



Bethesda Metro Station South Entrance

(P500929)

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|---------------|-----------------------------------|----------------------|--------------------|
| Category | Transportation | Date Last Modified | 09/04/19 |
| SubCategory | Mass Transit (MCG) | Administering Agency | Transportation |
| Planning Area | Bethesda-Chevy Chase and Vicinity | Status | Under Construction |

EXPENDITURE SCHEDULE (\$000s)

| Cost Elements | Total | Thru FY19 | Est FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|----------------------------------|----------------|---------------|---------------|---------------|--------------|--------------|------------|----------|----------|----------|----------------|
| Planning, Design and Supervision | 1,919 | 1,756 | 13 | 150 | 50 | 50 | 50 | - | - | - | - |
| Land | 29 | - | 29 | - | - | - | - | - | - | - | - |
| Site Improvements and Utilities | 5,453 | - | 4,119 | 1,334 | 1,027 | 307 | - | - | - | - | - |
| Construction | 90,801 | 62,115 | 23,331 | 5,355 | 3,664 | 1,606 | 85 | - | - | - | - |
| Other | 12,000 | - | 3,350 | 8,650 | 2,650 | 6,000 | - | - | - | - | - |
| TOTAL EXPENDITURES | 110,202 | 63,871 | 30,842 | 15,489 | 7,391 | 7,963 | 135 | - | - | - | - |

FUNDING SCHEDULE (\$000s)

| Funding Source | Total | Thru FY19 | Est FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|------------------------------|----------------|---------------|---------------|---------------|--------------|--------------|------------|----------|----------|----------|----------------|
| G.O. Bonds | 91,051 | 44,720 | 30,842 | 15,489 | 7,391 | 7,963 | 135 | - | - | - | - |
| Impact Tax | 6,159 | 6,159 | - | - | - | - | - | - | - | - | - |
| Revenue Bonds: Liquor Fund | 12,992 | 12,992 | - | - | - | - | - | - | - | - | - |
| TOTAL FUNDING SOURCES | 110,202 | 63,871 | 30,842 | 15,489 | 7,391 | 7,963 | 135 | - | - | - | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|--------|--------------------------|---------|
| Appropriation FY 21 Request | 7,391 | Year First Appropriation | FY09 |
| Appropriation FY 22 Request | 7,963 | Last FY's Cost Estimate | 110,202 |
| Cumulative Appropriation | 94,713 | | |
| Expenditure / Encumbrances | 83,406 | | |
| Unencumbered Balance | 11,307 | | |

PROJECT 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

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete.

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 estimated Purple Line schedule in FY18. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule.

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.

