



North Bethesda Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	04/13/26
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

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	9,500	-	-	9,500	1,500	3,000	3,000	2,000	-	-	-
Construction	37,270	-	-	37,270	-	8,505	22,030	6,735	-	-	-
TOTAL EXPENDITURES	46,770	-	-	46,770	1,500	11,505	25,030	8,735	-	-	-

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	29,800	-	-	29,800	-	8,000	14,800	7,000	-	-	-
G.O. Bonds	8,090	-	-	8,090	-	-	7,854	236	-	-	-
Recordation Tax Premium (MCG)	25	-	-	25	25	-	-	-	-	-	-
State Aid	8,855	-	-	8,855	1,475	3,505	2,376	1,499	-	-	-
TOTAL FUNDING SOURCES	46,770	-	-	46,770	1,500	11,505	25,030	8,735	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Approp. Request	8,605	Year First Appropriation	
Appropriation FY 28 Approp. Request	-	Last FY's Cost Estimate	13,115
Cumulative Appropriation	275		
Expenditure / Encumbrances	-		
Unencumbered Balance	275		

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 as WMATA progresses the project with its development partner.

LOCATION

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

ESTIMATED SCHEDULE

In FY24, WMATA sought a development partner and issued a request for proposals. WMATA selected a development partner in FY25 and plans to initiate design in FY26, to commence construction in FY28.

COST CHANGE

Cost increase due to the addition of Federal and State grants.

PROJECT JUSTIFICATION

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

OTHER

It is expected that the current total cost estimate of \$46.8 million, developed by WMATA in 2024, will be revised as the project design develops.

FISCAL NOTE

Funding reflected in this project is based on grants received to date and allocations by the County. Additional funding sources and contributions, including contributions from the developer, will be sought to fully fund the project as the estimate is updated. State aid represents the following: \$2.6 million awarded during the 2023 General Assembly Session (originally awarded to WMATA but subsequently changed to the County as the recipient); \$3M awarded during the 2024 General Assembly session (originally awarded to WMATA but subsequently changed to the County as the recipient); \$600,000 awarded during the 2025 General Assembly session; \$500,000 awarded during the 2026 General Assembly session; \$1.905 million awarded during the 2023 General Assembly session (awarded as part of a \$6 million grant and originally included in the North Bethesda Redevelopment Infrastructure project (CIP 502315) but shifted into this project in FY27); and \$250,000 from an FY25 MDOT Transit Oriented Development (TOD) grant. Federal aid represents the following: \$5 million Federal earmark awarded to the County in the 2024 Federal Transportation, Housing and Urban Development appropriation bill; and a \$24.8 million BUILD grant awarded in FY25. Matching funds for certain grants are required as follows: 20% for the \$5 million federal earmark which is covered by GO Bonds in this project; 20 percent for the \$24.8 million BUILD grant which is covered partially by GO Bonds in this project as well as other sources/projects, and 10 percent for the \$250,000 MDOT TOD grant which is covered by GO Bonds in this project. An FY26 supplemental in Recordation Tax Premium (MCG) (\$25,000) and State Aid (\$250,000) appropriates an FY25 MDOT Transit Oriented Development grant awarded to the County and the required 10 percent match, which will fund a non-competitive grant to WMATA's chosen contractor, Hines Acquisition, LLC to support initial community engagement and conceptual land planning activities.

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