



Flash BRT Status Update

City of Rockville Mayor & Council Briefing

June 8, 2026

Presenters

- ▶ Jamie Henson
 - BRT Implementation Manager
- ▶ Pam Destino, PE
 - Veirs Mill Road (MD 586) BRT Project Manager
- ▶ Zouli Bereddad
 - MD355 BRT Project Executive



Agenda

- ▶ Flash BRT Program Overview
- ▶ Veirs Mill Road (MD 586) BRT
- ▶ MD 355 BRT
- ▶ Questions



Flash Bus Rapid Transit (BRT)

What is Bus Rapid Transit (BRT)?

Montgomery County's Flash Bus Rapid Transit (BRT) is bus-based transit system that will deliver faster, more reliable, and convenient services with the capacity and quality of rail transit. The following are key components of Flash BRT:



**Dedicated Bus Lanes or
Bus Priority Treatment**



Specialized Vehicles



Enhanced Stations



**New and
Branded Services**



Transit Signal Priority



**Enhanced Pedestrian
and Bicycle Access**

What is Bus Rapid Transit?

- ▶ Bus Rapid Transit, (BRT) is a national movement towards upgraded bus systems that focus on faster, more convenient and more reliable bus services.

Faster and More Reliable

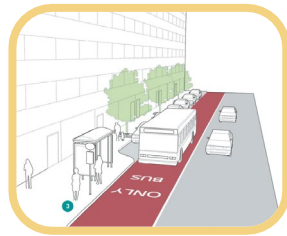
Transit Signal Priority



Queue Jumps



Dedicated Bus Lanes



Frequent Service



Convenient



- WiFi and USB charging
- Level boarding for wheelchairs, bikes, and strollers
- Real time information display boards

Efficient

- Mimics light rail at a lower cost

Flash BRT Project Outcomes

- ▶ Connect People to Opportunity
 - Faster Transit Service
 - More Reliable Bus Arrivals
 - More Frequent Transit Service
- ▶ Targeted Bicycle and Pedestrian Improvements
- ▶ Minimize impacts to homes or businesses

Veirs Mill Road (MD 586) BRT

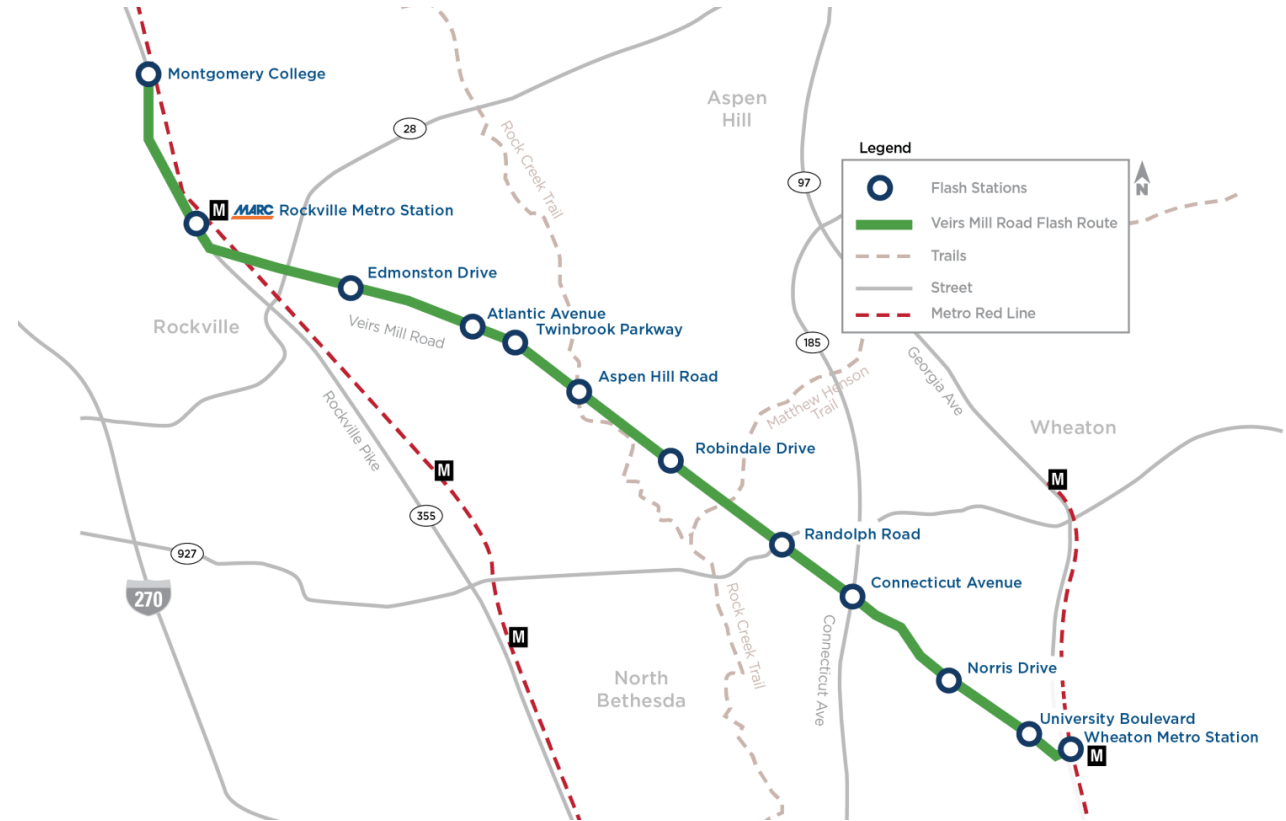


FLASH
VEIRS MILL ROAD

Flash Veirs Mill Road (MD 586) BRT Corridor



- ▶ About half of the route is in the City of Rockville
- ▶ Connects Major Activity Centers Rockville and Wheaton
- ▶ Several rail connections:
 - The two legs of Metrorail Red Line
 - Amtrak and MARC in Rockville



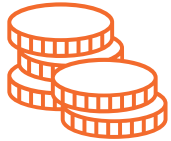
Veirs Mill Road (MD 586)



- ▶ 7.6-mile corridor with 12 stations along Veirs Mill Road and MD 355. Approx. 51,000 residents and 38,900 jobs within half mile of the stations.



- ▶ Design completed in 2025. Utility construction started in 2026. Service opens in late 2028.



- ▶ Estimated total cost is \$230 million. MCDOT expects FTA grant agreement in Summer 2026.



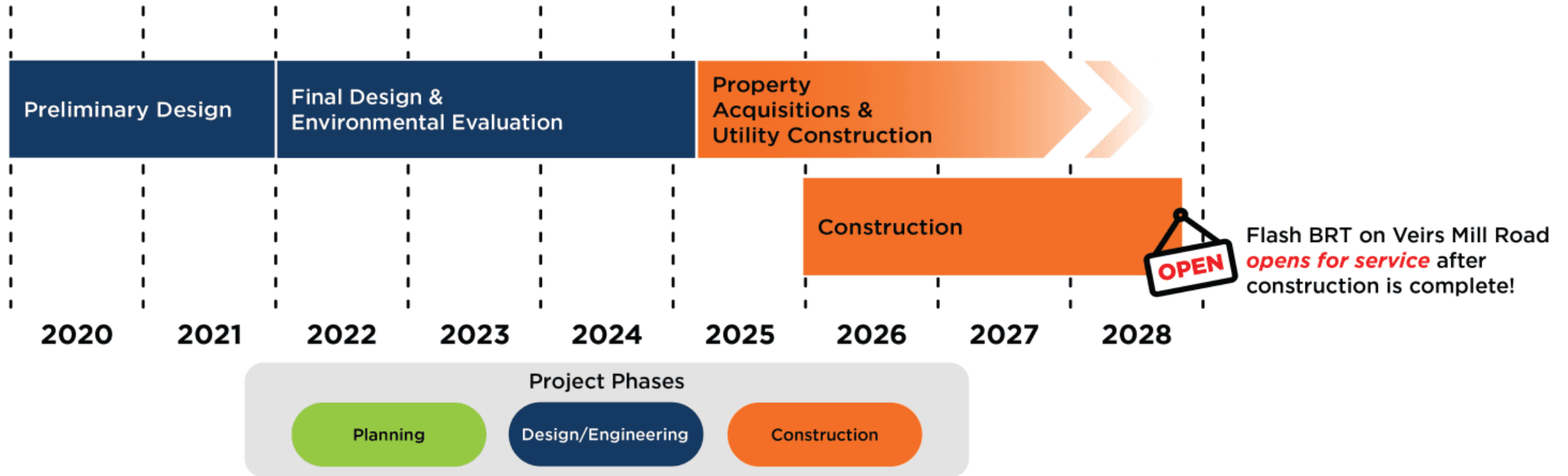
- ▶ Serves 10,000+ existing daily trips. BRT will be as much as 20-30% faster in peak periods.



- ▶ Pop-ups, individual meetings, and community engagement ongoing.



Timeline



BRT Improvements



Project Status

Current

- ▶ Design is complete.
- ▶ Permitting is in process.
- ▶ FTA Small Starts Grant Agreement is in development.
 - Anticipate finalization this summer.

Next

- ▶ Utility relocation and ROW acquisition began this year.
 - Will continue into 2027
- ▶ Construction scheduled to begin Spring 2027.
- ▶ Project opens for service in 2028.

Coordination with City of Rockville

Stormwater Management

- ▶ Received SWM Concept Approval

Rockville Town Center Station

- ▶ Worked closely on location and utility impacts for Rockville (SB) Station.

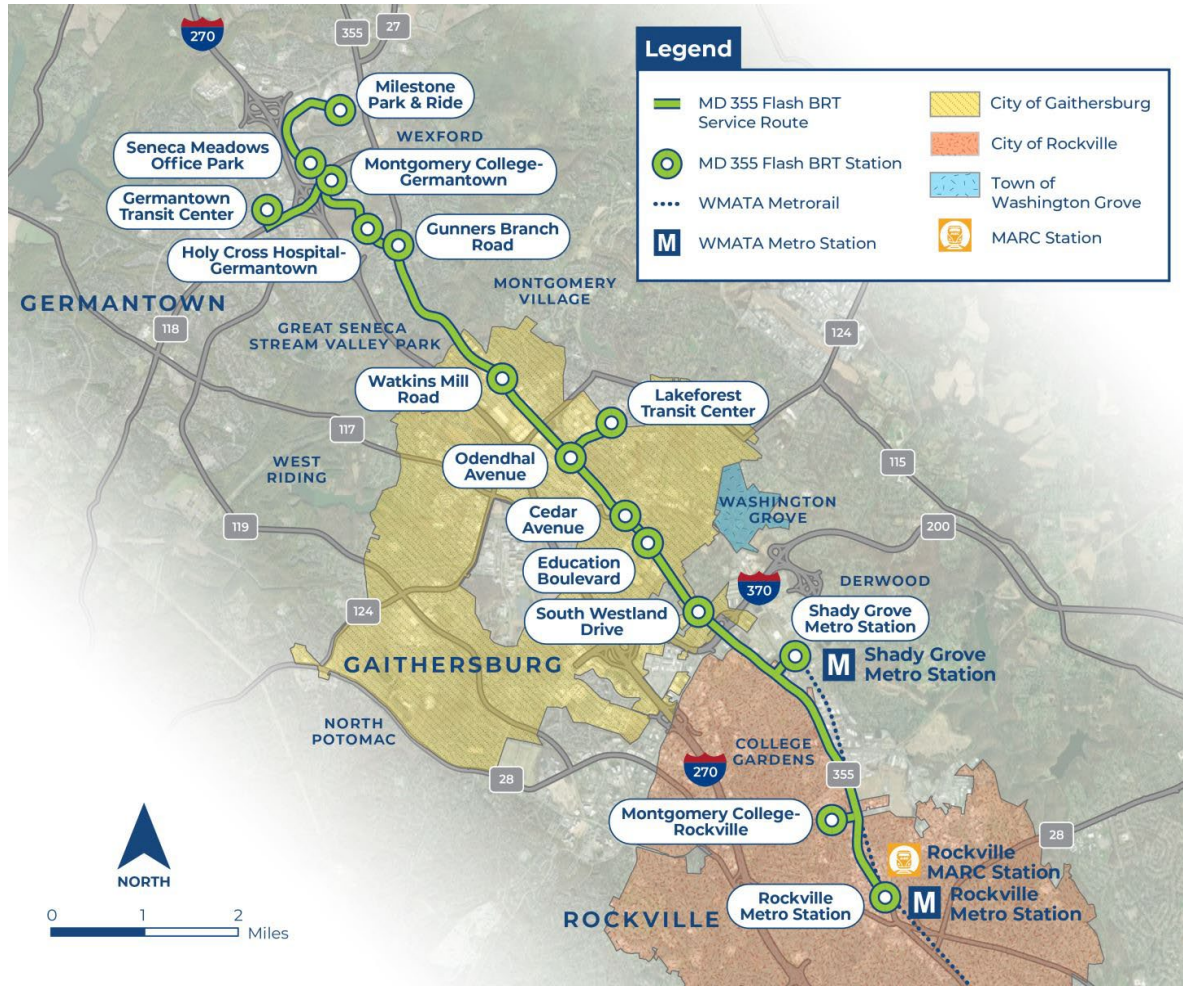
Pedestrian Safety

- ▶ Added crosswalk at north side of Atlantic Avenue
- ▶ Did not extend median because it was too narrow to serve as a safe pedestrian refuge. Signal will be timed for pedestrians to cross entirety of VMR.

The logo features the word "FLASH" in a bold, blue, sans-serif font. Above the letters "A", "S", and "H" are horizontal lines in blue and red that curve to the right, ending in a stylized, rounded shape. Below "FLASH" is a dark red horizontal bar with rounded ends, containing the text "MD 355" in white, bold, sans-serif font.

FLASH
MD 355

MD 355 BRT Corridor



- ▶ The MD 355 Corridor is 22-miles.
- ▶ The Central portion of the corridor is being advanced.
 - Central phase: BRT between Rockville and Germantown, addressing core needs first.
 - Extensions to Bethesda (South) and Clarksburg (North) will follow.

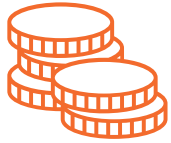
MD 355 (Central Phase)



- ▶ 10-mile corridor along MD 355. Approximately 79,000 people live within half a mile of the corridor and stations, 14% of whom live in car-free households.



- ▶ Currently in scope validation phase. Final design will start in 2026. Construction is planned for 2028-2031. Service will open in 2031.



- ▶ Total estimated cost is \$517 million. MCDOT is eligible for Federal funding under the FTA's Capital Investment Grant New Starts program.



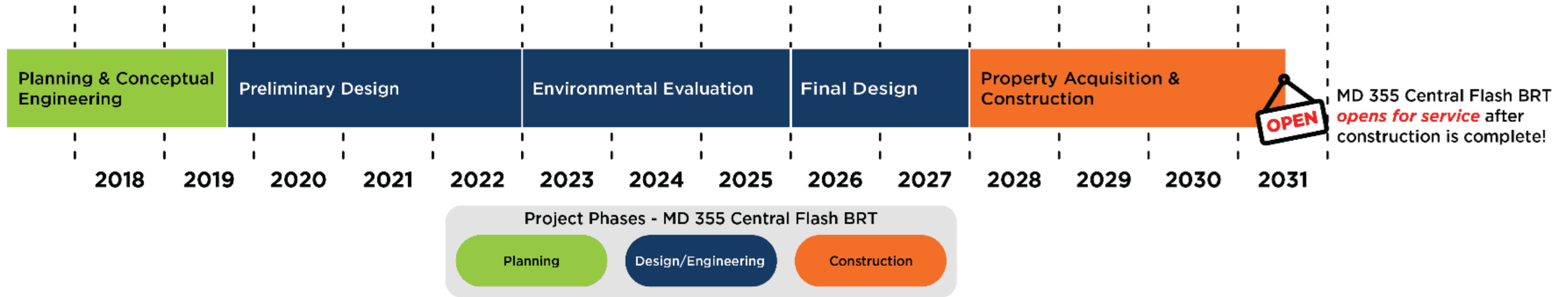
- ▶ Serves 14,000+ existing daily trips. BRT will be as much as 25-45% faster in peak periods



- ▶ A Corridor Advisory Committee (CAC) has been engaged with the project since 2015.



Timeline



Project Status

Current

- ▶ 35% design complete.
- ▶ Progressive Design Builder (PDB) under contract.
- ▶ Scope validation in progress.

Next

- ▶ Final Design.
- ▶ FTA Capital Investment Grant New Starts Application.
- ▶ Project opens for service in 2031.

Coordination with City of Rockville

Transit Center or Bus Depot at MD355 and Mannakee

- ▶ The capital budget did not include funding for a bus depot or transit center at this area of MD 355.

Next Steps

- ▶ Will share some outcomes from the scope validation later this year.

Questions