

Bethesda Metro Station South Entrance (P500929)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 1/3/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,173	1,623	0	500	50	125	125	100	50	50	50
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,444	0	0	13,444	5,254	5,186	336	1,334	1,027	307	0
Construction	94,585	0	0	94,500	19,910	22,837	28,881	17,601	3,665	1,606	85
Other	0	0	0	0	-6,000	-6,000	-6,000	6,000	6,000	6,000	0
Total	110,202	1,623	0	108,444	19,214	22,148	23,342	25,035	10,742	7,963	135

FUNDING SCHEDULE (\$000s)

G.O. Bonds	104,407	0	0	104,272	15,042	22,148	23,342	25,035	10,742	7,963	135
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	828	0	4,172	4,172	0	0	0	0	0	0
Total	110,202	1,623	0	108,444	19,214	22,148	23,342	25,035	10,742	7,963	135

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	22,148
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,837
Expenditure / Encumbrances		1,643
Unencumbered Balance		19,194

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 110,202
Last FY's Cost Estimate	110,202

Description

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

Estimated Schedule

Design: Fall FY10 through FY15. Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding.

Other

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

Fiscal Note

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. 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. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$6 million per year to FY20-22. Schedule updated to reflect minor expenditure acceleration into FY16.

Coordination

Maryland Transit Administration, WMATA, Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.