

Facility Planning Parking: Bethesda PLD (P501313)

Category Transportation
 Sub Category Parking
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 11/20/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	720	44	136	540	90	90	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	720	44	136	540	90	90	90	90	90	90	0

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	720	44	136	540	90	90	90	90	90	90	0
Total	720	44	136	540	90	90	90	90	90	90	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	90
Appropriation Request Est.	FY 16	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		180
Expenditure / Encumbrances		44
Unencumbered Balance		136

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 15	720
Last FY's Cost Estimate		540
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

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 and need 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 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.

Cost Change

Addition of FY19 and FY20 to this ongoing level of effort 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, 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, WMATA, or private development interests.

Fiscal Note

Facility Planning: Parking (509525) effective FY13 was broken out into three individual CIP projects (one for each PLD fund) to improve fund accountability and oversight

Disclosures

Expenditures will continue indefinitely.

Coordination

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