



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

Category	Transportation	Date Last Modified	04/14/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary 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	3,501	597	234	2,670	2,670	-	-	-	-	-	-
TOTAL EXPENDITURES	3,501	597	234	2,670	2,670	-	-	-	-	-	-

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
G.O. Bonds	3,501	597	234	2,670	2,670	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,501	597	234	2,670	2,670	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	3,501	Last FY's Cost Estimate	14,967
Expenditure / Encumbrances	786		
Unencumbered Balance	2,715		

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 will start in FY22.

COST CHANGE

This project will be combined with and implemented through the Bus Rapid Transit: Veirs Mill Road (501913) 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.

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.

