



# Bethesda Metro Station South Entrance

(P500929)

|               |                                   |                      |                    |
|---------------|-----------------------------------|----------------------|--------------------|
| Category      | Transportation                    | Date Last Modified   | 03/09/24           |
| SubCategory   | Mass Transit (MCG)                | Administering Agency | Transportation     |
| Planning Area | Bethesda-Chevy Chase and Vicinity | Status               | Under Construction |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total          | Thru FY24     | Rem FY24      | Total 6 Years | FY 25        | FY 26        | FY 27        | FY 28        | FY 29    | FY 30    | Beyond 6 Years |
|----------------------------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|----------|----------|----------------|
| Planning, Design and Supervision | 2,459          | 1,915         | 134           | 410           | 130          | 140          | 140          | -            | -        | -        | -              |
| Land                             | 29             | -             | 29            | -             | -            | -            | -            | -            | -        | -        | -              |
| Site Improvements and Utilities  | 5,453          | -             | 5,453         | -             | -            | -            | -            | -            | -        | -        | -              |
| Construction                     | 110,401        | 43,323        | 52,825        | 14,253        | 1,132        | 2,021        | 3,800        | 7,300        | -        | -        | -              |
| Other                            | 12,000         | -             | 12,000        | -             | -            | -            | -            | -            | -        | -        | -              |
| <b>TOTAL EXPENDITURES</b>        | <b>130,342</b> | <b>45,238</b> | <b>70,441</b> | <b>14,663</b> | <b>1,262</b> | <b>2,161</b> | <b>3,940</b> | <b>7,300</b> | <b>-</b> | <b>-</b> | <b>-</b>       |

## FUNDING SCHEDULE (\$000s)

| Funding Source               | Total          | Thru FY24     | Rem FY24      | Total 6 Years | FY 25        | FY 26        | FY 27        | FY 28        | FY 29    | FY 30    | Beyond 6 Years |
|------------------------------|----------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|----------|----------|----------------|
| Federal Aid                  | 2,000          | 64            | 1,936         | -             | -            | -            | -            | -            | -        | -        | -              |
| G.O. Bonds                   | 115,350        | 32,182        | 68,505        | 14,663        | 1,262        | 2,161        | 3,940        | 7,300        | -        | -        | -              |
| Revenue Bonds: Liquor Fund   | 12,992         | 12,992        | -             | -             | -            | -            | -            | -            | -        | -        | -              |
| <b>TOTAL FUNDING SOURCES</b> | <b>130,342</b> | <b>45,238</b> | <b>70,441</b> | <b>14,663</b> | <b>1,262</b> | <b>2,161</b> | <b>3,940</b> | <b>7,300</b> | <b>-</b> | <b>-</b> | <b>-</b>       |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |         |                          |         |
|-----------------------------|---------|--------------------------|---------|
| Appropriation FY 26 Request | 2,161   | Year First Appropriation | FY09    |
| Cumulative Appropriation    | 116,941 | Last FY's Cost Estimate  | 130,342 |
| Expenditure / Encumbrances  | 45,238  |                          |         |
| Unencumbered Balance        | 71,703  |                          |         |

## PROJECT DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail station and ultimately integrates the Metro system with the new light rail system, allowing the completion of the connection between the new Purple Line light rail system and the existing Metrorail Red Line. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar

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to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

## ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete. In FY22, the concessionaire and the Maryland Transit Administration (MTA) selected an entity to complete construction. The project is expected to be completed in 2027.

## COST CHANGE

Cost increase due to updated cost estimate from WMATA for the new mezzanine and additional year of funding in FY27 for project management to align with revised Purple Line completion schedule.

## OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

## FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease G.O. Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in G.O. Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line. In the FY23-FY28 CIP, \$8 million was added to fill a funding gap in the project to allow for the completion of the Bethesda South Metro Entrance mezzanine project element as planned. This consists of \$6 million in G.O. bonds and \$2 million in Federal Aid, reflecting a \$2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional \$12M in state aid for this project during the 2022 State General Assembly Session. WMATA will pay for \$12M in mezzanine costs directly, and the remainder of the cost will be paid by the County.

## COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority (WMATA), Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.

