



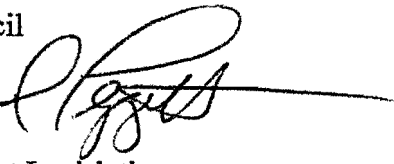
OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

May 16, 2014

TO: Craig Rice, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Special Capital Improvements Project Legislation  
Bethesda Metro Station South Entrance (P500929)

In accordance with Section 302 of the County Charter and Section 20-1 of the Montgomery County Code, I am forwarding the attached Special Capital Improvements Project Legislation Authorization and Legislative Request Report for Bethesda Metro Station South Entrance (P500929).

This request is necessary because the local cost of the above project now exceeds the FY15 Special Capital Improvements Project Legislation threshold of \$13,621,000 as set by Executive Order. The purpose of the project is set forth below.

The Bethesda Metro Station South Entrance will provide access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station.

I recommend prompt passage of this legislation so as to advance this project.

IL:hvp

Attachments (4)

c: Bonnie Kirkland, Assistant Chief Administrative Officer  
Jennifer A. Hughes, Director, Office of Management and Budget  
Arthur Holmes, Director, Department of Transportation  
Gary Erenrich, Department of Transportation

RECEIVED  
MONTGOMERY COUNTY  
COUNCIL  
2014 MAY 16 PM 3:20

Expedited Bill No: \_\_\_\_\_  
Concerning: Bethesda Metro Station  
South Entrance  
Revised: \_\_\_\_\_ Draft No. \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Enacted: \_\_\_\_\_  
Executive: \_\_\_\_\_  
Effective: \_\_\_\_\_  
Sunset Date: None  
Ch. \_\_\_, Laws of Mont. Co. 2014

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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By: Council President at the Request of the County Executive

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**AN ACT** to authorize the renovation of the Bethesda Metro Station South Entrance, Project No. 500929 in the Bethesda CBD Policy Area.

By adding to the laws of Montgomery County 2014

<b>Boldface</b>	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

*The County Council for Montgomery County, Maryland approves the following Act:*

Section 1. The laws of Montgomery County, Maryland, are amended to read as follows:

Montgomery County Maryland, is authorized to plan, design, and construct the Bethesda Metro Station South Entrance, Project No. 500929, in the Bethesda Central Business District (CBD) Policy area. The authorization includes all necessary planning, design, site improvements, furniture, equipment, and structures.

*Approved:*

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Craig Rice, President, County Council

Date

*Approved:*

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Isiah Leggett, County Executive

Date

*This is a correct copy of Council action.*

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Linda M. Lauer, Clerk of the Council

Date

**Expedited Bill - XX-14**  
**Bethesda Metro Station South Entrance**  
**Legislative Request Report**

1. **Description** - The County Executive requests that capital project No. 500929, Bethesda Metro Station South Entrance be authorized as a "Special Capital Improvements Project" pursuant to Section §302 of the County Charter and Section §20-1 of the Montgomery County Code.
2. **Problem** - Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$13,621,000 in FY15 dollars. The estimated locally-funded cost of this project in the Recommended County Executives FY15 Capital Budget and FY15-20 Capital Improvements Program is \$57,610,000 for planning, design, land, site improvement and utilities, and construction costs.
3. **Goals and Objectives** - This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station.
4. **Coordination** - This project has been coordinated with the Maryland Transit Administration, WMATA, M-NCPPC, Bethesda Lot 31 Parking Garage project, Department of Transportation, and Department of General Services.
5. **Fiscal Impact** - The total estimated cost and local funding for this project is \$57,610,000. The estimated locally-funded cost is \$51,815,000.
6. **Impact** - The platform allows a direct connection between the Bethesda light rail transit (LRT) and Metrorail making transfers as convenient as possible,
7. **Evaluation** - Capital projects are evaluated biennially by the County Executive and County Council as part of the Capital Improvements Program review.
8. **Experience Elsewhere** - Not Applicable.
9. **Sources of Information** - Arthur Holmes, Director, Department of Transportation, and Gary Erenrich, Department of Transportation.
10. **Applications Within Municipalities** - Not Applicable.
11. **Penalties** - None Required.

**Fiscal Impact Statement**  
**Council Expedited Bill XX-14, Special Capital Improvements Project**  
**Bethesda Metro Station South Entrance**

**1. Legislative Summary.**

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$13,621,000 in FY15 dollars. The Executive requested a bill for one project – Bethesda Metro Station South Entrance - that now requires Special Capital Improvement Project legislation.

**2. An estimate of changes in County revenues and expenditures regardless of whether the revenues or expenditures are assumed in the recommended or approved budget. Includes source of information, assumptions, and methodologies used.**

There are no expenditures or revenues associated with this bill. The bill only authorizes the designation of the Bethesda Metro Station South Entrance as a Special Capital Improvement Project.

**3. Revenue and expenditure estimates covering at least the next 6 fiscal years.**

See item #2 above.

**4. An actuarial analysis through the entire amortization period for each bill that would affect retiree pension or group insurance costs.**

Not applicable. There are no personnel costs associated with this bill.

**5. Later actions that may affect future revenue and expenditures if the bill authorizes future spending.**

Not applicable.

**6. An estimate of the staff time needed to implement the bill.**

Not applicable. This bill does not affect staff responsibilities.

**7. An explanation of how the addition of new staff responsibilities would affect other duties.**

Not applicable.

**8. An estimate of costs when an additional appropriation is needed.**

Not applicable.

**9. A description of any variable that could affect revenue and cost estimates.**

Not applicable.

**10. Ranges of revenue or expenditures that are uncertain or difficult to project.**

Not applicable.

**11. If a bill is likely to have no fiscal impact, why that is the case.**

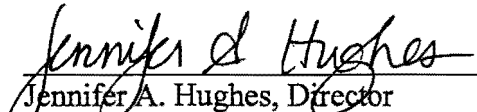
This bill authorizes the designation of the project as a Special Capital Improvement project. No new appropriation is required.

**12. Other fiscal impacts or comments.**

None.

**13. The following contributed to and concurred with this analysis: (Enter name and department).**

Helen P. Vallone, Office of Management and Budget.

  
Jennifer A. Hughes, Director  
Office of Management and Budget

5/15/14  
Date