



Metropolitan Branch Trail

(P501110)

Category	Transportation	Date Last Modified	01/09/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	7,236	2,978	749	3,509	1,447	1,445	617	-	-	-	-
Land	1,455	25	1,029	401	318	83	-	-	-	-	-
Site Improvements and Utilities	109	9	-	100	-	-	100	-	-	-	-
Construction	11,862	408	125	11,329	-	6,056	5,273	-	-	-	-
TOTAL EXPENDITURES	20,662	3,420	1,903	15,339	1,765	7,584	5,990	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	19,964	2,722	1,903	15,339	1,765	7,584	5,990	-	-	-	-
Impact Tax	698	698	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	3,420	1,903	15,339	1,765	7,584	5,990	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	9	-	-	-	3	3	3
Energy	9	-	-	-	3	3	3
NET IMPACT	18	-	-	-	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	FY11
Cumulative Appropriation	20,662	Last FY's Cost Estimate	20,662
Expenditure / Encumbrances	3,436		
Unencumbered Balance	17,226		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail

segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Phase I final design and land acquisition will be completed in FY18. Phase I construction began in FY16 and is to be completed in FY18. Phase II utility relocations will be completed in FY21. Phases II and III construction will begin in FY20 and be completed in FY21.

COST CHANGE

Cost increases are due to higher estimated design, construction management, and construction costs primarily due to State Highway Administration requirements. The cost increases are partially offset by lower land and utility costs.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

OTHER

The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

FY18 funding switch of \$698,000 between GO Bonds and Impact Tax.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services . Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).

