

**Appendix VII: MTA memo on Purple Line Cost Implications for Apex Building**



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

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**SUBJECT:** Purple Line  
Cost Implications for Apex Building

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Over the past weeks the Maryland Transit Administration's (MTA) Purple Line team has been conducting preliminary studies of a revised plan for the Apex Building site in Bethesda. We have identified many significant benefits for transit and trail users, as well as potential for significant transit-oriented development. Several parties have inquired as to the cost savings which would occur as a result of demolishing the presently-occupied Apex Building in Bethesda. This memorandum serves to outline the project-related cost impacts affecting decisions by public agencies and private entities. Demolition and redevelopment of the Apex Building must be viewed in the context of three interrelated projects: the Purple Line, the Capital Crescent Trail and a new south entrance to the Bethesda Metro station; and, to some extent which agency is bearing the cost of those projects. Finally, an ongoing study by the Maryland-National Park and Planning Commission is examining demolition/redevelopment of the Apex building purely as an improvement to urban design, transit accessibility, and development.

As shown below, nearly all of the known savings to the demolition/redevelopment of the Apex Building would accrue to the County-sponsored Bethesda Metro south entrance project; however, the County's long-term vision of an adjacent, underground Capital Crescent Trail through Bethesda would raise the County's total cost by \$5 - \$20 million depending on the final design alternative selected by the County for the Capital Crescent Trail.

Cost Impacts associated with Demolition/Redevelopment of Apex Building (in millions)				
	Savings to	Base Cost (w/ Apex)	Potential Cost (w/o Apex) -- Option 1	Potential Cost (w/o Apex) -- Option 2
Bethesda Metro South Entrance	County	\$ 80.0	\$ 70.0	\$ 70.0
Capital Crescent Trail	County	\$ 0.3	\$ 15.0	\$ 30.0
Purple Line Station	MTA	\$ 37.0	\$ 37.0	\$ 37.0
<p><b>Trail Options:</b> The first option is a tunnel under Wisconsin Avenue only with a portal in Elm Street east of Wisconsin Avenue and the trail connecting into Elm Street Park. The second option is a tunnel under Wisconsin Avenue, Elm Street and a portion of Elm Street Park with a portal within the park right before entering the Air Rights Building.</p>				
<p><b>Purple Line:</b> At this time, MTA cannot say with certainty that there would be much of a cost difference for the Purple Line station. Platform and track/system components would be similar under either condition. It is possible that the new station configuration would allow reduction or elimination of the ventilation equipment, but due to the early stage of design we have not verified this and therefore any potential savings are not reflected in the chart above. Also, we would note that these savings would be partially offset by addition of 2 elevators and stairs between the Wisconsin Avenue Level and Purple Line Level.</p>				
<p><b>Bethesda Metro South Entrance:</b> Estimated savings of \$10M for the Bethesda Metro South Entrance project if the entrance is relocated within the Apex Building footprint. This savings is based only on anticipated utility impacts. We did not include any paving and restoration savings on Elm Street as it's likely it will still be used during construction as part of the haul route.</p>				

Additional technical considerations in demolition and redevelopment which are also unquantifiable at this time (and would depend on the redevelopment scenario and timing) relate to:

- Construction of a potential parking structure at- or below-grade of the building
- Ease of access to/from the construction area for all of the projects
- Construction efficiencies and integration risk mitigation for the construction of the projects jointly
- *Less disruption to Elm Street during construction and ability to maintain current traffic pattern for Elm Street long term*

While MTA sees many benefits and opportunities to demolition/redevelopment of the Apex Building, MTA continues to defer to Montgomery County government to draw a final conclusion regarding its efficacy.