



Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	12/29/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem 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	2,416	1,405	120	40	40	40	-	-	-	6,900
Land	873	428	445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	-	-	-	-	-	-	-	2,300
Construction	97,725	30,555	542	20,913	12,132	4,813	3,308	660	-	-	45,715
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	116,097	33,407	2,392	25,383	13,522	7,853	3,348	660	-	-	54,915

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	107,768	25,788	1,682	25,383	13,522	7,853	3,348	660	-	-	54,915
Impact Tax	8,329	7,619	710	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	33,407	2,392	25,383	13,522	7,853	3,348	660	-	-	54,915

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	20	-	-	-	-	10	10
Energy	20	-	-	-	-	10	10
NET IMPACT	40	-	-	-	-	20	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	283	Year First Appropriation	FY15
Cumulative Appropriation	56,891	Last FY's Cost Estimate	116,097
Expenditure / Encumbrances	45,449		
Unencumbered Balance	11,442		

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. In FY20, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection. Construction of the tunnel under Wisconsin Avenue to start beyond the six years due to fiscal capacity. To provide an alternative approach, the County has requested that the State consider single-tracking through the Purple Line tunnel, freeing up space for the trail at considerable cost savings.

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.

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.

