

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-53.2 WHICH ADDS FUNDING FOR THE VEIRS MILL BUS RAPID TRANSIT, AS REQUESTED BY THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, MCDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in FTA Capital Investment Grant (§ 5309), state, and local funding totaling \$169,035,000 for the **Veirs Mill Bus Rapid Transit project** and changes the project ID from CE3103 to **T12005**, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the new record will appear in the TIP following approval, along with a complete documentation of every change made for this newest approved version of the record.

ATTACHMENT B) Letter from MCDOT dated January 3, 2025, requesting the amendment; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-53.2, creating the 53rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-53.2 which revises and adds \$87,357,000 in § 5309, state, and local funding totaling \$169,035,000 for the **Veirs Mill Bus Rapid Transit project** and changes the project ID from CE3103 to **T12005**, as described in the attached materials.

ATTACHMENT A

T12005 - Veirs Mill Bus Rapid Transit

Lead Agency

Montgomery County

Project Type

Bus/BRT - Capital/Expansion

County

Montgomery

From

Wheaton Metrorail Station

Agency Project ID

-

Municipality

-

To

Montgomery College, Rockville

Completion Date

2030

Total Cost

\$169,035,000

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. 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).

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$650,000	\$6,170,000	\$3,950,000	-	-	\$10,770,000
Preliminary Engineering	LOCAL	\$500,000	\$3,763,000	\$1,266,000	\$922,000	-	\$5,171,000	\$11,622,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	\$2,832,400	-	\$10,967,000
Total Preliminary Engineering		\$500,000	\$4,413,000	\$7,436,000	\$13,006,600	\$2,832,400	\$5,171,000	\$33,359,000
Right of Way	DC/STATE	-	-	-	\$3,000,000	-	\$2,284,364	\$5,284,364
Right of Way	LOCAL	-	-	\$645,000	-	-	\$3,716,000	\$4,361,000
Right of Way	S. 5309	-	-	-	-	\$5,944,000	-	\$5,944,000
Total Right of Way		-	-	\$645,000	\$3,000,000	\$5,944,000	\$6,000,364	\$15,589,364
Construction	DC/STATE	-	-	-	\$1,739,000	-	-	\$1,739,000
Construction	LOCAL	-	-	-	-	\$937,000	-	\$937,000
Construction	S. 5309	-	-	-	-	\$103,272,636	-	\$103,272,636
Total Construction		-	-	-	\$1,739,000	\$104,209,636	-	\$105,948,636
Utility	DC/STATE	-	-	-	\$2,000,000	-	-	\$2,000,000
Utility	S. 5309	-	-	-	-	\$12,138,000	-	\$12,138,000
Total Utility		-	-	-	\$2,000,000	\$12,138,000	-	\$14,138,000
Total Prior Costs		\$500,000	-	-	-	-	-	\$500,000
Total Future Costs		-	-	-	-	-	\$11,171,364	\$11,171,364
Total Programmed		\$500,000	\$4,413,000	\$8,081,000	\$18,745,600	\$125,124,036	\$11,171,364	\$168,035,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Programming Update - Cost change(s)
PROJECT CHANGES	<p>Description changed from "This project provides funds for the planning and design of a Bus Rapid Transit system along Veirs Mill Road from the Wheaton Metrorail Station to the Rockville Metrorail Station." to "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. 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)."</p> <p>ID changed from "CE3103" to "T12005"</p>
FUNDING CHANGES	<p>LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in PE from \$2,000,000 to \$0 + Increase funds in FY 2022 in PE from \$0 to \$500,000 + Increase funds in FY 2023 in PE from \$0 to \$3,763,000 + Increase funds in FY 2024 in PE from \$0 to \$1,266,000 + Increase funds in FY 2024 in ROW from \$0 to \$645,000 + Increase funds in FY 2025 in PE from \$0 to \$922,000 + Increase funds in FY 2026 in CON from \$0 to \$937,000 + Increase funds in FY 2027 in PE from \$0 to \$5,171,000 + Increase funds in FY 2027 in ROW from \$0 to \$3,716,000 + Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0 +
	+ Increase funds in FY 2022 in PE from \$0 to \$500,000

FUNDING
CHANGES

DC/STATE

- Decrease funds in FY 2026 in PE from \$799,000 to \$0
- Decrease funds in FY 2026 in CON from \$13,193,000 to \$0
- Decrease funds in FY 2023 in PE from \$1,500,000 to \$650,000
- + Increase funds in FY 2024 in PE from \$0 to \$6,170,000
- Decrease funds in FY 2024 in ROW from \$350,000 to \$0
- + Increase funds in FY 2025 in PE from \$872,000 to \$3,950,000
- + Increase funds in FY 2025 in ROW from \$0 to \$3,000,000
- Decrease funds in FY 2025 in CON from \$8,326,000 to \$1,739,000
- + Increase funds in FY 2025 in UT from \$400,000 to \$2,000,000
- Decrease funds in FY 2027 in PE from \$378,000 to \$0
- + Increase funds in FY 2027 in ROW from \$0 to \$2,284,364
- Decrease funds in FY 2027 in OTHER from \$8,250,000 to \$0

8. 5309

- Decrease funds in FY 2024 in PE from \$160,000 to \$0
- Decrease funds in FY 2024 in ROW from \$200,000 to \$0
- Decrease funds in FY 2027 in UT from \$6,978,000 to \$0
- + Increase funds in FY 2025 in PE from \$0 to \$8,134,600
- Decrease funds in FY 2025 in CON from \$12,215,000 to \$0
- + Increase funds in FY 2026 in PE from \$0 to \$2,832,400
- + Increase funds in FY 2026 in ROW from \$0 to \$5,944,000
- + Increase funds in FY 2026 in CON from \$17,807,000 to \$103,272,636
- + Increase funds in FY 2026 in UT from \$0 to \$12,138,000

FEDERAL
PROJECT COST

Increased from \$37,360,000 to \$132,321,636 (254.18%)

TOTAL
PROJECT COST

Increased from \$81,678,000 to \$169,035,000 (106.95%)

CONFORMITY
INFORMATION
CHANGES

485

- Conformity Route has changed from None to MD 586
- Conformity Implementation Status has changed from None to Active
- RSAQ has changed from None to Yes-RSAQ



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

January 3, 2024

The Honorable James Walkinshaw, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. , Suite 300
Washington, DC 20002

Dear Chair Walkinshaw:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for Veirs Mill Bus Rapid Transit (T12005). Revisions to the Veirs Mill Bus Rapid Transit project reflect the most up to date programmatic and federal funding schedule, in particular revising Sec. 5309 funding through the Capital Investment Grant. Overall project costs have been revised from \$81,678,000 to \$169,035,000 to reflect the increase in federal, state and local funding secured for the project through FY2027. There are no programmatic changes proposed.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its January 10, 2025 meeting. Following approval of this TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at chris.vanalstyne@montgomerycountymd.gov or Corey Pitts corey.pitts@montgomerycountymd.gov.

Sincerely,

Haley Peckett

Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation, MWCOG
Kari Snyder, Regional Planner, Maryland Department of Transportation
Corey Pitts, MCDOT
Chris Van Alstyne, MCDOT

Office of the Director

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Located one block west of the Rockville Metro Station