



Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	10,841	1,090	2,731	5,520	40	40	40	-	2,700	2,700	1,500
Land	873	415	458	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,000	-	-	-	-	1,000	1,000	300
Construction	97,725	33,576	14,375	39,174	2,848	1,167	59	-	17,300	17,800	10,600
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	104,999	27,470	14,085	51,044	4,238	4,207	99	-	21,000	21,500	12,400
Impact Tax	11,098	7,619	3,479	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	35	-	-	5	10	10	10
Energy	35	-	-	5	10	10	10
NET IMPACT	70	-	-	10	20	20	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,238	Year First Appropriation	FY15
Appropriation FY 22 Request	4,207	Last FY's Cost Estimate	61,197
Cumulative Appropriation	52,653		
Expenditure / Encumbrances	44,926		
Unencumbered Balance	7,727		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue 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, a new tunnel beneath Wisconsin Avenue, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start in summer of 2024 with completion in late fall/early winter of 2026.

COST CHANGE

Funds added for design and construction of tunnel under Wisconsin Avenue.

PROJECT 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. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

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.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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.

