

Capital Crescent Trail (P501316)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	681	69	92	480	100	125	125	50	40	40	40
Land	1,430	0	1,430	0	0	0	0	0	0	0	0
Site Improvements and Utilities	238	0	238	0	0	0	0	0	0	0	0
Construction	55,048	0	2,056	52,933	13,092	11,491	14,086	10,249	2,848	1,167	59
Other	0	0	0	0	-3,000	-3,000	-3,000	3,000	3,000	3,000	0
Total	57,397	69	3,816	53,413	10,192	8,616	11,211	13,299	5,888	4,207	99

FUNDING SCHEDULE (\$000s)

G.O. Bonds	48,606	0	0	48,507	10,192	8,616	9,011	10,593	5,888	4,207	99
Impact Tax	8,791	69	3,816	4,906	0	0	2,200	2,706	0	0	0
Total	57,397	69	3,816	53,413	10,192	8,616	11,211	13,299	5,888	4,207	99

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	8,023
Appropriation Request Est.	FY 18	8,616
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,054
Expenditure / Encumbrances		275
Unencumbered Balance		5,779

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 17 57,397
Last FY's Cost Estimate	95,856

Description

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

Justification

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan.

Other

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future.

Fiscal Note

The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$3 million per year to FY20-22.

Coordination

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.