



North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	03/04/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Construction	8,115	-	-	8,115	-	-	7,854	261	-	-	-
TOTAL EXPENDITURES	8,115	-	-	8,115	-	-	7,854	261	-	-	-

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	8,115	-	-	8,115	-	-	7,854	261	-	-	-
TOTAL FUNDING SOURCES	8,115	-	-	8,115	-	-	7,854	261	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	8,115
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the County's contribution to the north entrance 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 would reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355. The scope, schedule, and budget will be revised once WMATA selects a development partner in FY24.

LOCATION

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

ESTIMATED SCHEDULE

WMATA is seeking a development partner and will issue a request for proposals in FY24. It is expected that WMATA will select a development partner and initiate design in FY24, and will be ready to commence construction in FY26.

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. 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

The total cost estimated in WMATA's 2019 feasibility study was approximately \$34.8 million, not including the underpass. The County's contribution will be revised once WMATA updates its cost estimate. The remaining funds will be solicited from WMATA, Maryland Department of Transportation, and developer contributions. State aid of \$12.6 million dollars was awarded to WMATA during the 2023 Maryland General Assembly session (\$2.6 million in FY24 and \$10 million pre-authorized in FY25). It is assumed that this State funding will be used to advance the project beginning in FY24.

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