



Metropolitan Branch Trail

(P501110)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	7,536	4,695	797	2,044	1,008	1,036	-	-	-	-	-
Land	1,467	688	779	-	-	-	-	-	-	-	-
Site Improvements and Utilities	941	9	466	466	466	-	-	-	-	-	-
Construction	10,718	825	1,981	7,912	4,104	3,808	-	-	-	-	-
TOTAL EXPENDITURES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	17,805	3,360	4,023	10,422	5,578	4,844	-	-	-	-	-
Impact Tax	2,857	2,857	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	40	-	-	10	10	10	10
Energy	8	-	-	2	2	2	2
NET IMPACT	48	-	-	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY11
Appropriation FY 26 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	14,125		
Unencumbered Balance	6,537		

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. 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. Construction of Phase II-A will be from Ripley Street to Burlington Avenue, including the bridge over Georgia Avenue. A sidepath along Burlington Avenue from Selim Road to Fenton Street will be designed under CIP 501532, Bicycle-Pedestrian Priority Area Improvements (BiPPA). This is done to preserve continuity in design and construction of the Burlington Avenue/13th Street BiPPA project.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition was completed in FY22. Utility relocations to start and end in summer 2025. Construction of Phase II-A is expected to commence in winter FY24 and will be completed in 18 months.

COST CHANGE

Scope modified to eliminate underpass at Burlington Avenue due to fiscal constraints and opportunity to leverage new County Trail Connections.

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).

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. 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

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT 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).