Facility Planning Parking: Bethesda PLD -- No. 501313

Category	**Transportation**
Subcategory	**Parking**
Administering Agency	**Transportation**
Planning Area	**Bethesda-Chevy Chase**

Date Last Modified	**December 29, 2011**
Required Adequate Public Facility	**No**
Relocation Impact	**None.**
Status	**On-going**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	0	0	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	540	0	0	540	90	90	90	90	90	90	*

FUNDING SCHEDULE ($000)

	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Current Revenue: Parking - Bethesda	540	0	0	540	90	90	90	90	90	90	0
Total	540	0	0	540	90	90	90	90	90	90	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 in Volume I.

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) is being broken out into three individual CIP projects (one for each PLD fund) to improve fund accountability and oversight.

OTHER DISCLOSURES
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	($000)
First Cost Estimate Current Scope	FY13	540
Last FY's Cost Estimate		0
Appropriation Request	FY13	90
Appropriation Request Est.	FY14	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

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

MAP

See Map on Next Page