



Bethesda Metro Station South Entrance

(P500929)

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|---------------|-----------------------------------|----------------------|--------------------|
| Category | Transportation | Date Last Modified | 05/21/21 |
| SubCategory | Mass Transit (MCG) | Administering Agency | Transportation |
| Planning Area | Bethesda-Chevy Chase and Vicinity | Status | Under Construction |

EXPENDITURE SCHEDULE (\$000s)

| Cost Elements | Total | Thru FY20 | Rem 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 | 55,602 | 470 | 34,729 | - | 21,035 | 6,930 | 5,611 | 1,132 | 21 | - |
| Other | 12,000 | - | 3,350 | 8,650 | - | 2,650 | 6,000 | - | - | - | - |
| TOTAL EXPENDITURES | 110,202 | 57,358 | 7,981 | 44,863 | 1,077 | 24,042 | 12,980 | 5,611 | 1,132 | 21 | - |

FUNDING SCHEDULE (\$000s)

| Funding Source | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|------------------------------|----------------|---------------|--------------|---------------|--------------|---------------|---------------|--------------|--------------|-----------|----------------|
| G.O. Bonds | 91,051 | 38,207 | 7,981 | 44,863 | 1,077 | 24,042 | 12,980 | 5,611 | 1,132 | 21 | - |
| Impact Tax | 6,159 | 6,159 | - | - | - | - | - | - | - | - | - |
| Revenue Bonds: Liquor Fund | 12,992 | 12,992 | - | - | - | - | - | - | - | - | - |
| TOTAL FUNDING SOURCES | 110,202 | 57,358 | 7,981 | 44,863 | 1,077 | 24,042 | 12,980 | 5,611 | 1,132 | 21 | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|---------|--------------------------|---------|
| Appropriation FY 22 Request | - | Year First Appropriation | FY09 |
| Cumulative Appropriation | 102,104 | Last FY's Cost Estimate | 110,202 |
| Expenditure / Encumbrances | 76,893 | | |
| Unencumbered Balance | 25,211 | | |

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. In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

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. 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. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line.

COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority (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.

