

Government of the District of Columbia
Office of the Chief Financial Officer




Natwar M. Gandhi
Chief Financial Officer

MEMORANDUM

TO: The Honorable Kwame R. Brown
Chairman, Council of the District of Columbia

FROM: Natwar M. Gandhi
Chief Financial Officer

DATE: February 7, 2012 

SUBJECT: Fiscal Impact Statement – "DDOT Omnibus Conforming Emergency Amendment Act of 2012"

REFERENCE: Draft Legislation as shared with OCFO on February 3, 2012

Conclusion

Funds are sufficient in the FY 2012 through FY 2015 budget and financial plan to implement the bill.

Background

The Performance Parking Pilot Program is designed to manage curbside parking and reduce congestion within and around established performance parking pilot zones.¹ There are currently three pilot zones: the Ballpark, H Street, NE, and Columbia Heights.

Subtitle VI (I) of Fiscal Year 2012 Budget Support Act of 2011² repealed the sunset provision of the Performance Parking Pilot Zone Act of 2008³ and added H Street, NE as a new Performance Parking Pilot Zone. It also established the Performance Parking Program Fund, a special purpose, non-lapsing fund to be administered by the District Department of Transportation and redirected fees collected in Performance Parking Pilot Zones out of the Washington Metropolitan Area Transit

¹ D.C. Official Code § 50-2531.

² Effective September 14, 2011 (D.C. Law 19-21, 58 DCRM 6226).

³ By repealing Section 2(i) of the Performance Parking Pilot Zone Act of 2008, effective November 25, 2008 (D.C. Law 17-279; D.C. Official Code § 50-2531(i)).

Authority (WMATA) subsidy.⁴ Monies in the Fund are exclusively used to cover costs and non-automobile transportation improvements⁵ within the zone where the revenues were generated.

The bill clarifies that, following the provisions of the FY 2012 Budget Support Act, the revenues generated through the Performance Parking Program would be excluded from the parking revenue amounts dedicated to WMATA.

This clarification is necessary because of various technical changes made to the D.C. Official Code. In 2011, prior to the enactment of the FY 2012 budget, the District approved legislation⁶ altering the funding structure for DDOT by eliminating the Unified Fund⁷ and replacing it with a Local Transportation Fund, funded through General Fund appropriations. One implementation component dedicated all parking meter revenues to support the District's annual operating subsidies to the WMATA; however, the legislative changes did not provide an exception for performance parking revenues.

A subsequent emergency amendment⁸ made further changes to the D.C. Official Code regarding the use of parking meter revenues, but it did not specify the use of the funds collected through the Performance Parking Program.

Financial Plan Impact

Funds are sufficient in the FY 2012 through FY 2015 budget and financial plan to implement the bill.

The fiscal impact of the bill is already incorporated into the FY 2012 through FY 2015 budget and financial plan. Starting FY 2012, the budgeted revenue of \$750,000 *and any additional performance parking meter revenue* is directed into the Performance Parking Program Fund.

⁴ By amending Section 11 of An Act Making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1939, and for other purposes, approved April 4, 1938 (52 Stat. 192; D.C. Official Code § 50-2633(b)).

⁵ D.C. Official Code § 50-2534.

⁶ District Department of Transportation Omnibus Amendment Act of 2010, effective April 8, 2011 (D.C. Law 18-370; 58 DCR 1008).

⁷ The DDOT Unified Fund provided a structure for DDOT to be an enterprise agency, funding its operations out of the department's own revenue sources.

⁸ "District Department of Transportation Omnibus Emergency Amendment Act of 2011" (D.C. Act 19-254, 58 DCR 11215) was enacted on December 21, 2011.