



North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	05/24/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,220	-	-	5,220	-	2,608	2,612	-	-	-	-
Construction	7,395	-	-	7,395	-	-	-	3,219	3,915	261	-
TOTAL EXPENDITURES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	8,115	-	-	8,115	-	608	112	3,219	3,915	261	-
State Aid	4,500	-	-	4,500	-	2,000	2,500	-	-	-	-
TOTAL FUNDING SOURCES	12,615	-	-	12,615	-	2,608	2,612	3,219	3,915	261	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Maintenance	5	-	-	-	-	-	5
Energy	5	-	-	-	-	-	5
NET IMPACT	10	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	
Appropriation FY 24 Request	5,220	Last FY's Cost Estimate	8,700
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the North Bethesda Metro Station (formerly known as the White Flint Metro Station). Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional 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. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station.

ESTIMATED SCHEDULE

Design to start in FY24 and is fully funded. Construction will begin in FY26. The schedule is adjusted to allow time to explore a partnership with a private partner as part of the redevelopment with WMATA.

COST CHANGE

Cost increase to fully fund project design utilizing anticipated State aid.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro Station. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

Total cost is expected to be approximately \$34.8 million. The remaining funds will be solicited from WMATA, MDOT, and developer contributions. Local share adjusted due to affordability. State aid in FY24-25 reflects State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority