


Council Budget Actions – Pike District


Bus Rapid Transit: MD 355 (P502005)

FY21 appropriation for preliminary engineering of \$2 million, followed by funding in FY22-FY24.

 Bus Rapid Transit: MD 355 (P502005)											
Category	Transportation		Date Last Modified	05/07/20							
SubCategory	Mass Transit (MCG)		Administering Agency	Transportation							
Planning Area	Countywide		Status	Planning Stage							
	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-
TOTAL EXPENDITURES	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-
FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	750	-	-	750	750	-	-	-	-	-	-
Impact Tax	3,000	-	3,000	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	14,250	-	-	14,250	1,250	5,000	5,000	3,000	-	-	-
TOTAL FUNDING SOURCES	18,000	-	3,000	15,000	2,000	5,000	5,000	3,000	-	-	-
APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 21 Request			2,000	Year First Appropriation							FY20
Appropriation FY 22 Request			5,000	Last FY's Cost Estimate							3,000
Cumulative Appropriation			3,000								
Expenditure / Encumbrances			-								
Unencumbered Balance			3,000								

White Flint Metro Station Northern Entrance (P501914)

Council added \$11.6 million (of projected \$34.8 million cost) back into the project with goal to share the rest of the cost with WMATA.

 White Flint Metro Station Northern Entrance (P501914)											
Category	Transportation		Date Last Modified	05/17/20							
SubCategory	Mass Transit (MCG)		Administering Agency	Transportation							
Planning Area	North Bethesda-Garrett Park		Status	Preliminary Design Stage							
	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,740	-	-	1,740	-	870	870	-	-	-	-
Construction	9,860	-	-	9,860	-	-	-	4,292	5,220	348	-
TOTAL EXPENDITURES	11,600	-	-	11,600	-	870	870	4,292	5,220	348	-

White Flint Metro Station Access Improvements (P502106)

Council approved County Executive-recommended \$2.9 million FY21 appropriation for this new project to make pedestrian safety and access improvements around Metro Station.



White Flint Metro Station Access Improvements (P502106)

Category	Transportation	Date Last Modified	01/06/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	

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	600	-	-	600	350	250	-	-	-	-	-
Construction	2,300	-	-	2,300	1,100	1,200	-	-	-	-	-
TOTAL EXPENDITURES	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-

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	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-
TOTAL FUNDING SOURCES	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	2,900	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the preliminary engineering and construction of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Planned improvements funded for design and construction include modification of the intersection of Old Georgetown Road and Rockville Pike and sidewalk and streetscape improvements on the frontage of roads connecting the White Flint Metro Station entrance to surrounding areas. Preliminary design funding is also included for the construction of Citadel Avenue and expanded bus bays along the east side of the Metro tracks. Metro has conducted a feasibility study of providing access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform.