



Parking

PROGRAM DESCRIPTION AND OBJECTIVES

The Department of Transportation's Parking Program is responsible for providing, operating, and maintaining an economically self-sufficient system of public parking which promotes the economic growth and welfare of the Central Business Districts (CBDs) of Silver Spring, Bethesda, and Wheaton. The objective of the Parking Program is to develop and implement a program that meets the parking needs within the CBDs. This effort consists of the planning, design, construction, operation, and maintenance of parking lots and garages.

The public parking system is designed to complement other travel modes and support a balanced total transportation system serving the needs of the CBDs in accordance with County transportation and development policies and goals. Construction and maintenance of parking lots, garages, mixed use garages, and use of air rights development are some of the strategies employed to provide public parking facilities in accordance with the urban planning goals of the County.

A program for providing public parking is related to the availability of mass-transit service and the County's policy with regard to encouraging greater usage of transit services. In Bethesda, for example, the County seeks to promote higher usage of buses and carpools for commuting while balancing the parking needs of the Bethesda business community. Therefore, the number of public parking spaces in that district is limited so that it is consistent with the desired modal split between private cars and transit and is consistent with the County's ridesharing objective of obtaining higher occupancy rates in private cars.

Development of the Parking Program is based on existing and projected parking needs. Evaluation of existing, approved, or proposed development within the CBDs provides the Parking Program with an assessment of parking facilities required to support and promote economic development. Privately-owned parking is accounted for in determining the need for supplemental public parking to be provided. A public parking system which achieves an overall peak parking occupancy of 90 to 95 percent is programmed for the CBDs.

PROGRAM CONTACTS

Contact Jose Thommana of the Department of Transportation at 240.777.8732 or Vivian Ikoro of the Office of Management and Budget at 240.777.2763 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

There are ten ongoing projects in the Parking component of the Department of Transportation's FY25-30 Capital Improvements Program. The total cost of the recommended six-year program is \$62,947 million and is \$3.1 million, or 5.2 percent, more than the FY23-28 amended amount of \$59.8 million.

The Bethesda, Silver Spring, and Wheaton Parking Lot Districts each have a facility renovation project and a facility planning project. Each of the three Parking Lot Districts is financially structured as an enterprise fund and is treated as a separate entity for accounting purposes. The districts are self-supporting and most parking facility projects are funded with current revenues generated from the parking districts.

In combination with existing facilities, the recommended program will provide a total of 20,373 public parking spaces in Silver Spring, Bethesda, and Wheaton; and fund the renovation of existing garages to either correct or prevent deterioration. The following chart depicts the existing and proposed parking spaces for construction for each of the Parking Lot Districts.

Montgomery County Parking Districts - Public Parking Spaces

District	FY23-FY28	Change	FY25- FY30
Bethesda	7,734	(56)	7,678
Silver Spring	10,897	(116)	10,781
Wheaton	1,682	(68)	1,614
TOTAL:	20,313	(240)	20,073

The changes are related to a true-up of prior fiscal year capacity estimates and the Bethesda Lot 43 closure.

HIGHLIGHTS

This year, new security camera projects funded by Current Revenue from the General Fund have been created for each Parking Lot District. Funding for additional security upgrades beyond FY25 will be determined as part of the March Operating Budget.



Bethesda Parking Security Camera Surveillance System

(P502409)

Category	Transportation	Date Last Modified	01/12/24
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	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	2,008	-	430	1,578	1,578	-	-	-	-	-	-
TOTAL EXPENDITURES	2,008	-	430	1,578	1,578	-	-	-	-	-	-

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
Current Revenue: General	2,008	-	430	1,578	1,578	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,008	-	430	1,578	1,578	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY24
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	2,008		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,008		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and County Security recommends the installation of additional cameras within the 9 MCDOT parking garages to include coverage of all stairwells, lobbies, decks, rooftops and all pedestrian and vehicular entrances/exits to the garage. This will require the use of additional camera types such as 360-degree field of view cameras for parking deck coverage, 180-degree field of view cameras for rooftop coverage and License Plate Recognition (LPR) cameras at entrances and exits. This project will fund security installation in the Bethesda Parking Lot District.

MCDOT will conduct a security audit through the County's contracted parking consultation service to ensure that phasing is in line with best industry and safety/security practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a 7-year plan. This will phase installation and upgrades to focus on high-incident, high-traffic areas and to deter criminal and behavioral issues.

LOCATION

ESTIMATED SCHEDULE

In the first two years, this plan will prioritize placement of LPR cameras and 1st Floor stair landings in all locations as well as placing improved network and facility infrastructure to support future enhancements. In phase II, installations on the highest occupancy decks and garages, elevator car and further stair landings, followed by low occupancy but high vagrancy decks and roofs and lastly, any remaining areas that may need improved coverage. In the final year of the plan, the existing 150 cameras that are at or beyond useful life will be upgraded.

PROJECT JUSTIFICATION

Parking Lot districts (PLDs) have camera surveillance equipment that records 24 hours a day, 7 days a week, and 365 days a year. The original purpose of installing the camera surveillance system that includes 290 cameras, was to protect County property. These camera systems are focused primarily on the pedestrian and vehicular access points, ground level elevator lobbies and payment stations located within the parking garages.

Over the past few years there has been an increase in security incidents reported by MCDOT's contracted security patrol officers and increased requests for video footage from Montgomery County Police Department (MCPD) to investigate criminal incidents that have occurred in parking garages. The number of MCPD cases supported by video footage obtained from MCDOT parking garages has increased 115% over two years.

Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond useful life, resulting in increased repair, replacement, and general maintenance costs. The majority of the 290 cameras currently installed in PLD garages are older analog and/or IP cameras, with an image quality range that is limited to between 1.3 - 4 megapixels. These cameras operate on a legacy ViconNet and Valerus software system that is connected and accessible only on the County fibernet.

It is anticipated that newer cameras will have enhanced features such as expanded fields of view, increased storage, cloud-based access to cameras, remote access from any browser or device, automatic security and software updates, person of interest and motion sensing alerts, and vehicle and people analytics, which make it easier and less time-consuming to identify relevant incidents and download video.

MCDOT projects that enhancing the existing surveillance system to extend coverage into these areas in the Bethesda PLD would require approximately 206 additional cameras to include coverage of every stairwell landing and elevator lobby, 120 deck cameras, 20LPR cameras for entrances and exits, and upgrading the existing 124 cameras that are at or beyond useful life.

FISCAL NOTE

FY24 supplemental in Current Revenue: General for the amount of \$2,008,000.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Bethesda Parking Lot District, Montgomery County Police Department, County Security.



Facility Planning Parking: Bethesda Parking Lot District

(P501313)

Category	Transportation	Date Last Modified	08/16/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

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
Planning, Design and Supervision	1,600	665	345	590	130	100	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,620	685	345	590	130	100	90	90	90	90	-

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
Current Revenue: Parking - Bethesda	1,620	685	345	590	130	100	90	90	90	90	-
TOTAL FUNDING SOURCES	1,620	685	345	590	130	100	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	130	Year First Appropriation	FY13
Appropriation FY 26 Request	100	Last FY's Cost Estimate	1,440
Cumulative Appropriation	1,030		
Expenditure / Encumbrances	708		
Unencumbered Balance	322		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests. The MNCPPC re-evaluation of Bethesda Zoning and Development Potential along with announcements of major corporate headquarters relocation to Bethesda is adding to the level of analysis that is required in this District.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Bethesda Facility Renovations, Bethesda CBD Sector Plan, and Developers.



Facility Planning Parking: Silver Spring Parking Lot District

(P501314)

Category	Transportation	Date Last Modified	12/22/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

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
Planning, Design and Supervision	1,600	643	238	719	204	155	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,620	663	238	719	204	155	90	90	90	90	-

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
Current Revenue: Parking - Silver Spring	1,620	663	238	719	204	155	90	90	90	90	-
TOTAL FUNDING SOURCES	1,620	663	238	719	204	155	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	204	Year First Appropriation	FY13
Appropriation FY 26 Request	155	Last FY's Cost Estimate	1,440
Cumulative Appropriation	901		
Expenditure / Encumbrances	747		
Unencumbered Balance	154		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Silver Spring Renovations, Silver Spring CBD Sector Plan, Developers, PEPCO, and Department of Technology and Enterprise Business Solutions.



Facility Planning Parking: Wheaton Parking Lot District

(P501312)

Category	Transportation	Date Last Modified	09/07/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

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
Planning, Design and Supervision	795	173	244	378	20	58	45	165	45	45	-
Construction	15	15	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	810	188	244	378	20	58	45	165	45	45	-

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
Current Revenue: Parking - Wheaton	810	188	244	378	20	58	45	165	45	45	-
TOTAL FUNDING SOURCES	810	188	244	378	20	58	45	165	45	45	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	20	Year First Appropriation	FY13
Appropriation FY 26 Request	58	Last FY's Cost Estimate	720
Cumulative Appropriation	432		
Expenditure / Encumbrances	188		
Unencumbered Balance	244		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Wheaton Parking Lot District.

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Wheaton Facility Renovations, Wheaton CBD Sector Plan, Developers. and Wheaton Town Center Project.



Farm Women's Market Parking Garage

(P502316)

Category	Transportation	Date Last Modified	10/12/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	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
Planning, Design and Supervision	400	-	300	100	100	-	-	-	-	-	-
Other	9,893	-	1,466	8,427	3,500	4,927	-	-	-	-	-
TOTAL EXPENDITURES	10,293	-	1,766	8,527	3,600	4,927	-	-	-	-	-

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	9,225	-	698	8,527	3,600	4,927	-	-	-	-	-
Intergovernmental	1,068	-	1,068	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,293	-	1,766	8,527	3,600	4,927	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	3,600	Year First Appropriation	FY23
Appropriation FY 26 Request	4,927	Last FY's Cost Estimate	10,293
Cumulative Appropriation	1,766		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,766		

PROJECT DESCRIPTION

The project is a part of the redevelopment of the historic property known as the Farm Women's Market which will include Lot 24, and Lot 10. This redevelopment will renovate the existing Farm Women's Market and include the construction of new homes, retail space, outdoor park space, and an underground parking garage. The Parking Lot District will purchase the garage from the developer with milestone payments made during construction of the garage.

LOCATION

4601 Leland Street, Chevy Chase, MD 20815

ESTIMATED SCHEDULE

Depending on the development approval process, the current proposed plan has preliminary design completion in FY24 with a

PROJECT JUSTIFICATION

The Farm Women's market and the area adjacent (including Lot 24 and Lot 10) have been underutilized and the redevelopment would reposition the market and the surrounding areas as a 'destination' for visitors. It would also provide needed housing and green space to be used by the community. The purchase of the underground parking garage would allow the PLD the ability to provide adequate spaces for visitors and residents to use in this newly developed area.

FISCAL NOTE

In addition to the developer and Town of Chevy Chase (TOCC), DOT is coordinating with M-NCPPC (872302) for redevelopment of Lots 10 and 24 which will result in an underground parking garage and outdoor space. The following funding plan is contingent upon executed agreements with the developer and TOCC as well as Council approval of related property disposition actions. The underlying expenditure schedule assumes the County purchases the underground garage from the developer. The total purchase price for the DOT portion of the project (garage, project management and a portion of the underground utilities) is estimated to be \$18.268 million. The expenditure schedule reflects the balance of the purchase price after the cost contributions from the fair market value of the density of Lot 10 and 24 in the amount of \$7 million as well as cost contributions from the developer of \$975,000. An expenditure of \$716,000 in FY24 is this project's contribution to undergrounding utilities on the site. Contributions from TOCC are shown as Intergovernmental funding. The County Executive exempts the 25% Housing Fund Initiative Fund contribution based on Section 11B-45(f) of the County Code. The purchase of the underground public parking garage using the sales proceeds from Lots 24 and 10 meets the waiver criteria under Section 11-45(f) of the County Code because the sales proceeds from Lots 24 and 10 will be used for a related purchase of real property - replacement parking for the parking lost on Lots 24 and 10. FY23 supplemental in G.O. Bonds for the amount of \$400,000, Intergovernmental for the amount of \$1,068,000.

COORDINATION

Facility Planning Parking: Bethesda PLD, Maryland-National Capital Park and Planning Commission, Town of Chevy Chase.



Parking Bethesda Facility Renovations (P508255)

Category	Transportation	Date Last Modified	12/20/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

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
Planning, Design and Supervision	6,414	4,010	604	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	71	71	-	-	-	-	-	-	-	-	-
Construction	51,122	18,518	5,384	27,220	3,503	5,538	5,381	5,113	4,920	2,765	-
Other	1,180	1,180	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	58,810	23,802	5,988	29,020	3,803	5,838	5,681	5,413	5,220	3,065	-

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
Current Revenue: Parking - Bethesda	58,810	23,802	5,988	29,020	3,803	5,838	5,681	5,413	5,220	3,065	-
TOTAL FUNDING SOURCES	58,810	23,802	5,988	29,020	3,803	5,838	5,681	5,413	5,220	3,065	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,205	Year First Appropriation	FY83
Appropriation FY 26 Request	5,838	Last FY's Cost Estimate	50,525
Cumulative Appropriation	31,388		
Expenditure / Encumbrances	26,474		
Unencumbered Balance	4,914		

PROJECT DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning Parking project. Included are annual consultant services to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing, if required.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Repair the sinkhole and ramp spalling at Garage 35 Woodmont/Rugby.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Address flooding, storm and sanitary valve replacement, and concrete facade at Garage 11, Woodmont Corner.
- Maintenance program for FY25 will include repairs, painting/stripping, and cost-effective strategies to enhance security.

DISCLOSURES

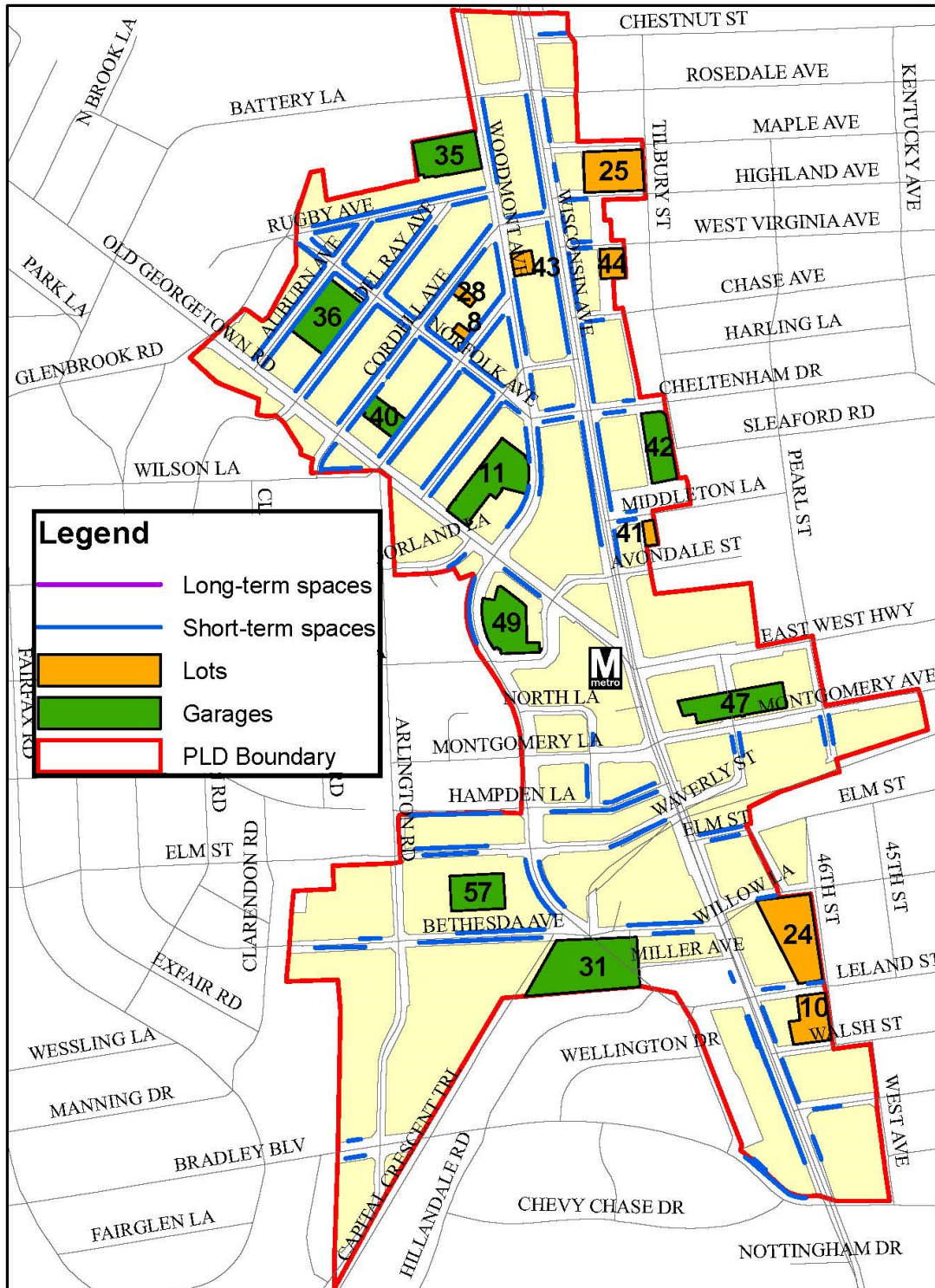
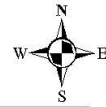
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.



Bethesda Parking Lot District



0 295 590 1,180 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Parking Silver Spring Facility Renovations

(P508250)

Category	Transportation	Date Last Modified	12/20/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

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
Planning, Design and Supervision	6,495	4,404	291	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	32,703	9,222	6,526	16,955	2,806	2,973	2,119	3,019	3,019	3,019	-
Other	864	864	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	41,243	15,671	6,817	18,755	3,106	3,273	2,419	3,319	3,319	3,319	-

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
Current Revenue: Parking - Silver Spring	41,243	15,671	6,817	18,755	3,106	3,273	2,419	3,319	3,319	3,319	-
TOTAL FUNDING SOURCES	41,243	15,671	6,817	18,755	3,106	3,273	2,419	3,319	3,319	3,319	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	3,106	Year First Appropriation	FY83
Appropriation FY 26 Request	3,273	Last FY's Cost Estimate	34,605
Cumulative Appropriation	22,488		
Expenditure / Encumbrances	17,541		
Unencumbered Balance	4,947		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Silver Spring parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under facility planning. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services to provide investigation, analysis, recommend repair methods, contract documents, inspection, and testing, if required.

LOCATION

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Silver Spring Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Address elevator pit flooding and damaged subsurface pipe at Garage 7, Cameron.
- Address water intrusion at Garage 3, Fenton Street.
- Elevator modernization at Garage 5, Garage 9, Garage 55; Ripley Street, 13th Street and Bonifant Street.
- Maintenance program in FY24 will include repairs, painting/stripping, and cost-effective strategies to enhance security.

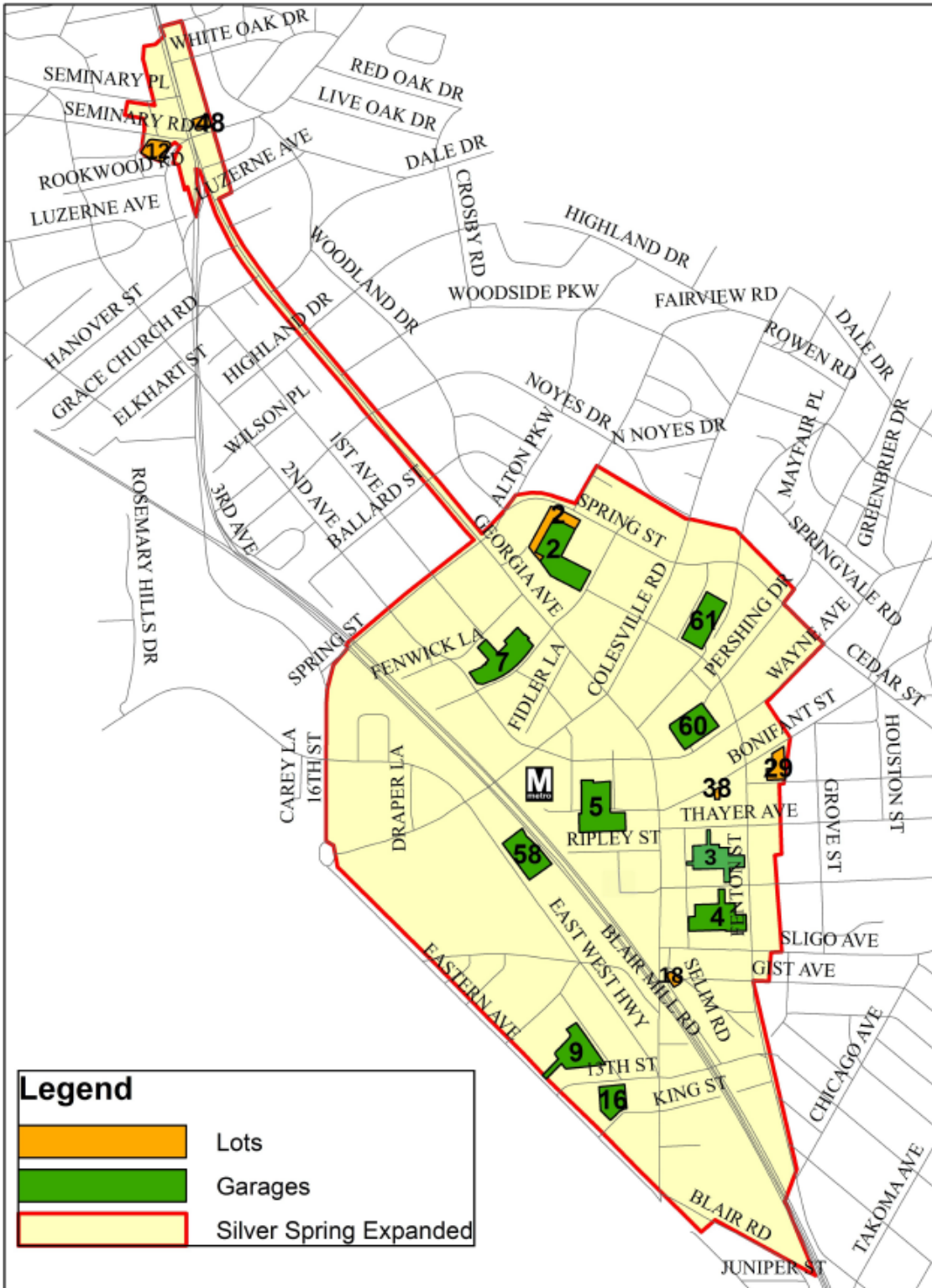
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.

Silver Spring Parking Lot District





Parking Wheaton Facility Renovations

(P509709)

Category	Transportation	Date Last Modified	10/14/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

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
Planning, Design and Supervision	290	209	9	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	1,902	309	472	1,121	100	100	225	232	232	232	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,198	524	481	1,193	112	112	237	244	244	244	-

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
Current Revenue: Parking - Wheaton	2,198	524	481	1,193	112	112	237	244	244	244	-
TOTAL FUNDING SOURCES	2,198	524	481	1,193	112	112	237	244	244	244	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	112	Year First Appropriation	FY97
Appropriation FY 26 Request	112	Last FY's Cost Estimate	1,710
Cumulative Appropriation	1,005		
Expenditure / Encumbrances	678		
Unencumbered Balance	327		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

LOCATION

Wheaton Parking Lot District, Maryland.

COST CHANGE

FY29 and FY30 added to this Level of Effort project.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD.



Wheaton Parking Lot District



0 200 400 800 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Silver Spring Parking Security Camera Surveillance System

(P502410)

Category	Transportation	Date Last Modified	01/12/24
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	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	2,418	-	510	1,908	1,908	-	-	-	-	-	-
TOTAL EXPENDITURES	2,418	-	510	1,908	1,908	-	-	-	-	-	-

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
Current Revenue: General	2,418	-	510	1,908	1,908	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,418	-	510	1,908	1,908	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY24
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	2,418		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,418		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and County Security recommend the installation of additional cameras within the 10 MCDOT parking garages to include coverage of all stairwells, lobbies, decks, rooftops and all pedestrian and vehicular entrances/exits to the garage. This will require the use of additional camera types such as 360-degree field of view cameras for parking deck coverage, 180-degree field of view cameras for rooftop coverage and License Plate Recognition (LPR) cameras at entrances and exits. This project will fund security installation in the Silver Spring Parking Lot District.

MCDOT will conduct a security audit through the County's contracted parking consultation service to ensure that phasing is in line with best industry and safety/security practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a 7-year plan. This will phase installation and upgrades with a focus on high-incident, high-traffic areas and to deter criminal and behavioral issues.

LOCATION

ESTIMATED SCHEDULE

In the first two years, this plan will prioritize placement of LPR cameras and 1st Floor stair landings in all locations as well as placing improved network and facility infrastructure to support future enhancements. In phase II, installations on the highest occupancy decks and garages, elevator car and further stair landings, followed by low occupancy but high vagrancy decks and roofs and lastly, any remaining areas that may need improved coverage. In the final year of the plan, the existing 150 cameras that are at or beyond useful life will be upgraded.

PROJECT JUSTIFICATION

Parking Lot districts (PLDs) have camera surveillance equipment that records 24 hours a day, 7 days a week, and 365 days a year. The original purpose of installing the camera surveillance system that includes 290 cameras, was to protect County property. These camera systems are focused primarily on the pedestrian and vehicular access points, ground level elevator lobbies and payment stations located within the parking garages.

Over the past few years there has been an increase in security incidents reported by MCDOT's contracted security patrol officers and increased requests for video footage from Montgomery County Police Department (MCPD) to investigate criminal incidents that have occurred in parking garages. The number of MCPD cases supported by video footage obtained from MCDOT parking garages has increased 115% over two years.

Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond useful life, resulting in increased repair, replacement, and general maintenance costs. The majority of the 290 cameras currently installed in PLD garages are older analog and/or IP cameras, with an image quality range that is limited to between 1.3 - 4 megapixels. These cameras operate on a legacy ViconNet and Valerus software system that is connected and accessible only on the County fibernet.

It is anticipated that newer cameras will have enhanced features such as expanded fields of view, increased storage, cloud-based access to cameras, remote access from any browser or device, automatic security and software updates, person of interest and motion sensing alerts, and vehicle and people analytics, which make it easier and less time-consuming to identify relevant incidents and download video.

MCDOT projects that enhancing the existing surveillance system to extend coverage into these areas in the Silver Spring PLD would require approximately 286 additional cameras to include coverage of every stairwell landing and elevator lobby, 120 deck cameras, 23 LPR cameras for entrances and exits, and upgrading the existing 150 cameras that are at or beyond useful life.

FISCAL NOTE

FY24 supplemental in Current Revenue: General for the amount of \$2,418,000.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Bethesda Parking Lot District, Montgomery County Police Department, County Security.



Wheaton Parking Security Camera Surveillance System

(P502411)

Category	Transportation	Date Last Modified	01/12/24
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	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	339	-	60	279	279	-	-	-	-	-	-
TOTAL EXPENDITURES	339	-	60	279	279	-	-	-	-	-	-

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
Current Revenue: General	339	-	60	279	279	-	-	-	-	-	-
TOTAL FUNDING SOURCES	339	-	60	279	279	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY24
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	339		
Expenditure / Encumbrances	-		
Unencumbered Balance	339		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and County Security recommends the installation of additional cameras within the 3 MCDOT parking garages to include coverage of all stairwells, lobbies, decks, rooftops and all pedestrian and vehicular entrances/exits to the garage. This will require the use of additional camera types such as 360-degree field of view cameras for parking deck coverage, 180-degree field of view cameras for rooftop coverage and License Plate Recognition (LPR) cameras at entrances and exits. This project will fund security installation in the Wheaton Parking Lot District.

MCDOT will conduct a security audit through the County's contracted parking consultation service to ensure that phasing is in line with best industry and safety/security practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a 7-year plan. This will phase installation and upgrades to focus on high-incident, high-traffic areas and to deter criminal and behavioral issues.

LOCATION

ESTIMATED SCHEDULE

In the first two years, this plan will prioritize placement of LPR cameras and 1st Floor stair landings in all locations as well as placing improved network and facility infrastructure to support future enhancements. In phase II, installations on the highest occupancy decks and garages, elevator car and further stair landings, followed by low occupancy but high vagrancy decks and roofs and lastly, any remaining areas that may need improved coverage. In the final year of the plan, the existing 16 cameras that are at or beyond useful life will be upgraded.

PROJECT JUSTIFICATION

Parking Lot districts (PLDs) have camera surveillance equipment that records 24 hours a day, 7 days a week, and 365 days a year. The original purpose of installing the camera surveillance system that includes 290 cameras, was to protect County property. These camera systems are focused primarily on the pedestrian and vehicular access points, ground level elevator lobbies and payment stations located within the parking garages.

Over the past few years there has been an increase in security incidents reported by MCDOT's contracted security patrol officers and increased requests for video footage from Montgomery County Police Department (MCPD) to investigate criminal incidents that have occurred in parking garages. The number of MCPD cases supported by video footage obtained from MCDOT parking garages has increased 115% over two years.

Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond useful life, resulting in increased repair, replacement, and general maintenance costs. The majority of the 290 cameras currently installed in PLD garages are older analog and/or IP cameras, with an image quality range that is limited to between 1.3 - 4 megapixels. These cameras operate on a legacy ViconNet and Valerus software system that is connected and accessible only on the County fibernet.

It is anticipated that newer cameras will have enhanced features such as expanded fields of view, increased storage, cloud-based access to cameras, remote access from any browser or device, automatic security and software updates, person of interest and motion sensing alerts, and vehicle and people analytics, which make it easier and less time-consuming to identify relevant incidents and download video.

MCDOT projects that enhancing the existing surveillance system to extend coverage into these areas in the Wheaton PLD would require approximately 40 additional cameras to include coverage of every stairwell landing and elevator lobby, 23 deck cameras, LPR cameras for entrances and exits, and upgrading the existing 16 cameras that are at or beyond useful life.

FISCAL NOTE

FY24 supplemental in Current Revenue: General for the amount of \$339,000.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Bethesda PLD, MCPD, County Security