



Facility Planning Parking: Bethesda Parking Lot District

(P501313)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

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	1,780	908	332	540	90	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,800	928	332	540	90	90	90	90	90	90	-

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
Current Revenue: Parking - Bethesda	1,800	928	332	540	90	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,800	928	332	540	90	90	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	90	Year First Appropriation	FY13
Appropriation FY 28 Request	90	Last FY's Cost Estimate	1,620
Cumulative Appropriation	1,260		
Expenditure / Encumbrances	951		
Unencumbered Balance	309		

PROJECT DESCRIPTION

This project provides for parking demand studies, biannual customer service surveys, and parking facility planning studies for a variety of projects under consideration for possible inclusion in the Capital Improvements Program (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 (MDOT) 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

Cost increase is due to the addition of FY31 and FY32 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 efficiently manage parking supply as related to demand and market conditions. 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, the 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, the Washington Metropolitan Area Transit Authority (WMATA), or private development interests. The M-NCPPC 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

Maryland-National Capital Park and Planning Commission, Washington Metropolitan Area Transit Authority, Parking Bethesda Facility Renovations, Bethesda Central Business District Sector Plan, and Developers