



**Finance & Administration Committee**

**Action Item III-A**

**February 14, 2013**

**Approval of Medical Center New Entrance  
Agreement**

**Washington Metropolitan Area Transit Authority  
Board Action/Information Summary**

<input checked="" type="checkbox"/> Action <input type="checkbox"/> Information	MEAD Number: 103193	Resolution: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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**TITLE**

MD 355 Crossing / New Entrance at Medical Center

**PRESENTATION SUMMARY**

MD 355 Crossing Improvements - Medical Center New Entrance Board Approval of the Project Memorandum of Agreement

**PURPOSE**

To obtain Board authorization for the General Manager to:

- execute the 355 Crossing - Medical Center New Entrance Memorandum of Agreement
- negotiate and execute a reimbursable Construction Support Agreement between WMATA and Montgomery County

**DESCRIPTION**

Montgomery County is proposing a reimbursable project to increase ridership from the west side of Rockville Pike due to expansion of Navy National Medical Center (NNMC) facilities directed by the Base Realignment and Closure Act (BRAC). These improvements are consistent with Metro's strategic goals to:

- Build and maintain a premier safety culture and system
- Meet or exceed customer expectations by consistently delivering quality service
- Improve regional mobility and connect communities

The project includes an underground walkway under MD Route 355 (Wisconsin Avenue) providing pedestrian access to the east side of Rockville Pike and connecting to a new entrance shaft with three deep high speed elevators to the mezzanine level of Medical Center Station. This new western access is directly opposite the existing entrance to Medical Center Station.

Access to the pedestrian tunnel will be provided by four new escalators and two elevators. The tunnel, and associated elevators and escalators will be operated and maintained by Montgomery County. The three deep high speed elevators to provide increased access to Medical Center Station will be owned, operated and maintained by WMATA.

### **Key Highlights**

The New Entrance will provide improved Medical Center Station access for the anticipated additional ridership generated by the relocation and consolidation of the hospital to be known as the Walter Reed National Military Medical Center. The additional entrance also provides vertical transportation redundancy necessary for future maintenance and rehabilitation of the elevator/escalator systems.

### **Background and History**

In July, 2009, a study was completed by Washington Metropolitan Area Transit Authority (WMATA) in collaboration with the Maryland Department of Transportation (MDOT) and Montgomery County that examined access improvements for the Medical Center station. The study assessed existing station access for all travel modes, including pedestrian, bicycle, bus, and personal automobile, as well as the station's ability to accommodate both general and BRAC-related growth in the immediate area. Alternatives to improve station access were conceptually designed and their costs estimated.

Montgomery County Department of Transportation conducted a NEPA study in 2010. The NEPA study looked at the alternatives developed in the WMATA study, but also included many more options for the MD 355 Rockville Pike/South Wood Road intersection. The alternatives evaluated ranged from low cost Transportation Systems

Management/Transportation Demand Management (TSM/TDM) improvements to full grade separated interchanges. The preferred alternative from the NEPA study was a new elevator entrance to the Metrorail station on the east side of Rockville Pike and a pedestrian tunnel under MD 355. This alternative was one that WMATA developed in the July 2009 study.

## **DISCUSSION**

### **Funding**

The Office of Economic Adjustment, an agency of the Department of the Defense is granting \$40 million and the Federal Highway Administration is providing \$28.174 million to Montgomery County for a total project budget of \$68.174 million to fund the cost of the new access, including all Metro costs; thus, this is a reimbursable WMATA project.

### **Project Plan**

Montgomery County will design and construct the new entrance starting in Winter/Spring 2013 having awarded a design contract in 2011. WMATA will own, operate and maintain the new entrance with opening anticipated for early FY2015. WMATA owned and operated facilities will be designed to WMATA Criteria.

Montgomery County will design and construct the Project and maintain own, and operate the passageway and related vertical transportation, while Metro will be the ultimate owner and operator of the deep shaft and three high speed elevators. During construction of the new access, there will be uninterrupted station elevator service, via the one existing elevator.

### **Memorandum of Agreement**

The Memorandum of Agreement (MOA) between Metro, Department of the Navy (Navy), National Institute of Health (NIH), Federal Highway Administration (FHA), Maryland State Highway Administration (MSHA) and Montgomery County (County) for the new access addresses the

roles and responsibilities of the all parties during the design, construction, acceptance, ownership and operation of the facility.

The Memorandum of Agreement calls for Metro to provide design review, construction oversight, testing, acceptance and ultimately operation of the three high speed elevators. The Reimbursable Construction Support Agreement will cover Metro support for the design review, oversight, testing and acceptance.

### **FUNDING IMPACT**

There is currently no impact to funding. Negotiation of the reimbursable Construction Support Agreement with Montgomery County will result in the development of a project Reimbursable budget request that will require the Board Approval of the project budget and an increase to the FY 2013 Capital Reimbursable Budget.

### **TIMELINE**

<b>Previous actions</b>	None
<b>Anticipated actions after presentation</b>	Board Approval for General Manager to Negotiate and execute the reimbursable construction support agreement with Montgomery County  Following execution of the MOA and Construction Support Agreement, Metro will return to the Board with a request to increase the Capital Reimbursable Budget.

### **RECOMMENDATION**

Authorize the General Manager to execute the 355 Crossing – Medical Center New Entrance Memorandum of Agreement and negotiate and execute a reimbursable Construction Support Agreement between WMATA and Montgomery County.



# Washington Metropolitan Area Transit Authority

## MD 355 Crossing (BRAC) Medical Center Station New Entrance

Finance and Administration Committee

February 14, 2013



## Purpose

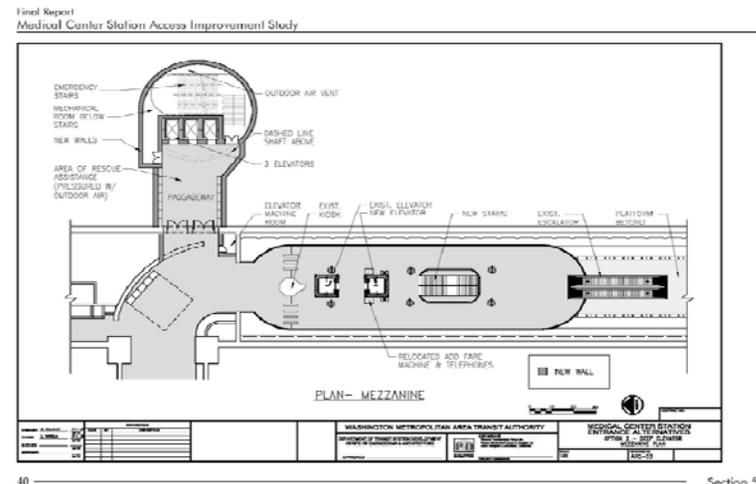
- To obtain Board authorization for the General Manager to:
  - Execute the MD Route 355 Crossing Memorandum of Agreement
  - Negotiate and execute a reimbursable Construction Support Agreement between WMATA and Montgomery County





# Background

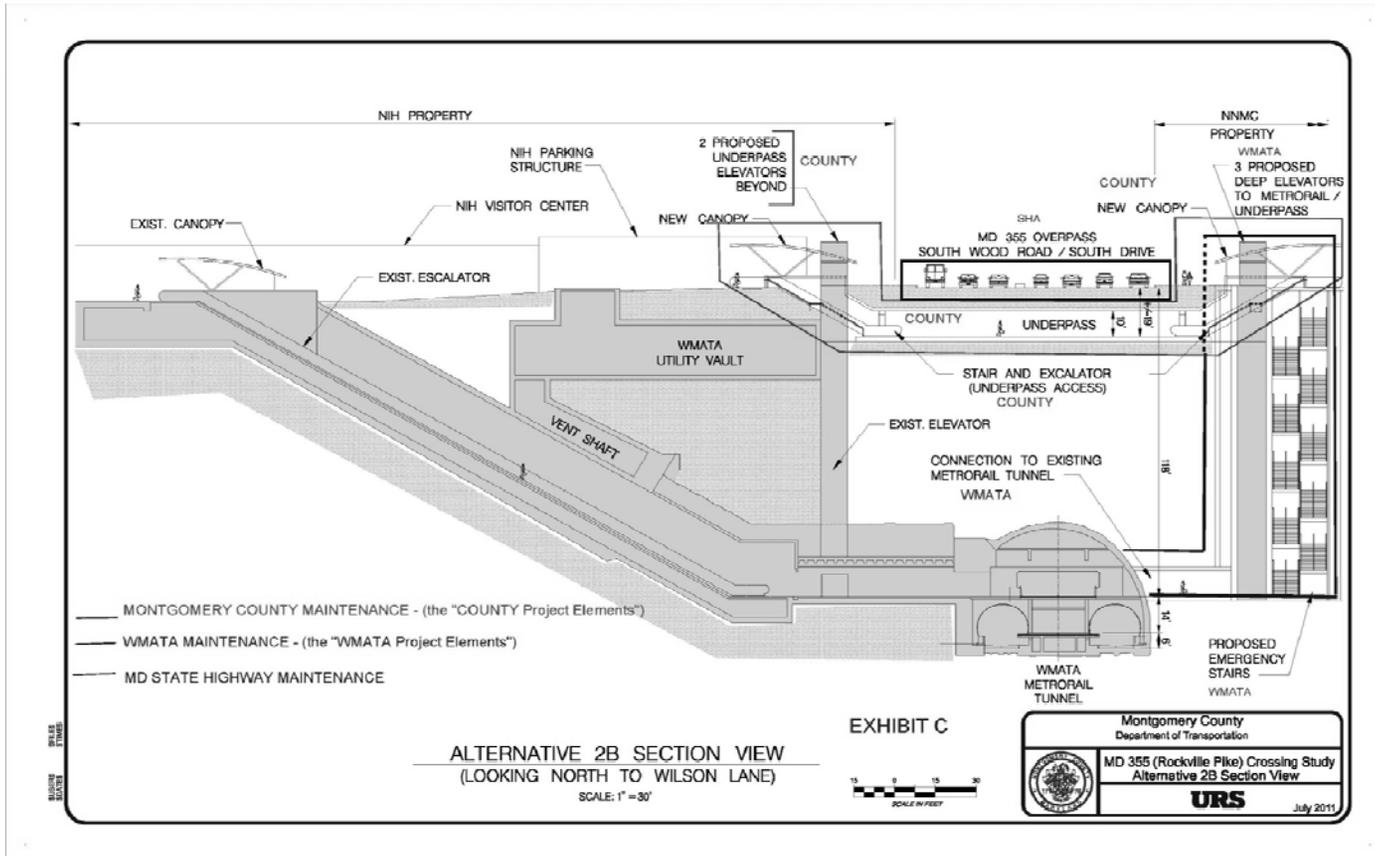
- Funding has been provided by The Office of Economic Adjustment (DOD) \$40M, plus \$28.174M from the Federal Highway Administration
- The project includes a passageway under MD Route 355 and a new entrance shaft with three high speed elevators and an emergency exit stairway to the mezzanine level
- Reimbursable costs include:
  - Project coordination
  - Design and constructability reviews
  - Site inspection
  - Escorts
  - Right of Way instrumentation and monitoring





# Background

- Montgomery County will Design, Construct and Operate the MD 355 Crossing. Metro will own and operate the new entrance shaft and elevators. Expected opening early 2015.





# Recommendation

- Board authorize the General Manager to:
  - Execute the 355 Crossing Memorandum of Agreement
  - Negotiate and execute a reimbursable Construction Support Agreement between WMATA and Montgomery County