



# Bus Rapid Transit: Veirs Mill Road

(P501913)

Category	Transportation	Date Last Modified	01/07/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,200	1,763	3,728	5,709	3,500	160	872	799	378	-	-
Land	11,100	9	-	11,091	-	550	10,541	-	-	-	-
Site Improvements and Utilities	400	-	-	400	-	-	400	-	-	-	-
Construction	47,600	-	-	47,600	-	-	10,000	31,000	6,600	-	-
Other	16,500	-	-	16,500	-	-	-	-	16,500	-	-
<b>TOTAL EXPENDITURES</b>	<b>86,800</b>	<b>1,772</b>	<b>3,728</b>	<b>81,300</b>	<b>3,500</b>	<b>710</b>	<b>21,813</b>	<b>31,799</b>	<b>23,478</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	12,750	-	2,500	10,250	2,000	-	-	-	8,250	-	-
Federal Aid	42,578	-	-	42,578	-	398	12,215	17,807	12,158	-	-
Impact Tax	3,000	1,772	1,228	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	28,472	-	-	28,472	1,500	312	9,598	13,992	3,070	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>86,800</b>	<b>1,772</b>	<b>3,728</b>	<b>81,300</b>	<b>3,500</b>	<b>710</b>	<b>21,813</b>	<b>31,799</b>	<b>23,478</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,500	Year First Appropriation	FY20
Appropriation FY 24 Request	710	Last FY's Cost Estimate	7,500
Cumulative Appropriation	7,500		
Expenditure / Encumbrances	2,614		
Unencumbered Balance	4,886		

## PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle

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facilities along the corridor. These new facilities will improve pedestrian and bicyclist safety along Veirs Mill Road while also improving access to Flash stations.

## LOCATION

Veirs Mill Road between Wheaton and Rockville

## ESTIMATED SCHEDULE

Project planning was completed in FY18. Preliminary Engineering began in FY20 and is anticipated to be complete in FY22. Final design will start in FY22 and be completed in FY24. Land acquisition would begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27.

## COST CHANGE

Cost increase is due to the addition of permit costs, land, construction, and buses.

## PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)

## FISCAL NOTE

The previous programming of funds for final design improved the project's eligibility for entry into the Federal Transit Administration's Capital Investment Grant (CIG) program. The intent is to seek entry in FY22 and combine Veirs Mill/Randolph Road BiPPA improvements in the grant request. Adding construction funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority transit projects in Montgomery County.

## 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, City of Rockville, MDOT-SHA, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration

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