



Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	05/18/26
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	5,691	4,497	114	1,080	940	140	-	-	-	-	-
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	208	8	200	-	-	-	-	-	-	-	-
Construction	58,388	40,054	14,334	4,000	4,000	-	-	-	-	-	-
Other	3,000	-	3,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	68,477	45,749	17,648	5,080	4,940	140	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	38,477	16,923	16,474	5,080	4,940	140	-	-	-	-	-
Impact Tax	28,826	28,826	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	1,174	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	68,477	45,749	17,648	5,080	4,940	140	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	10	-	2	2	2	2	2
Energy	5	-	1	1	1	1	1
NET IMPACT	15	-	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	4,000	Year First Appropriation	FY15
Appropriation FY 28 Request	140	Last FY's Cost Estimate	64,337
Cumulative Appropriation	64,337		
Expenditure / Encumbrances	46,788		
Unencumbered Balance	17,549		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent Surface 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 connection from 47th Street through Elm Street Park to the surface trail adjacent to the Purple Line including reconstruction of the northern section of Elm St Park; Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in Capital Improvements Program No. 500119; supplemental landscaping and amenities; and lighting at trail junctions, underpasses, and other critical locations. This project also funded the planning and design for a new tunnel beneath Wisconsin Ave.

ESTIMATED SCHEDULE

Construction completion of the main trail along the Purple Line alignment is expected by Spring 2027 per MTA's current schedule. Construction of the surface trail along 47th Street and the trail connection through Elm Street Park will be completed in FY26. The reconstruction of the Elm Street Park is expected to be completed in FY27.

COST CHANGE

Cost increases support additional construction and construction management costs, primarily to support the reconstruction of Elm Street Park.

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.

FISCAL NOTE

In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. In FY25 funding for the construction of the tunnel under Wisconsin Avenue was shifted to a separate CIP project (No. 502512). Actuals funding switch between GO Bonds and Impact Taxes.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Town of Chevy Chase, 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 the County Council by June 17, 2014.

