



Facility Planning Parking: Bethesda PLD (P501313)

Category	Transportation	Date Last Modified	02/23/18
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,060	323	197	540	90	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,080	343	197	540	90	90	90	90	90	90	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Parking - Bethesda	1,080	343	197	540	90	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,080	343	197	540	90	90	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	90	Year First Appropriation	FY13
Appropriation FY 20 Request	90	Last FY's Cost Estimate	900
Cumulative Appropriation	540		
Expenditure / Encumbrances	353		
Unencumbered Balance	187		

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

COST CHANGE

Addition of FY23-24 to this ongoing 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

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

COORDINATION

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