



North Bethesda Metro Station Access Improvements

(P502106)

| | | | |
|---------------|-----------------------------|----------------------|--------------------|
| Category | Transportation | Date Last Modified | 01/03/24 |
| SubCategory | Mass Transit (MCG) | Administering Agency | Transportation |
| Planning Area | North Bethesda-Garrett Park | Status | Under Construction |

EXPENDITURE SCHEDULE (\$000s)

| Cost Elements | Total | Thru FY23 | Est FY24 | Total 6 Years | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|
| Planning, Design and Supervision | 1,244 | 913 | 331 | - | - | - | - | - | - | - | - |
| Land | 15 | 10 | 5 | - | - | - | - | - | - | - | - |
| Construction | 2,311 | 353 | 1,958 | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 3,570 | 1,276 | 2,294 | - | - | - | - | - | - | - | - |

FUNDING SCHEDULE (\$000s)

| Funding Source | Total | Thru FY23 | Est FY24 | Total 6 Years | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|
| G.O. Bonds | 3,210 | 1,276 | 1,934 | - | - | - | - | - | - | - | - |
| State Aid | 360 | - | 360 | - | - | - | - | - | - | - | - |
| TOTAL FUNDING SOURCES | 3,570 | 1,276 | 2,294 | - | - | - | - | - | - | - | - |

OPERATING BUDGET IMPACT (\$000s)

| Impact Type | Total 6 Years | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|-------------|------------------|-------|-------|-------|-------|-------|-------|
| Maintenance | 30 | 5 | 5 | 5 | 5 | 5 | 5 |
| Energy | 6 | 1 | 1 | 1 | 1 | 1 | 1 |
| NET IMPACT | 36 | 6 | 6 | 6 | 6 | 6 | 6 |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|-------|--------------------------|-------|
| Appropriation FY 25 Request | - | Year First Appropriation | FY21 |
| Appropriation FY 26 Request | - | Last FY's Cost Estimate | 3,570 |
| Cumulative Appropriation | 3,570 | | |
| Expenditure / Encumbrances | 1,685 | | |
| Unencumbered Balance | 1,885 | | |

PROJECT DESCRIPTION

This project provides the final design and construction 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. 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 North Bethesda Metro Station entrance to surrounding areas. 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.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station

ESTIMATED SCHEDULE

Construction of the sidewalk and streetscape improvements along MD 355 (Rockville Pike) was completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 will be completed in FY24.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by improving the walking routes 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. Traffic volumes and speeds on MD 355 can be high, and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

A state grant provided \$360,000 in FY23 for pedestrian improvements in the White Flint area.

DISCLOSURES

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 and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority

