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 Anita Aryeetey of the Office of Management and Budget at 240-777-2784 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

There are twelve ongoing projects in the Parking component of the Department of Transportation's FY27-32 Capital Improvements Program. The total cost of the recommended six-year program is $73.3 million and is $4.4 million, or 5.7 percent, less than the FY25-30 amended CIP amount of $77.7 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 20,290 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 Lot Districts - Public Parking Spaces

District	FY25-30	Change	FY27-32
Bethesda	7,678	36	7,714
Silver Spring	10,781	75	10,856
Wheaton	1,614	106	1,720
Total:	**20,073**	**217**	**20,290**

The inventory increased due to the completion of renovation projects that reopened closed portions of facilities.

HIGHLIGHTS

Two new projects are recommended for inclusion in the FY27-32 Capital Improvements Program: The Advanced Digital Construction Management System - Transportation that will enhance technological capabilities to optimize the design, construction, operation, and maintenance of transportation infrastructure, and the Parking Silver Spring: Public Electric Vehicle Charging Infrastructure that will provide fast-charging electric vehicle stations in County-owned parking garages located in Silver Spring.

Advanced Digital Construction Management System - Transportation

(P502711)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Countywide	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
Other	1,000	-	-	1,000	1,000	-	-	-	-	-	-
TOTAL EXPENDITURES	1,000	-	-	1,000	1,000	-	-	-	-	-	-

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	1,000	-	-	1,000	1,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,000	-	-	1,000	1,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	1,000	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Maryland Department of Transportation State Highway Administration (MDOT SHA) has awarded a grant to Montgomery County Department of Transportation (MCDOT) to accelerate adoption of an Advanced Digital Construction Management System (ADCMS). Since 2017, MCDOT has employed three-dimensional (3D) engineering multi-discipline design workflows that leverage Building Information Modeling (BIM) applications. These applications include Revit Models, 3D scan models of transportation assets, and Infraworks models and adjacent areas. This grant funded project will improve information sharing among stakeholders, and provide training and workforce development to better manage projects. The Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI) is an integrated platform that features storage directories for housing 3D scans of transportation assets, 3D models used in design, two-dimensional (2D) line drawings of facility systems, as-built drawings, and other asset data necessary to manage the design, construction, operations, and maintenance of transportation infrastructure. The scope of project activities include: establishing and validating standards, processes, and workflows that can be adopted by improving infrastructure through network equipment purchases, data processing, storage, and secure online platforms and data libraries; procuring scanning equipment and teaching staff to process and load their scans into P3DSETI; and transferring knowledge through in-person and hybrid collaboration

workshops by MCDOT, MDOT SHA and other jurisdictions.

ESTIMATED SCHEDULE

The project is expected to be completed by the end of FY27.

PROJECT JUSTIFICATION

MCDOT is expanding its successful Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI) pilot project with this grant. Each participating division of MCDOT utilizes the P3DSETI system slightly differently. MCDOT will standardize the workflow across divisions based on pilot successes and challenges. The resulting workflow, processes, and collaborative tools will allow for deployment with the Maryland DOT (MDOT), neighboring jurisdictions, and project stakeholders. The collaborative aspects of the P3DSETI system have the potential to widely expand the value of BIM across the State of Maryland.

MCDOT and MDOT SHA have committed to adopting sustainable practices that increase resilience to climate change, improve safety for transportation workers, reduce work zone congestion, and improve equity for residents who have borne disproportionate pollution and traffic burdens because of their race or socioeconomic status. Using P3DSETI can help the County and the State to ensure projects ease these burdens for disadvantaged communities. Users can automatically overlay project areas on equity analysis maps, pollution burden maps, and other Geographic Information System (GIS)-based resources to identify disadvantaged or overburdened populations for engagement. The 3D models can also identify and evaluate concerns not readily apparent in 2D drawings and maps such as shadows that impact energy, or vegetation or line of sight. P3DSETI also enables advanced modeling, such as hydrology models, to prevent negative downstream or upstream impacts on already at-risk communities from site changes.

FISCAL NOTE

Federal aid reflects the Advanced Digital Construction Management Systems grant for capital projects in Montgomery County. DOT has set aside $300,000 from appropriation in existing Level of Effort projects to support the 20 percent grant match and contingency.

COORDINATION

Maryland Department of Transportation State Highway Administration, Federal Highway Administration, Bethesda, Silver Spring and Wheaton Parking Lot Districts, Montgomery County Department of Transportation Divisions of Transit Services, Traffic Engineering and Operations, Highway Services, and Transportation Engineering

Bethesda Parking Security Camera Surveillance System

(P502409)

Category	Transportation	Date Last Modified	12/22/25
SubCategory	Parking	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
Construction	7,350	-	2,986	4,364	978	978	978	1,430	-	-	-
TOTAL EXPENDITURES	7,350	-	2,986	4,364	978	978	978	1,430	-	-	-

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: General	2,008	-	2,008	-	-	-	-	-	-	-	-
Current Revenue: Parking - Bethesda	5,342	-	978	4,364	978	978	978	1,430	-	-	-
TOTAL FUNDING SOURCES	7,350	-	2,986	4,364	978	978	978	1,430	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	978	Year First Appropriation	FY24
Appropriation FY 28 Request	978	Last FY's Cost Estimate	7,350
Cumulative Appropriation	2,986		
Expenditure / Encumbrances	21		
Unencumbered Balance	2,965		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, the Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and the Security Services Division (SSD) recommend 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 industry and safety/security best practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a seven-year plan. This will phase installation and upgrades to focus on high-incident, high-traffic areas and to deter criminal and behavioral issues.

LOCATION

Bethesda Parking Lot District, Maryland

ESTIMATED SCHEDULE

The project will be performed in three phases. Phase 1 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. Phase 2 will include camera installations on the highest occupancy decks and garages, elevator car and other stair landings, low occupancy but high vagrancy decks and roofs, and any remaining areas that may need improved coverage. Phase 3 will include the replacement of the existing 150 cameras that are at or beyond useful life.

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. 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.

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 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. Not all investigations using MCDOT systems are captured in MCDOT records since MCPD, SSD, and the Records Division maintain independent access, and in some cases, MCDOT provides video evidence without a formal request. While calls for service reported in the MCPD dashboard decreased from 2023 (810) to 2024 (760), DOT-assisted cases grew from 39 in 2023 to 61 in 2024.

Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond their useful life, resulting in increased repair, replacement, and general maintenance costs.

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 143 additional cameras to include coverage of every stairwell landing and elevator lobby, 106 deck cameras and upgrading the existing 104 cameras that are at or beyond their useful life.

OTHER

As of the end of FY25, 63 new cameras were installed throughout the Bethesda Parking Lot District.

DISCLOSURES

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

COORDINATION

Bethesda Parking Lot District, Montgomery County Police Department, CSecurity Services Division

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 (MCDOT) 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

Facility Planning Parking: Silver Spring Parking Lot District

(P501314)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring 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	773	467	540	90	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,800	793	467	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 - Silver Spring	1,800	793	467	540	90	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,800	793	467	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	853		
Unencumbered Balance	407		

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 (MCDOT) 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

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.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Metropolitan Area Transit Authority, Parking Silver Spring Renovations, Silver Spring Central Business District Sector Plan, Developers, Potomac Electric Power Company, and Department of Technology and Enterprise Business Solutions.

Facility Planning Parking: Wheaton Parking Lot District

(P501312)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	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	765	190	305	270	45	45	45	45	45	45	-
Construction	15	15	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	780	205	305	270	45	45	45	45	45	45	-

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 - Wheaton	780	205	305	270	45	45	45	45	45	45	-
TOTAL FUNDING SOURCES	780	205	305	270	45	45	45	45	45	45	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	45	Year First Appropriation	FY13
Appropriation FY 28 Request	45	Last FY's Cost Estimate	810
Cumulative Appropriation	510		
Expenditure / Encumbrances	228		
Unencumbered Balance	282		

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 (MCDOT) 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

Cost decrease to reduce expenditures in FY28 as deferred funding from previous years is no longer necessary, and 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.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Maryland-National Capital Park and Planning Commission, Washington Metropolitan Area Transit Authority, Parking Wheaton Facility Renovations, Wheaton Central Business District Sector Plan, Developers. and Wheaton Town Center Project

Farm Women's Market Parking Garage
(P502316)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	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	290	-	290	-	-	-	-	-	-	-	-
Other	8,935	-	-	8,935	1,476	7,459	-	-	-	-	-
TOTAL EXPENDITURES	9,225	-	290	8,935	1,476	7,459	-	-	-	-	-

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
G.O. Bonds	9,225	-	290	8,935	1,476	7,459	-	-	-	-	-
TOTAL FUNDING SOURCES	9,225	-	290	8,935	1,476	7,459	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY23
Appropriation FY 28 Request	7,459	Last FY's Cost Estimate	9,225
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, Maryland 20815

ESTIMATED SCHEDULE

Depending on the development approval process, the current proposed plan has preliminary design completion in FY27 with a construction start date in FY28.

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), MCDOT is coordinating with Maryland-National Capital Park and Planning Commission (M-NCPPC) 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 County 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 MCDOT portion of the project 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. The County Executive exempts the 25 percent 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. Contributions from the TOCC in the amount of $1,068,000 will be paid directly to the developer in support of this project. Additional appropriation will be requested once an agreement has been reached with the developer.

COORDINATION

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

Parking Bethesda Facility Renovations
(P508255)

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	7,014	5,008	206	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	185	185	-	-	-	-	-	-	-	-	-
Construction	59,597	22,077	14,720	22,800	3,800	3,800	3,800	3,800	3,800	3,800	-
Other	1,391	1,391	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	68,210	28,684	14,926	24,600	4,100	4,100	4,100	4,100	4,100	4,100	-

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	68,210	28,684	14,926	24,600	4,100	4,100	4,100	4,100	4,100	4,100	-
TOTAL FUNDING SOURCES	68,210	28,684	14,926	24,600	4,100	4,100	4,100	4,100	4,100	4,100	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	4,100	Year First Appropriation	FY83
Appropriation FY 28 Request	4,100	Last FY's Cost Estimate	60,010
Cumulative Appropriation	43,610		
Expenditure / Encumbrances	32,611		
Unencumbered Balance	10,999		

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

Cost increase is due to the addition of FY31 and FY32 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: Garages 31 and 49 - address air quality concerns by replacing fans, NO2 & CO sensors, along with upgrading/replacing fire alarm and fire protection upgrades; Garage 42 - generator and elevator area waterproofing; Garage 47 - generator and storm valve replacement; Garages 11 and 49 - elevator modernization.

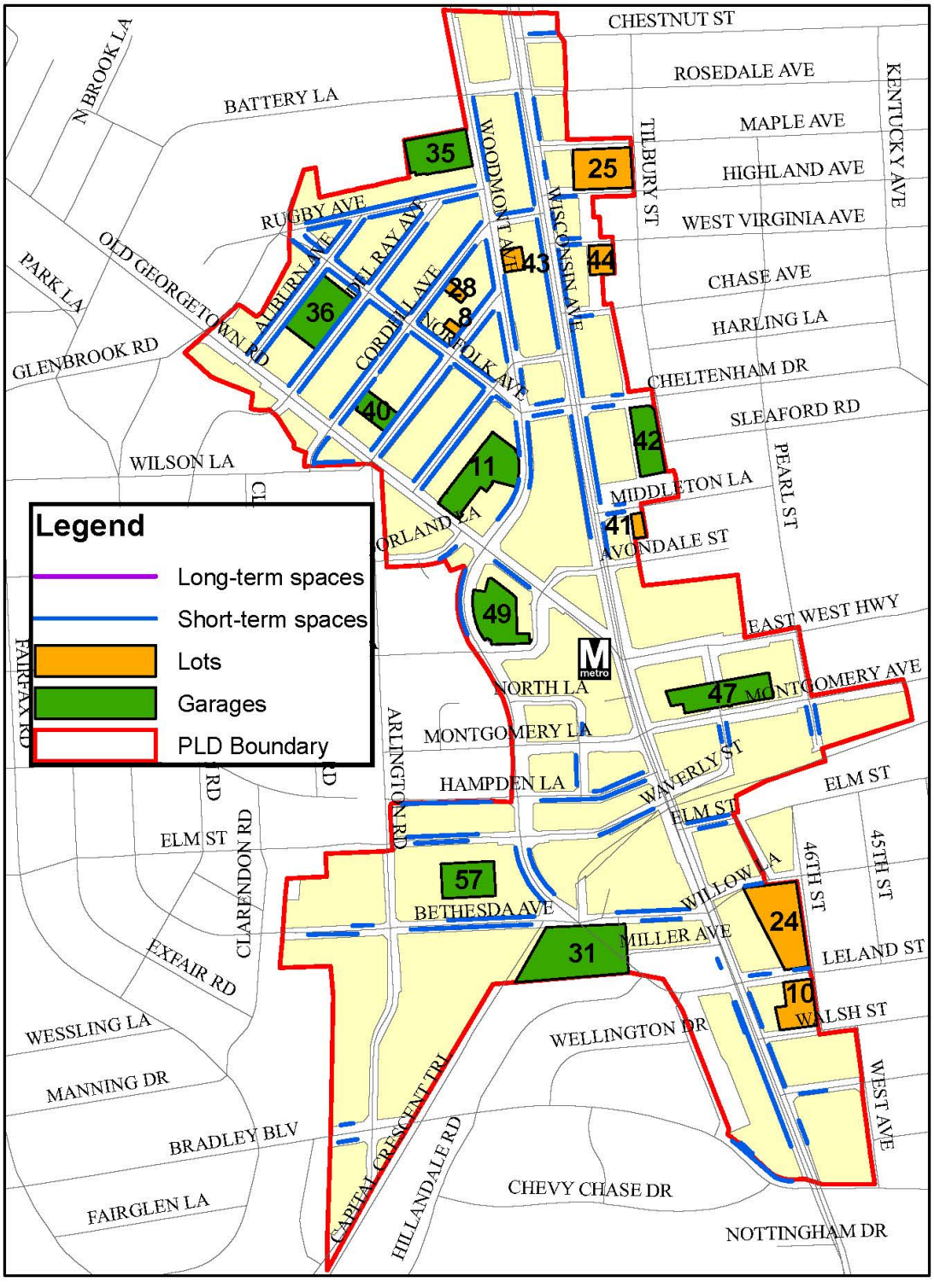
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda Parking Lot District

Bethesda Parking Lot District



Parking Silver Spring Facility Renovations
(P508250)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring 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	7,369	5,569	-	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	39,681	12,056	5,149	22,476	3,219	3,719	4,119	3,819	3,800	3,800	-
Other	1,212	1,212	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	49,443	20,018	5,149	24,276	3,519	4,019	4,419	4,119	4,100	4,100	-

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 - Silver Spring	49,443	20,018	5,149	24,276	3,519	4,019	4,419	4,119	4,100	4,100	-
TOTAL FUNDING SOURCES	49,443	20,018	5,149	24,276	3,519	4,019	4,419	4,119	4,100	4,100	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	3,519	Year First Appropriation	FY83
Appropriation FY 28 Request	4,019	Last FY's Cost Estimate	41,243
Cumulative Appropriation	25,167		
Expenditure / Encumbrances	22,349		
Unencumbered Balance	2,818		

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

Silver Spring Parking Lot District

COST CHANGE

Cost increase is due to the addition of FY31 and FY32 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: Garages 58 and 60 - cellular service improvements; Garages 3, 7, 9, 55, and 60 - waterproofing; Garages 5 and 55 - concrete repairs; Garage 60 - generator replacement.

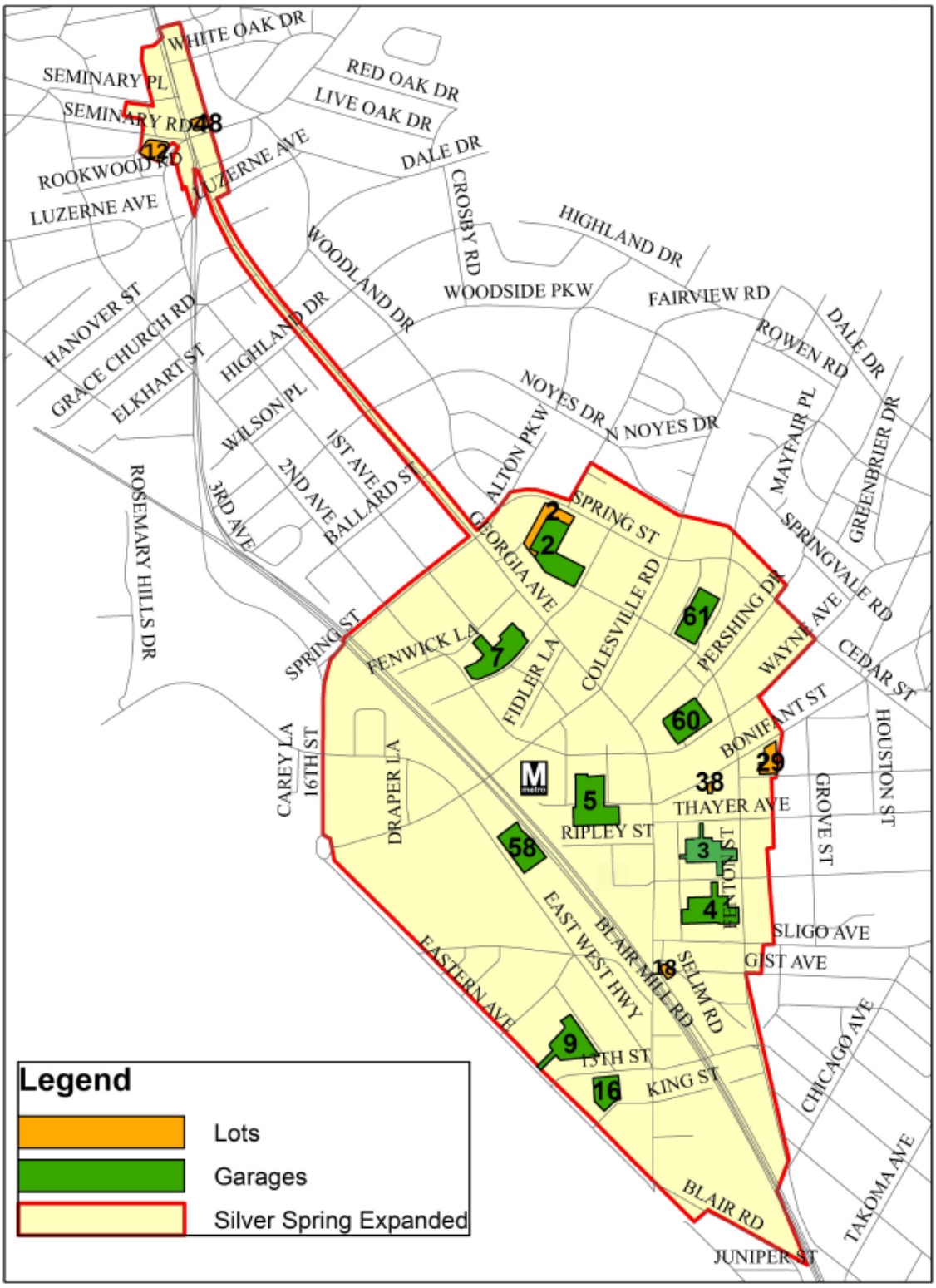
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring Parking Lot District Facility Planning

Silver Spring Parking Lot District



Montgomery County, Maryland
Parking Management Division

0 375 750 1,500 2,250 3,000 Feet

Parking Silver Spring: Public Electric Vehicle Charging Infrastructure

(P502608)

Category	Transportation	Date Last Modified	12/15/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Planning 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	102	-	-	102	102	-	-	-	-	-	-
Construction	960	-	-	960	960	-	-	-	-	-	-
TOTAL EXPENDITURES	1,062	-	-	1,062	1,062	-	-	-	-	-	-

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 - Silver Spring	212	-	-	212	212	-	-	-	-	-	-
Federal Aid	850	-	-	850	850	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,062	-	-	1,062	1,062	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	1,062	Year First Appropriation	FY27
Appropriation FY 28 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will provide for the installation of a Level 2 and direct current fast charging to support short- and long-term parking needs, in County-owned public parking garages in Silver Spring, providing access for residents who may not have the ability to install chargers at their residences.

LOCATION

Silver Spring, Maryland

PROJECT JUSTIFICATION

Adoption of electric vehicles yields many benefits, including reduced emissions and air pollution as well as lower overall vehicle and maintenance costs. However, lack of access to public charging stations can be a barrier to electric vehicle adoption. Lower income households may not be able to afford the cost of installing home chargers, and those living in multifamily housing may not even have the option to do so. Access to public charging stations, especially low-cost charging options can address this problem.

FISCAL NOTE

An $850,000 Federal earmark was awarded to the County in the 2024 Transportation, Housing, and Urban Development (THUD) Federal appropriations bill. The County's required 20 percent match is supported through a $212,000 Current Revenue appropriation in this project.

COORDINATION

Department of Environmental Protection, Department of Permitting Services, Potomac Electric Power Company

Parking Wheaton Facility Renovations
(P509709)

Category	Transportation	Date Last Modified	01/07/26
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	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	372	282	-	90	15	15	15	15	15	15	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	2,456	481	490	1,485	310	235	235	235	235	235	-
Other	6	6	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,839	774	490	1,575	325	250	250	250	250	250	-

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 - Wheaton	2,804	774	455	1,575	325	250	250	250	250	250	-
State Aid	35	-	35	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,839	774	490	1,575	325	250	250	250	250	250	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	325	Year First Appropriation	FY97
Appropriation FY 28 Request	250	Last FY's Cost Estimate	2,233
Cumulative Appropriation	1,264		
Expenditure / Encumbrances	1,072		
Unencumbered Balance	192		

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

Cost increase is due to the addition of FY31 and FY32 to this Level of Effort project, as well as additional funding in FY27 for legacy parking meter replacement.

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.

OTHER

Major sub projects within this ongoing effort are as follows: Garage 13 - Gate installation and repairs; Garage 45 - expansion joint repairs near elevator tower; and Lots 14 and 17 - upgrade and install LED lights.

FISCAL NOTE

FY26 supplemental in the amount of $34,650 in State aid from the Maryland Energy Administration for LED lighting installation and upgrades.

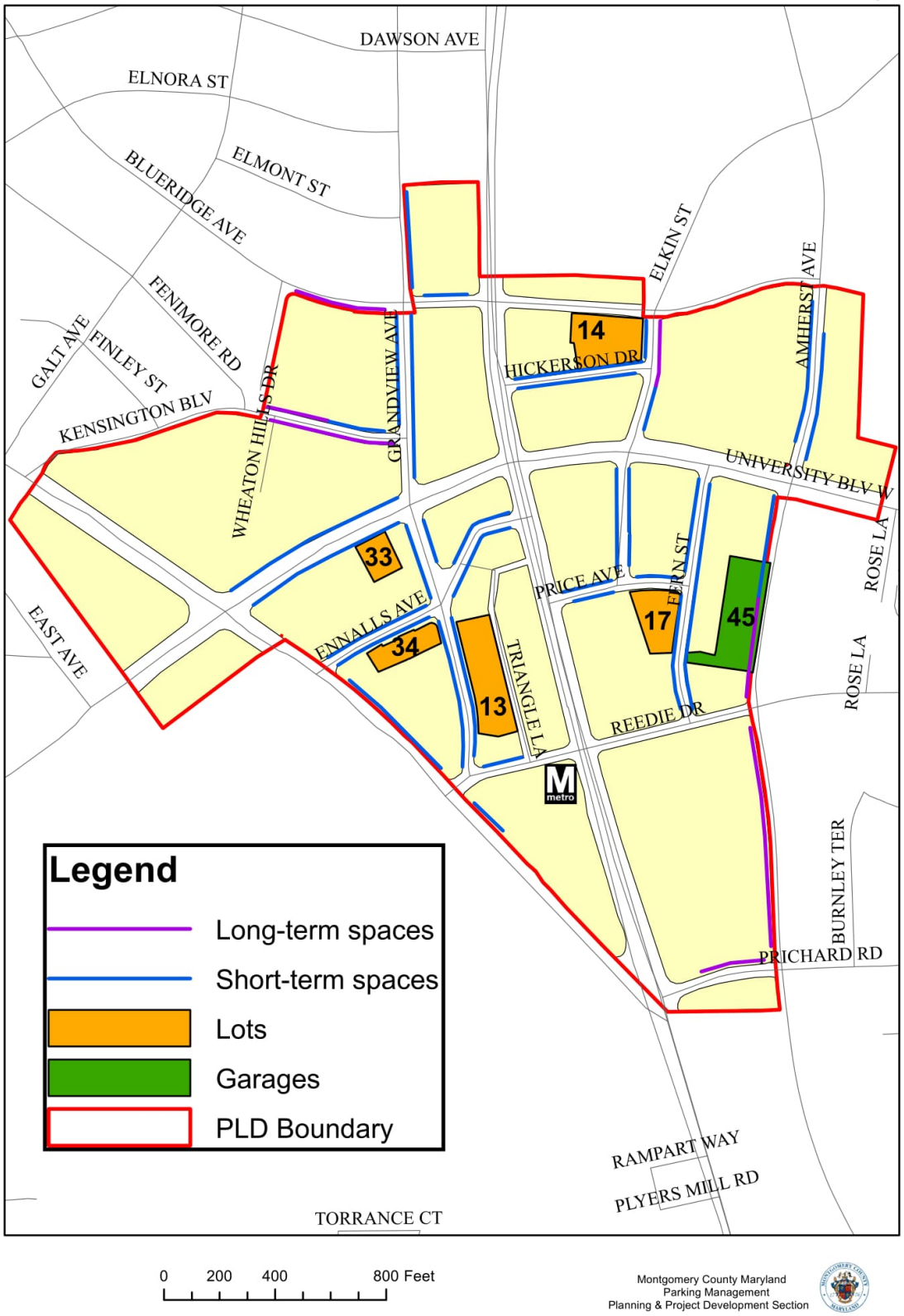
DISCLOSURES

Expenditures will continue indefinitely. 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

Facility Planning Parking: Wheaton Parking Lot District

Wheaton Parking Lot District



Silver Spring Parking Security Camera Surveillance System

(P502410)

Category	Transportation	Date Last Modified	12/22/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring 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
Construction	9,030	-	3,636	5,394	1,218	1,218	1,218	1,740	-	-	-
TOTAL EXPENDITURES	9,030	-	3,636	5,394	1,218	1,218	1,218	1,740	-	-	-

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: General	2,418	-	2,418	-	-	-	-	-	-	-	-
Current Revenue: Parking - Silver Spring	6,612	-	1,218	5,394	1,218	1,218	1,218	1,740	-	-	-
TOTAL FUNDING SOURCES	9,030	-	3,636	5,394	1,218	1,218	1,218	1,740	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	1,218	Year First Appropriation	FY24
Appropriation FY 28 Request	1,218	Last FY's Cost Estimate	9,030
Cumulative Appropriation	3,636		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,636		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and Security Services Division (SSD) recommend the installation of additional cameras within the ten MCDOT parking garages to include coverage of all stairwells, lobbies, decks, rooftops, and 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 industry and safety/security best practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a seven-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

Silver Spring Parking Lot District, Maryland

ESTIMATED SCHEDULE

The project will be performed in 3 phases. Phase 1 will prioritize placement of LPR cameras and first floor stair landings in all locations as well as placing improved network and facility infrastructure to support future enhancements. Phase 2 will include camera installations on the highest occupancy decks and garages, elevator car and other stair landings, low occupancy but high vagrancy decks and roofs, and any remaining areas that may need improved coverage. Phase 3 will include the replacement of the existing 150 cameras that are at or beyond useful life.

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. Not all investigations using MCDOT systems are captured in MCDOT records since MCPD, SSD, and the Records Division maintain independent access, and in some cases, MCDOT provides video evidence without a formal request. While calls for service reported in the MCPD dashboard decreased from 2023 (810) to 2024 (760), DOT-assisted cases grew from 39 in 2023 to 61 in 2024. Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond their 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 220 additional cameras to include coverage of every stairwell landing and elevator lobby, 92 deck cameras and upgrading the existing 150 cameras that are at or beyond their useful life.

OTHER

As of the end of FY25, 66 new cameras were installed in the Silver Spring Parking Lot District.

DISCLOSURES

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

COORDINATION

Bethesda Parking Lot District, Montgomery County Police Department, Security Services Division

Wheaton Parking Security Camera Surveillance System

(P502411)

Category	Transportation	Date Last Modified	12/22/25
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	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
Construction	1,275	40	488	747	189	189	189	180	-	-	-
TOTAL EXPENDITURES	1,275	40	488	747	189	189	189	180	-	-	-

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: General	339	40	299	-	-	-	-	-	-	-	-
Current Revenue: Parking - Wheaton	936	-	189	747	189	189	189	180	-	-	-
TOTAL FUNDING SOURCES	1,275	40	488	747	189	189	189	180	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 27 Request	189	Year First Appropriation	FY24
Appropriation FY 28 Request	189	Last FY's Cost Estimate	1,275
Cumulative Appropriation	528		
Expenditure / Encumbrances	75		
Unencumbered Balance	453		

PROJECT DESCRIPTION

To meet changing safety and security surveillance needs, Montgomery County Department of Transportation (MCDOT), Montgomery County Police Department (MCPD) and the Security Services Division (SSD) recommend the installation of additional cameras within the three MCDOT parking garages to include coverage of all stairwells, lobbies, decks, rooftops, and 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 industry and safety/security best practices. The MCDOT phasing of the enhancement of electronic security measures into the existing garage surveillance system will be spread out over a seven-year plan. This will phase installation and upgrades to focus on high-incident, high-traffic areas and to deter criminal and behavioral issues.

LOCATION

Wheaton Parking Lot District, Maryland

ESTIMATED SCHEDULE

The project will be performed in three phases. Phase 1 will prioritize placement of LPR cameras and first floor stair landings in all locations as well as placing improved network and facility infrastructure to support future enhancements. Phase 2 will include camera installations on the highest occupancy decks and garages, elevator car and other stair landings, low occupancy but high vagrancy decks and roofs, and any remaining areas that may need improved coverage. Phase 3 will include the replacement of the existing 16 cameras that are at or beyond useful life.

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. Not all investigations using MCDOT systems are captured in MCDOT records since MCPD, SSD, and the Records Division maintain independent access, and in some cases, MCDOT provides video evidence without a formal request. While calls for service reported in the MCPD dashboard decreased from 2023 (810) to 2024 (760), DOT-assisted cases grew from 39 in 2023 to 61 in 2024. Additionally, camera surveillance equipment and systems in many parking garages are aging and are beyond their 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 28 additional cameras to include coverage of every stairwell landing and elevator lobby, 20 deck cameras and upgrading the existing 16 cameras that are at or beyond their useful life.

OTHER

As of the end of FY25, 12 new cameras were installed in the Wheaton Parking Lot District.

DISCLOSURES

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

COORDINATION

Bethesda Parking Lot District, Montgomery County Police Department, Security Services Division