

Resolution No: 20-1147
 Introduced: January 27, 2026
 Adopted: June 9, 2026

**COUNTY COUNCIL
 FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President at the Request of the County Executive

SUBJECT: Supplemental Appropriation #26-37 to the FY26 Capital Budget and Amendment to the FY25-30 Capital Improvement Program (CIP) Montgomery County Government – Department of Transportation Capital Crescent Trail (CIP No. 501316), \$4,845,000)

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week’s notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State, or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of six Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of seven Councilmembers. The Council may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved Capital Improvements Program CIP at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive has requested the following capital project appropriation increases:

| <u>Project Name</u> | <u>Project Number</u> | <u>Cost Element</u> | <u>Amount</u> | <u>Source of Funds</u> |
|------------------------|-----------------------|---------------------|---------------|------------------------|
| Capital Crescent Trail | 501316 | PDS | \$800,000 | GO Bonds |
| | | Construction | \$4,045,000 | GO Bonds |
| | | TOTAL: | \$4,845,000 | GO Bonds |

4. The funding increase is needed to complete the construction of Capital Crescent Trail prior to opening of Purple Line Trail which has been accelerated to FY26. If the supplemental appropriation is not approved, then Capital Crescent Trail will not be completed prior to the opening of Purple Line Trail. The recommended amendment is consistent with the criteria for amending the CIP because the project's cost has increased absolutely by at least \$2,000,000 from the last adopted CIP.
5. The County Executive recommends an amendment to the FY25-30 Capital Improvements Program and a supplemental appropriation in the amount of \$4,845,000 and specifies the source of funds as GO Bonds.
6. Notice of public hearing was given, and a public hearing was held.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The FY25-30 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

| <u>Project Name</u> | <u>Project Number</u> | <u>Cost Element</u> | <u>Amount</u> | <u>Source of Funds</u> |
|------------------------|-----------------------|--------------------------------|---------------|------------------------|
| Capital Crescent Trail | 501316 | Planning, Design & Supervision | \$800,000 | GO Bonds |
| | | Construction | \$4,045,000 | GO Bonds |
| TOTAL | | | \$4,845,000 | GO Bonds |

This is a correct copy of Council action.



Sara R. Tenenbaum
Clerk of the Council



Capital Crescent Trail (P501316)

| | | | |
|---------------|--------------------------------|----------------------|--------------------|
| Category | Transportation | Date Last Modified | 10/03/24 |
| SubCategory | Pedestrian Facilities/Bikeways | Administering Agency | Transportation |
| Planning Area | Countywide | Status | Under Construction |

| | Total | Thru FY24 | Rem FY24 | Total 6 Years | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 | Beyond 6 Years |
|--------------------------------------|---------------|---------------|---------------|---------------|------------|--------------|------------|-------|-------|-------|----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 5,651 | 3,915 | 236 | 1,500 | 220 | 1,040 | 240 | - | - | - | - |
| Land | 1,190 | 1,190 | - | - | - | - | - | - | - | - | - |
| Site Improvements and Utilities | 208 | 8 | 100 | 100 | 100 | - | - | - | - | - | - |
| Construction | 59,133 | 33,720 | 19,363 | 6,050 | 505 | 4,845 | 700 | - | - | - | - |
| Other | 3,000 | - | 3,000 | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 69,182 | 38,833 | 22,699 | 7,650 | 825 | 5,885 | 940 | - | - | - | - |

| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
|----------------------------------|---------------|---------------|---------------|--------------|------------|--------------|------------|---|---|---|---|
| G.O. Bonds | 40,716 | 16,923 | 16,143 | 7,650 | 825 | 5,885 | 940 | - | - | - | - |
| Impact Tax | 27,292 | 21,910 | 5,382 | - | - | - | - | - | - | - | - |
| Recordation Tax Premium (MCG) | 1,174 | - | 1,174 | - | - | - | - | - | - | - | - |
| TOTAL FUNDING SOURCES | 69,182 | 38,833 | 22,699 | 7,650 | 825 | 5,885 | 940 | - | - | - | - |

| APPROPRIATION AND EXPENDITURE DATA (\$000s) | | | |
|--|--------|--------------------------|--------|
| Appropriation FY 26 Request | - | Year First Appropriation | FY15 |
| Supplemental Appropriation Request | 4,845 | Last FY's Cost Estimate | 64,337 |
| Cumulative Appropriation | 64,337 | | |
| Expenditure / Encumbrances | 40,324 | | |
| Unencumbered Balance | 24,013 | | |

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 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 Street Park, a new underpass beneath Jones Mill Road, planning and design for a new tunnel beneath Wisconsin Avenue, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction completion of the main trail along the Purple Line alignment is expected by Spring 2027 per MTA's revised schedule. Construction of the 47th Street surface trail will be completed in FY26. The Elm Street Park connection from 47th Street to the Capital Crescent Trail will be completed in FY26. Reconstruction of the northern section of Elm Street Park will be completed in FY27.

COST CHANGE

Add \$4.9M for PDS and construction cost based on the final design for the connection of the trail through Elm Street Park and the reconstruction of the northern section 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 (CIP #502512). FY26 supplemental in G.O. Bonds for the amount of \$4,845,000.

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, 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.

