



Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category	Transportation	Date Last Modified	12/23/25
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	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	3,501	3,434	67	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,501	3,434	67	-	-	-	-	-	-	-	-

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	664	597	67	-	-	-	-	-	-	-	-
Impact Tax	2,837	2,837	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,501	3,434	67	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY20
Appropriation FY 28 Request	-	Last FY's Cost Estimate	3,501
Cumulative Appropriation	3,501		
Expenditure / Encumbrances	3,434		
Unencumbered Balance	67		

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans with costs beyond FY23 incorporated into the Bus Rapid Transit: Veirs Mill Road (501913) project to maximize federal funding for the project.

LOCATION

Randolph/Veirs Mill BiPPA

ESTIMATED SCHEDULE

Preliminary design of projects in the Western Sector started in FY21 and continued in FY22. Preliminary design of projects in the

Central and Eastern Sectors started in FY22. All preliminary design activities have been completed and final design is underway as part of the Veirs Mill Road BRT project.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030. This work will be coordinated with the Veirs Mill BRT project to minimize duplicative work and provide enhanced access to the BRT stations.

FISCAL NOTE

The original cost of this project was based on concept level estimates. The cost has been updated as design progressed and schedule accelerated to coincide with the Veirs Mill Road BRT project. This allows for this project to be included in the Capital Investment Grant (CIG) application to the Federal Transit Administration for the Veirs Mill Road BRT project. FY24 funding switch between GO Bonds and Impact Tax. FY25 actuals funding switch between GO Bonds and Impact Taxes.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park & Planning Commission, Maryland Department of Natural Resources, Washington Metropolitan Area Transit Authority.

