



Bus Rapid Transit: Veirs Mill Road

(P501913)

Category	Transportation	Date Last Modified	04/13/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	33,349	2,705	2,786	27,858	3,500	3,348	4,240	8,385	8,385	-	-
Land	13,315	9	-	13,306	-	646	7,683	3,944	1,033	-	-
Site Improvements and Utilities	14,138	-	-	14,138	-	-	-	7,069	7,069	-	-
Construction	68,760	-	-	68,760	-	-	252	34,352	34,156	-	-
Other	39,473	-	-	39,473	-	-	-	-	39,473	-	-
TOTAL EXPENDITURES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	9,250	-	2,500	6,750	-	-	-	-	6,750	-	-
Federal Aid	99,447	-	-	99,447	-	-	-	22,316	77,131	-	-
G.O. Bonds	4,670	-	-	4,670	-	674	922	937	2,137	-	-
Impact Tax	3,000	2,714	286	-	-	-	-	-	-	-	-
State Aid	23,880	-	-	23,880	3,500	-	-	20,380	-	-	-
State Bus Rapid Transit Fund	28,788	-	-	28,788	-	3,320	11,253	10,117	4,098	-	-
TOTAL FUNDING SOURCES	169,035	2,714	2,786	163,535	3,500	3,994	12,175	53,750	90,116	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	35,691	Year First Appropriation	FY20
Cumulative Appropriation	9,000	Last FY's Cost Estimate	86,800
Expenditure / Encumbrances	3,275		
Unencumbered Balance	5,725		

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 facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations.

LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18 and preliminary engineering was completed in FY22. Final design began in FY23 and will be completed by mid-FY25. Property acquisition activities will begin in FY24 and construction is anticipated to start in FY25 and be completed by FY27. Buses will be purchased in FY27.

COST CHANGE

Cost increase is due to the addition of the Veirs Mill Road/Randolph Road BiPPA project and updated project cost estimates from the 30% design stage. These costs include updates for unit cost increases to reflect inflation, year of expenditure, increased vehicle costs, and additional coordination with the Federal Transit Administration as part of the Federal Capital Investment Grant program.

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. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety.

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 facilitated acceptance into the Federal Transit Administration's Capital Investment Grant (CIG) program. This project was combined with the Veirs Mill Road/Randolph Road BiPPA project to leverage additional Federal funds. The project was accepted in July 2022 into CIG Project Development and is now working toward a project rating and ultimately a funding grant agreement. The inclusion of the local portion of construction and bus purchase funding positions the project to advance through the CIG program in a timely fashion to receive a fully funded grant agreement. State Aid reflects state grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 State General Assembly Sessions. The State Bus Rapid Transit Fund is a new source of annual funding available to BRT projects in Maryland, and funds shown from this source have been committed by the State to Montgomery County in 2023 and 2024.

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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