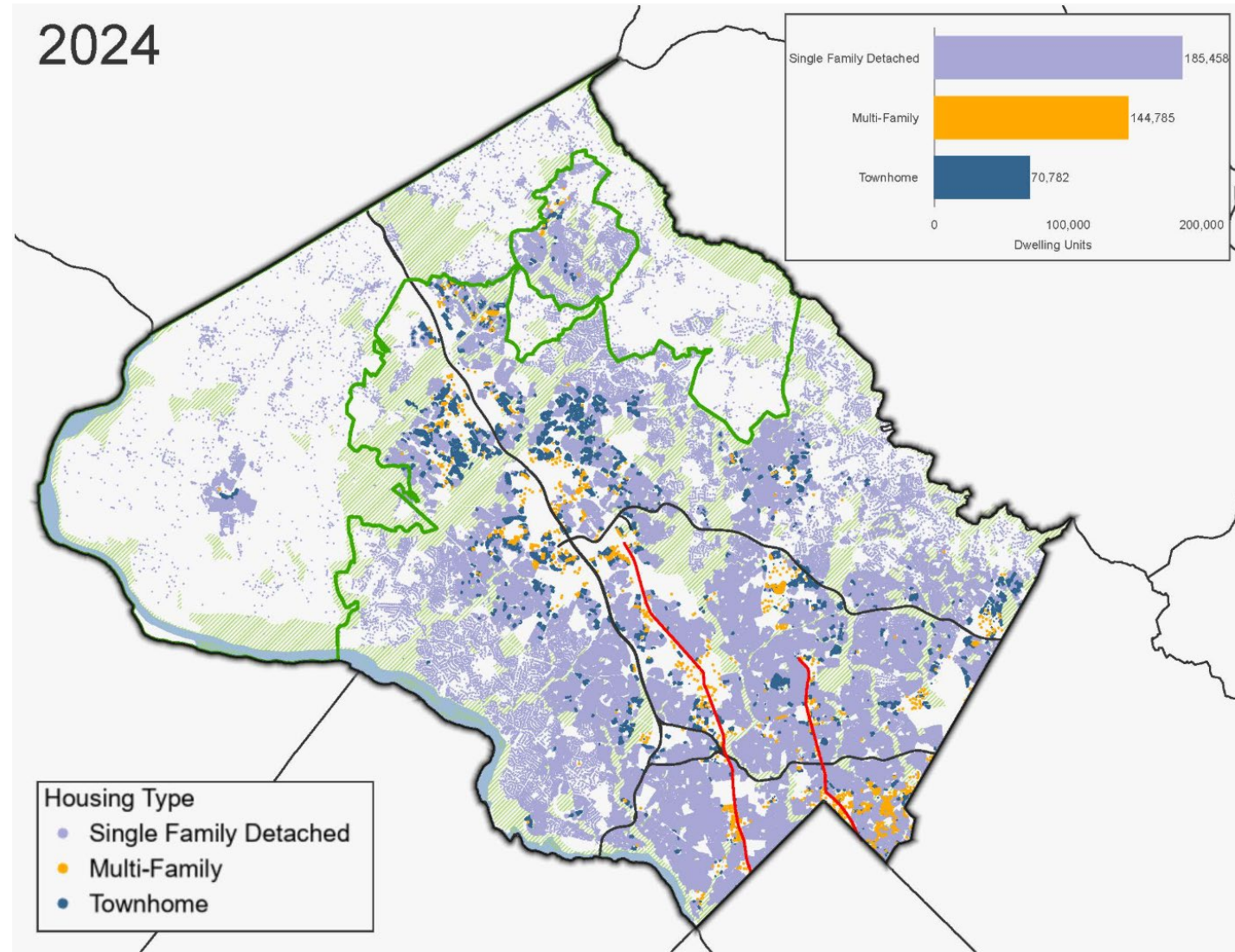
Population Forecast for Montgomery County, MD
Source: MWCOG Final Round 10.0 Cooperative Forecasts, June 2023



- ▶ Population is projected to increase steadily through 2050.
- ▶ Over half of County's low-income population lives within 1/2 mile of Flash corridors (ACS 2023 5-year estimates).

Suburban Context

- ▶ Relatively dense suburban setting
- ▶ Multiple major nodes
- ▶ State-owned, 6 lane arterials connect nodes
- ▶ Major roadways are highly constrained



Existing County Transit Network

- ▶ Two Metrorail corridors
- ▶ Peak-only commuter rail line
- ▶ High coverage local bus
- ▶ Modest BRT and limited stop coverage
- ▶ High bus ridership in major corridors
- ▶ Missing County level transit mobility



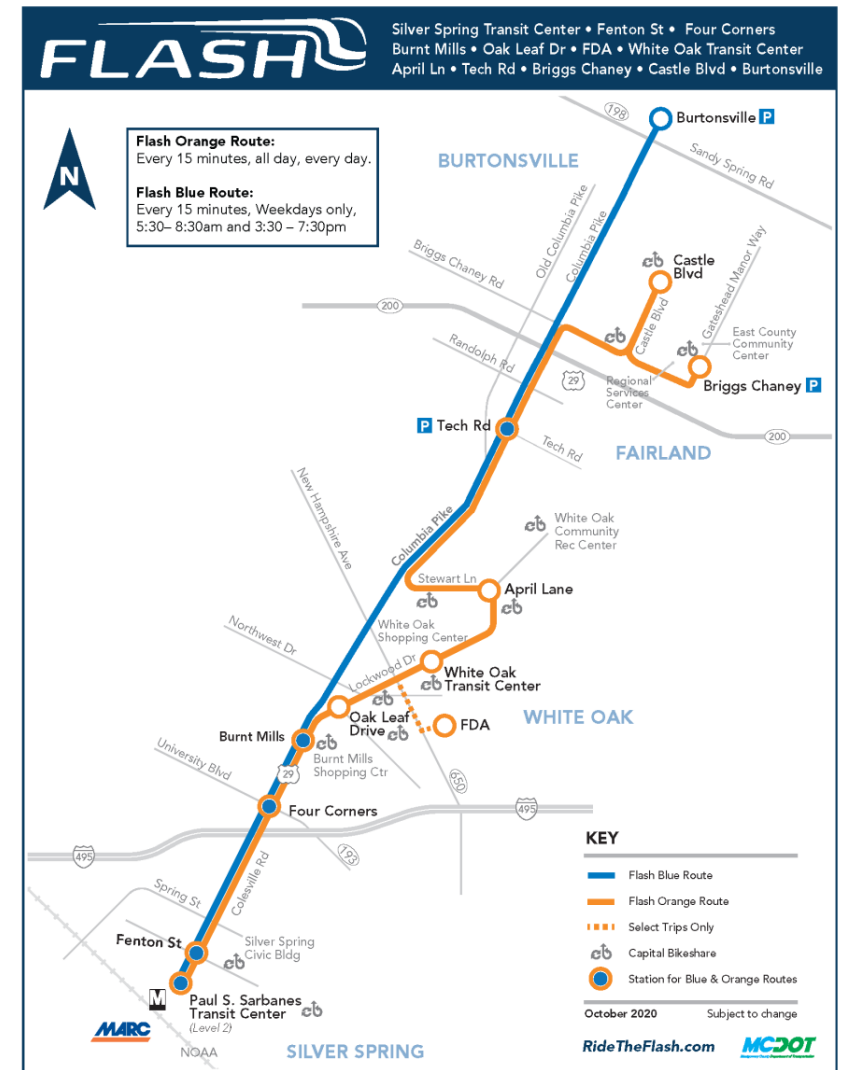
US 29 Phase 1 – History

- ▶ Early planning began in the late 1990s
- ▶ Add capacity without widening the road
- ▶ Phase 1 planning began in 2015-16
- ▶ Design started in 2017
- ▶ Implementation began in 2018
- ▶ Total cost - \$39M
 - \$10M Federal TIGER Grant



US 29 Phase 1 – In Service

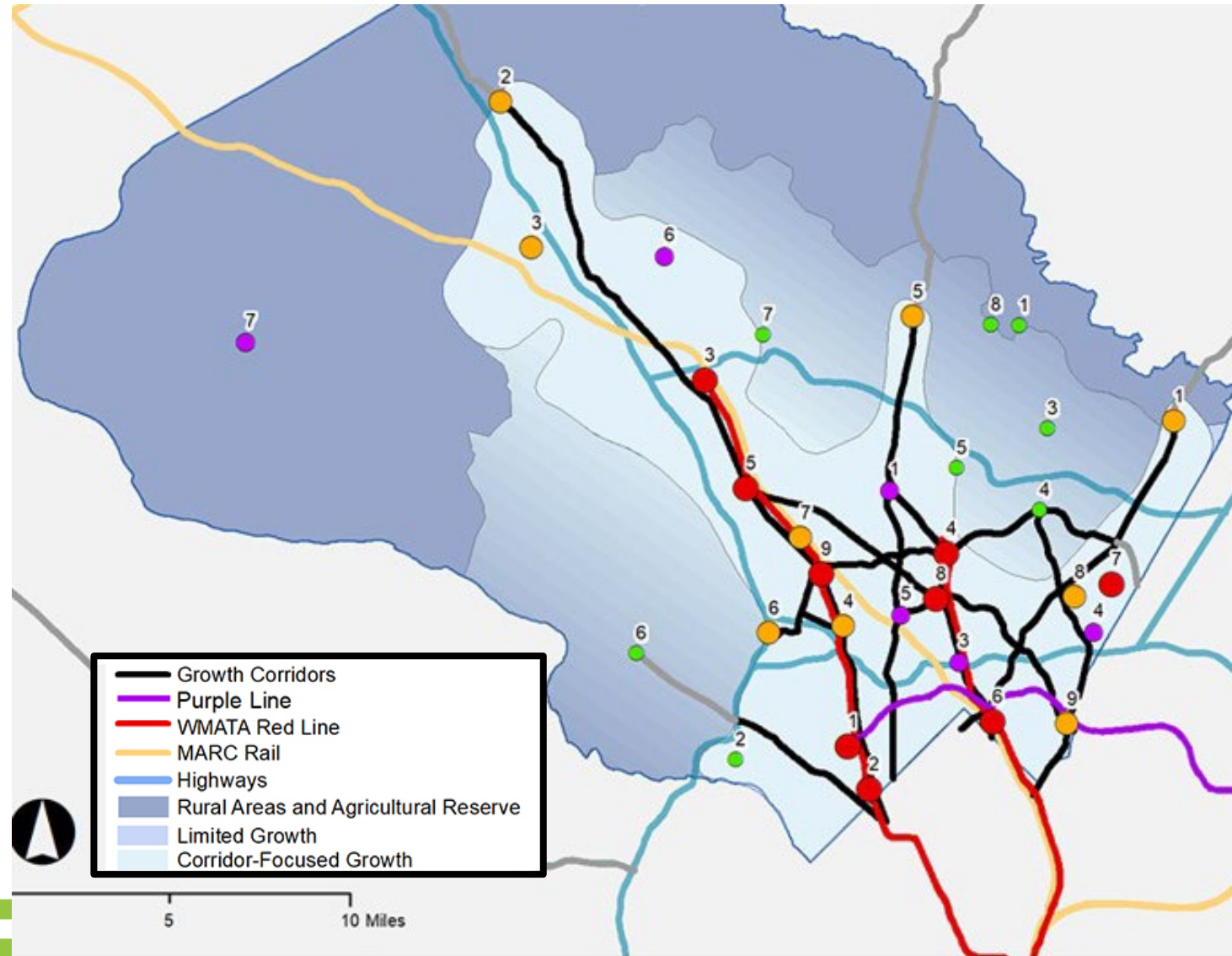
- ▶ Opened October 2020
- ▶ Two service patterns
- ▶ Service every 7-8 minutes at trunk stops (Blue Route) during weekday rush hour
- ▶ Operates from 5:15 am – 1:00 am **every day**.
- ▶ Bus on shoulder north of Tech Road



BRT Vision

Proposed Growth Map— Corridor-Focused Growth

- ▶ The points on this map represent centers of activity by category: **Large**, **Medium**, **Smaller**, and **Villages and Neighborhood**.
- ▶ Growth corridors connect most of the large nodes
- ▶ BRT Corridors are all growth corridors



100 miles of BRT serving 100 stations

[illegible]

Our Focus

- ▶ Connect County nodes with higher speed and frequency transit
- ▶ Safety
- ▶ Multimodal access
- ▶ Livable streets
- ▶ Developing approvable projects

Flash Bus Rapid Transit (BRT) is a planned network of eight routes designed to connect you to the places that matter most: work, school, healthcare, and regional transit hubs.

With frequent and reliable service, safe access, and comfortable stations, Flash makes travel simple and stress-free.



Faster Trips: Dedicated lanes and longer green lights help you avoid traffic.



Safe Connections: Upgraded sidewalks, crosswalks, and bike paths.



Easy Access: Walk and roll on easily with near-level boarding. Bike racks are on board.



Modern Stations: Lighting, comfortable seating, and real-time arrival updates.



Frequent Service: Every 15 minutes or less.



Zero Fare: Like all Ride On buses, Flash BRT is zero fare.

Partnering to Deliver

- ▶ Our transit vision runs on state roads
- ▶ Aligned vision
 - Regular funds from State
 - Letter of agreement with SHA
- ▶ Multiple agreements with SHA
 - Stormwater
 - Project specific
 - Programmatic (coming soon)
- ▶ Weekly cooperation



Our Approach to BRT

Our Approach to Bus Rapid Transit

- ▶ Avoids traffic congestion with bus-prioritized roadway design
- ▶ Longer hours, more frequent, reliable, and faster service
- ▶ High amenity facilities

Faster and More Reliable

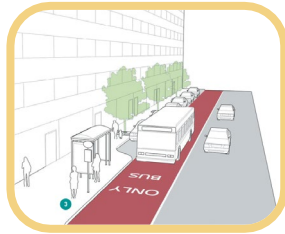
Transit Signal
Priority



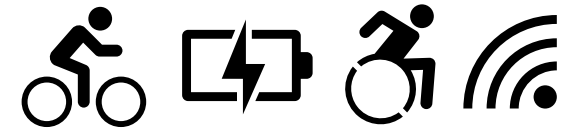
Queue
Jumps



Dedicated Bus
Lanes



Convenient & Comfortable



- **WiFi** and **USB charging** on board, **real-time tracking** at stations
- Well-lit **stations with seating**, covered from rain and sun
- **Near level boarding** for wheelchairs, bikes, and strollers

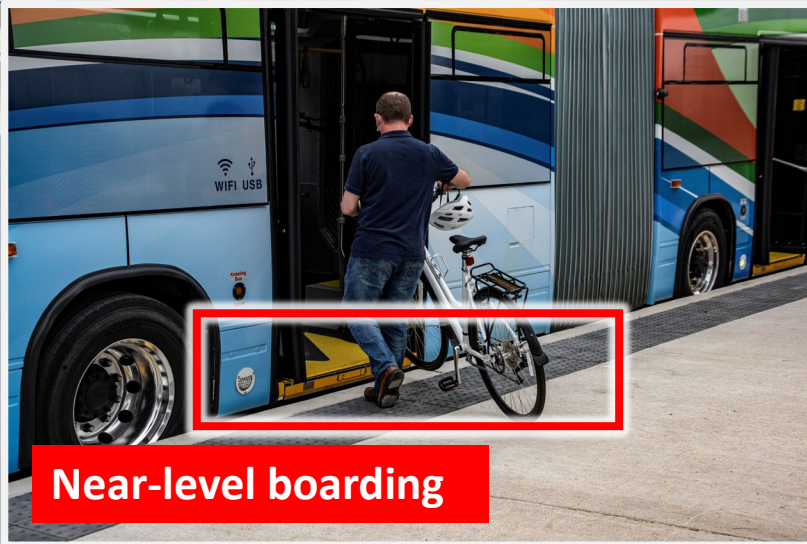
Weather Protection



Real-time Information



Near-level boarding

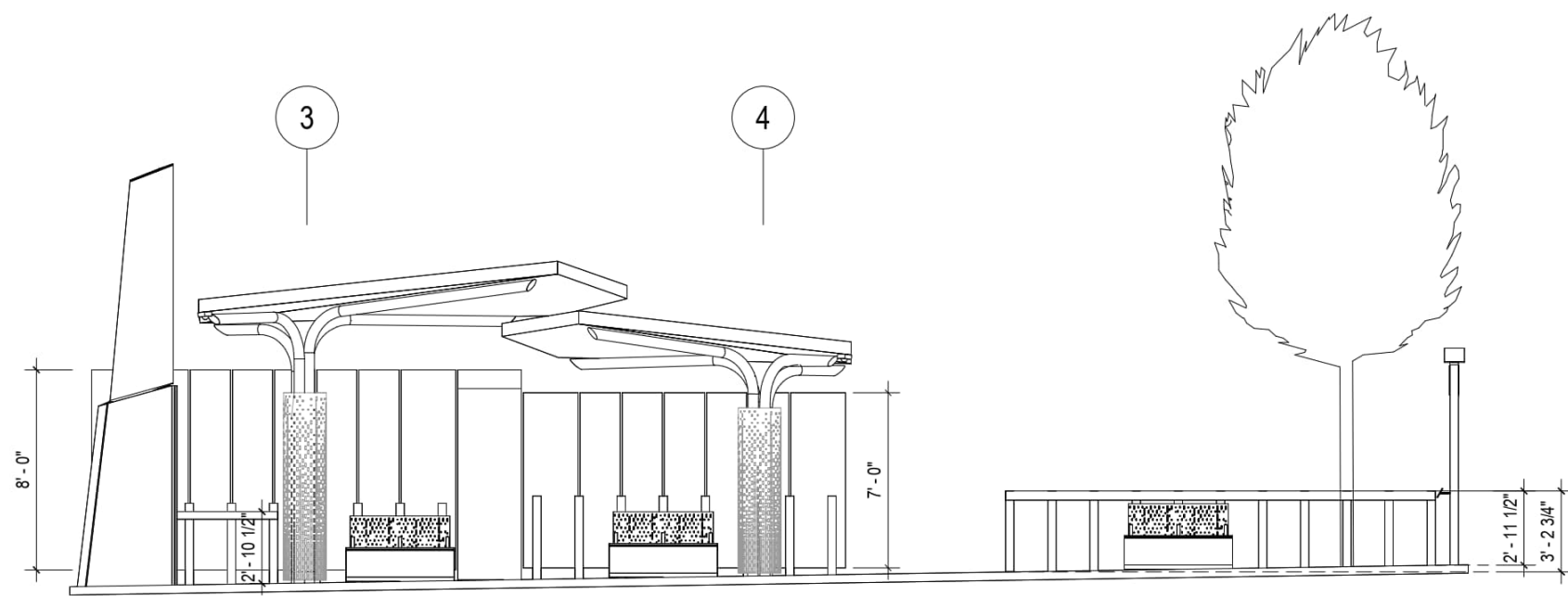


Seating



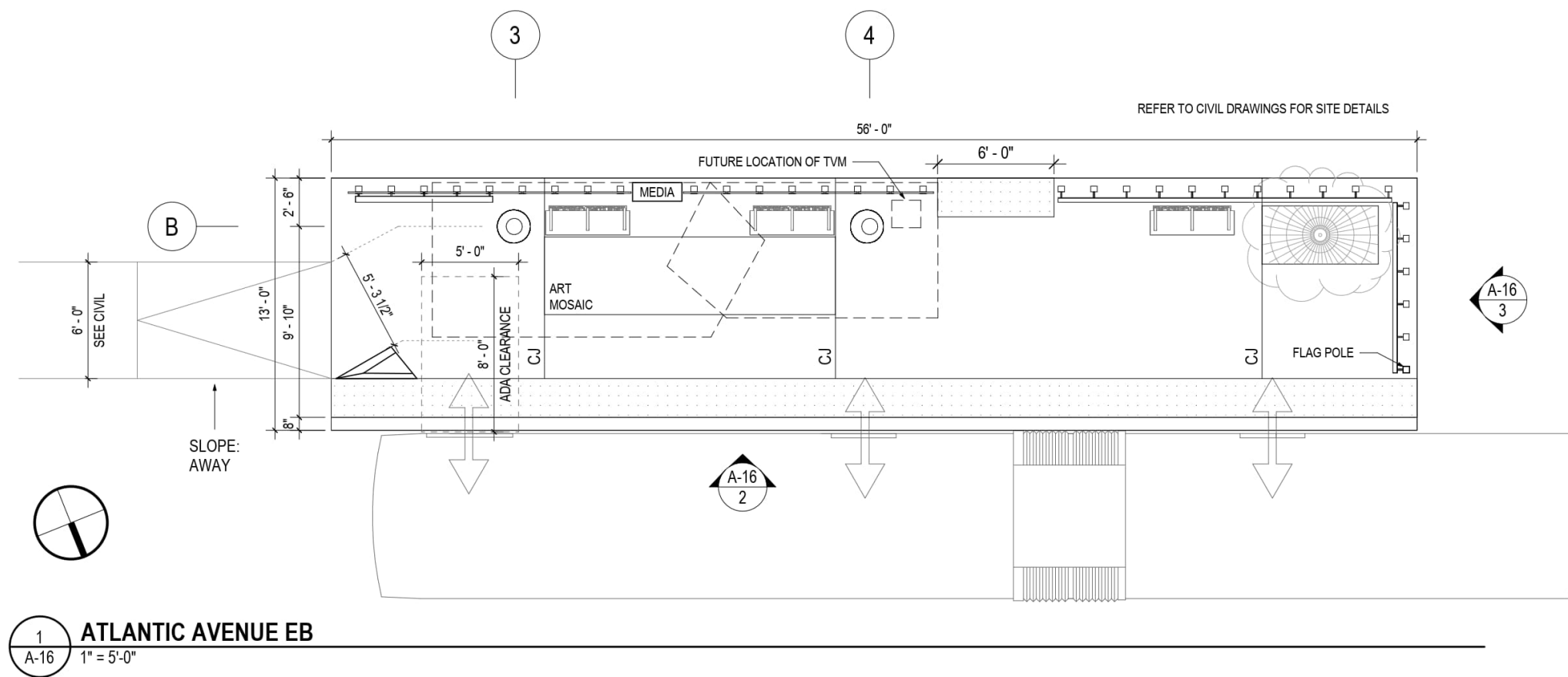


Architectural Plan and Elevation



ELEVATION, ATLANTIC AVENUE EB

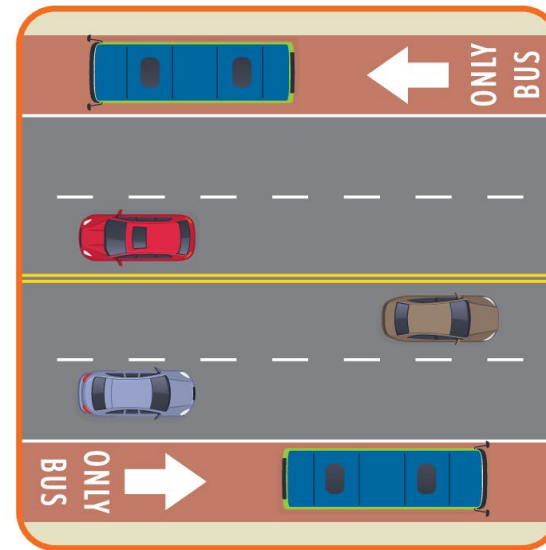
Architectural Plan and Elevation



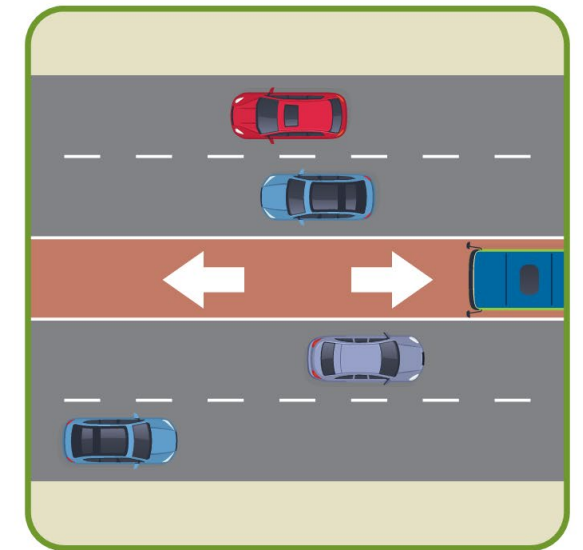
Bus Lane Facilities

- ▶ Single lane reversible
 - Utilize median
- ▶ Dedicated curb lanes
 - Hardening shoulders
 - Enhancing existing bus lanes
 - Repurposing general purpose lanes
- ▶ Minimize roadway construction
 - Hold curb lines as much as possible

Dedicated Curbside Lane



Reversible Center Running Bus Lane



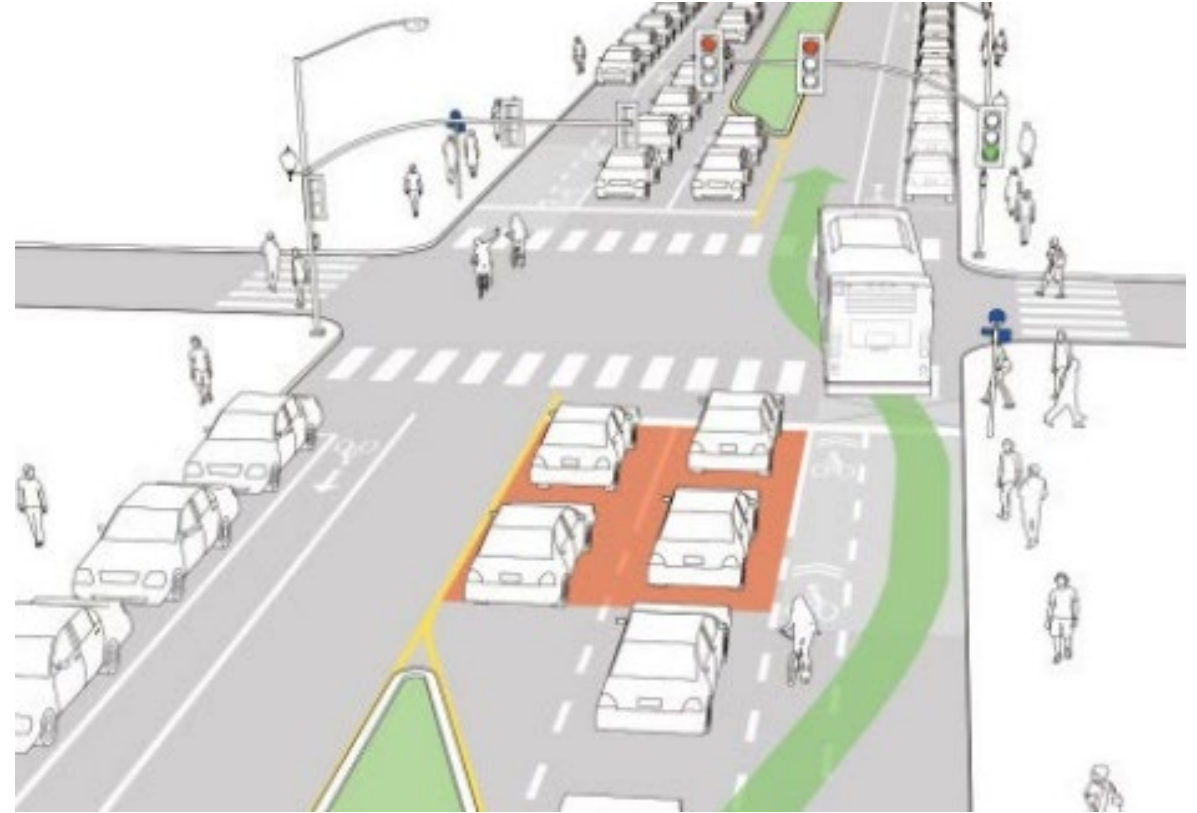
Bus Prioritization Facilities

► Queue Jumps

- Separate lane for buses to jump ahead
- Relatively short
- Separate signal phase

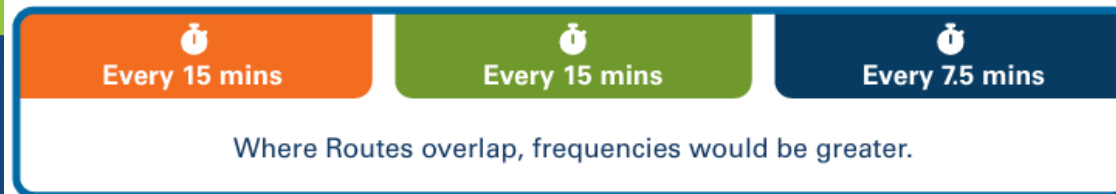
► Transit Signal Priority

- Holds the green to allow bus to pass



Service

- ▶ Limited stops
- ▶ High frequency service
 - Typically 7.5 minute peak headway
 - Significantly better in segments
- ▶ Overlapping service patterns
- ▶ Maintain base of local service



Funding

Project Funding

- ▶ Three funded major projects
- ▶ \$800M in FY 27-32 CIP
- ▶ Three major funding sources

Project	Total Funding	FY 2027-2032 Funding
Veirs Mill Road BRT	\$230,236,000	\$196,482,000
MD 355 BRT	\$517,310,000	\$481,038,000
US 29 Phase 2 BRT	\$166,160,000	\$115,161,000

Funding Sources FY 2027-2032 CIP

► State

- Bond bills
- Annual guaranteed appropriation

► Federal

- FTA CIG funds
 - 80% share for VMR Small Starts
 - 50% share for MD 355 New Starts
- No and Low Emission Bus Funds

► County

- GO Bonds
- Other local funds

Project	State	Federal	County
Veirs Mill Road BRT	\$53.9M	\$140.2M	\$2.8M
MD 355 BRT	\$220.8M	\$246.5M	\$13.7M
US 29 Phase 2 BRT		\$30.7M	\$84.5M

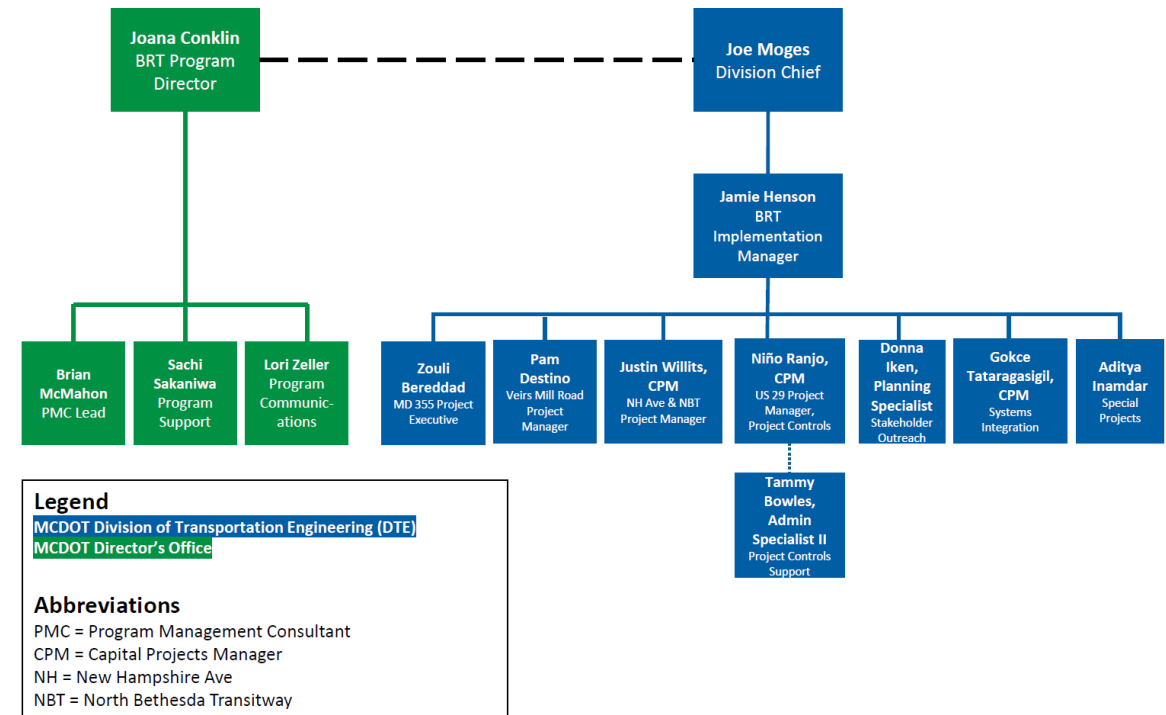
Delivery

Staffing the BRT Program

- ▶ Support in multiple agencies
- ▶ Modest staffing in BRT Team
- ▶ Multiple ROW positions
- ▶ Consultants as staff
 - Contract Project Managers
 - Project support
 - Administrative staff
- ▶ Stability in staffing

BRT Program Organization Chart

March 2026



Innovative Approaches

- ▶ Alternative delivery
 - Construction Manager at Risk (CMAR)
 - Progressive Design Build (PDB)
- ▶ Hydrogen buses
- ▶ Utilize State ROW processes



Durability and Stability

- ▶ Political support across multiple County administrations
- ▶ Consistent internal leadership
- ▶ Developing a stable staff
- ▶ State supportive funding



Preview of Tour

What we will see on Today's Tour

- ▶ Distinct architecture
- ▶ Station amenities
- ▶ Stormwater facilities
- ▶ Integrated bicycle facilities
- ▶ Modest scale
- ▶ Highlight changes we are making



Getting You Ready for Tomorrow

- ▶ Downtown Crown
 - Dense mixed use in suburban context
- ▶ Pink and Lime routes
 - Improved stop facilities
 - Red bus lanes
- ▶ Storage and maintenance facility



Questions & Discussion

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