



North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	12/23/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

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
Construction	13,115	-	-	13,115	-	-	-	5,000	7,854	261	-
TOTAL EXPENDITURES	13,115	-	-	13,115	-	-	-	5,000	7,854	261	-

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	5,000	-	-	5,000	-	-	-	5,000	-	-	-
G.O. Bonds	8,115	-	-	8,115	-	-	-	-	7,854	261	-
TOTAL FUNDING SOURCES	13,115	-	-	13,115	-	-	-	5,000	7,854	261	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	8,115
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project proposes a comprehensive suite of investments that facilitate safer, more direct access to Metrorail and other local destinations. The keystone of this project is a new entrance to the North Bethesda Metro Station, which will improve travel time and safety for station users. A new transit plaza will safely and directly connect the station to two future Bus Rapid Transit ("BRT") lines. This project provides for the County's contribution to the north entrance to the North Bethesda Metro Station. Access is currently limited to the southern end of the platform. Metro conducted a feasibility study of providing additional access at the northern end of the platform in 2019 and has further advanced that concept. Construction of northern access to the station will reduce walk times to the Metro Platform. The scope, schedule, and budget will be revised once WMATA selects a development partner in FY25.

LOCATION

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

ESTIMATED SCHEDULE

WMATA is seeking a development partner and issued a request for proposals in FY24. It is expected that WMATA will select a development partner and initiate design in FY25, and will be ready to commence construction in FY28.

COST CHANGE

Cost increase reflects new federal aid awarded to this project.

PROJECT JUSTIFICATION

This project is needed to improve mobility and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms.

FISCAL NOTE

WMATA revised the cost estimate in 2024 and projects an estimated \$46.8M. The County contribution will be revised as WMATA continues to update its cost estimate. The remaining funds will be solicited from WMATA, Maryland Department of Transportation, and developer contributions. State aid of \$5.6 million dollars was awarded to WMATA during the 2023 and 2024 Maryland General Assembly sessions (\$2.6 million in 2023 for FY24 and \$3 million in 2024 for FY25). It is assumed that this State funding will be used to advance the project beginning in FY24. Additionally, a \$5 million federal earmark was awarded to the County in the 2024 Federal Transportation, Housing and Urban Development appropriation bill.

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