



Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	01/06/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	2,739	1,991	328	420	140	140	140	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	110,401	55,990	43,311	11,100	3,800	7,300	-	-	-	-	-
Other	12,000	-	12,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	130,622	57,981	61,121	11,520	3,940	7,440	140	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	2,000	2,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	115,630	42,989	61,121	11,520	3,940	7,440	140	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	130,622	57,981	61,121	11,520	3,940	7,440	140	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	3,940	Year First Appropriation	FY09
Appropriation FY 28 Request	7,440	Last FY's Cost Estimate	130,342
Cumulative Appropriation	119,102		
Expenditure / Encumbrances	57,981		
Unencumbered Balance	61,121		

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 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 winter 2027. The County expects project management and closure activities to extend into FY29.

COST CHANGE

Cost change to add funding for two additional years of project management to align with Purple Line schedule.

OTHER

Part of Elm Street west of Wisconsin Avenue will be closed 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 GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO 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 GO bonds and \$2 million in Federal Aid, reflecting a \$2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional \$12 million in State aid for this project during the 2022 State General Assembly Session. This \$12 million grant will be redirected to MDOT MTA. MDOT MTA will pay for \$12 million in mezzanine costs directly.

COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority, 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.

