

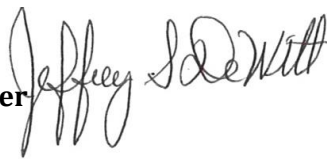
Government of the District of Columbia
Office of the Chief Financial Officer



Jeffrey S. DeWitt
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Jeffrey S. DeWitt
Chief Financial Officer 

DATE: November 9, 2020

SUBJECT: Fiscal Impact Statement – Performance Parking and RPP Exclusion
Amendment Act of 2020

REFERENCE: Bill 23-641, Draft Committee Print as circulated on November 6, 2020

Conclusion

Funds are not sufficient in the fiscal year 2021 through fiscal year 2024 budget and financial plan to implement the bill. Title II of the bill, which amends the residential parking permit (RPP) program, will cost approximately \$1.7 million in fiscal year 2021 and \$2.4 million over the four-year financial plan period.

Title II of the bill is subject to the required resources being included in an approved budget and financial plan.

Background

The bill amends two parking programs in the District: the performance parking program and the RPP program.

The District Department of Transportation (DDOT) manages four performance parking zones in the District where it uses curbside pricing strategies to manage demand and reduce congestion.¹ The most recent pilot zone, the Penn Quarter/Chinatown zone, was authorized in fiscal year 2016 and launched in fiscal year 2019. This zone covers approximately 1,000 curbside parking spaces and

¹ Performance Parking Zone Pilot Act of 2008, effective November 25, 2008 (D.C. Law 17-279; D.C. Official Code § 50-2531 et seq.).

charges rates ranging from \$1 per hour to \$7 per hour depending on the time of day and the location of a space in the zone.²

The bill gives DDOT more flexibility to set parking rates in and around a performance parking zone during a special event that is likely to increase the demand for curbside parking. DDOT can begin the new rates at 12:00 am on the day the special event begins and must revert to the normal rates after 11:59 pm on the day the event ends. The Mayor must provide an affected Ward Councilmember, Advisory Neighborhood Commission (ANC) Commissioner, and the public with seven-days' notice of the temporary increase in curbside parking rates as a result of the special event.

The bill also enhances DDOT's flexibility to more generally adjust rates within a performance parking zone. The bill restricts DDOT to adjusting rates no more than two times per month and with increased rates of no more than five dollars over a three-month period, except that DDOT can adjust prices in real-time based on demand as long as it stays under the five dollar increase limit.³ The bill also exempts temporary heightened curbside fees from the current ten-day notice requirement to the affected Ward Councilmember and ANC Commissioners in favor of the previously described seven day notice. The bill allows DDOT to provide curbside parking rate information through an application in addition to signs, decals, and meter displays. DDOT must also provide data on curbside usage by location and time for each performance parking zone on its performance parking zone website. The bill eliminates a maximum rate of \$8 per hour for curbside parking.

The bill repeals one of the existing performance parking zones in Columbia Heights⁴ and a visitor parking pass pilot program for residents in the Mount Pleasant neighborhood.⁵

The bill also authorizes the exemption of a specific property from participation in the RPP program when a condition of a zoning variance or other special exemption prohibiting RPP program participation exists. The Mayor should record, with the Recorder of Deeds, a restrictive covenant identifying that the residents of the property are ineligible for the RPP program. The owner of an ineligible property must provide written notice to a future resident prior to entering into a purchase and sales agreement or lease agreement that the resident will be ineligible for the RPP program. If an owner fails to provide this notice, then the purchaser or tenant can consider it to be a material breach of the purchase and sales or rental agreement.

Financial Plan Impact

Funds are not sufficient in the fiscal year 2021 through fiscal year 2024 budget and financial plan to implement the bill. The bill allows DDOT to set temporary heightened curbside parking rates in and around performance parking zones during special events to manage the demand for parking as a result of the event. The bill also gives DDOT more general flexibility in setting curbside parking rates within performance parking zones. DDOT is not required to adjust rates around these events, but if

² <https://ddot.dc.gov/page/demand-based-parking-pricing-penn-quarterchinatown>

³ These changes exclude loading zones and temporary heightened curbside fees related to special events.

⁴ D.C. Official Code § 50-2533.

⁵ The Mount Pleasant Visitor Parking Permit was established in 2008 for residents living within the Advisory Neighborhood Commission 1D boundaries. The District has subsequently launched a District-wide visitor parking pass program.

it does, it can absorb any changes and sign posting needs within existing budgeted resources. The performance parking program changes can be implemented upon the bill becoming law.

DDOT is not able to absorb the costs associated with the RPP program authorization. The bill requires DDOT to track and record RPP program restrictions that are conditions of a zoning variance or other special exemptions. Zoning variances and exemptions have included RPP exclusions for several years, but DDOT has not had an enforcement requirement and has been unable to enforce the exclusion using the current RPP database. DDOT will work with the Office of the Chief Technology Officer to rebuild its RPP database to capture address-specific data. The required upgrades will cost approximately \$800,000 in fiscal year 2021. DDOT will also need to ensure that its system can be integrated with the Department of Motor Vehicles' (DMV) systems. This integration will cost approximately \$150,000 in fiscal year 2021. DDOT will also need additional staff or contractor resources to help manage the database and DMV integration. DDOT requires \$96,000 in fiscal year 2021 and \$216,000 over the four-year financial plan period.

DMV will also need to enhance its system to work with the DDOT system and ensure that the RPP program information is properly captured when servicing customers. This system enhancement will cost \$500,000. DMV also expects that customer confusion around this process, especially from residents of multifamily buildings, could drive longer customer interactions and overall increased wait times. To manage these challenges DMV requires additional customer service technicians. These staff will cost approximately \$123,000 in fiscal year 2021 and \$985,000 over the four-year financial plan period.

Performance Parking and RPP Exclusion Amendment Act of 2020					
Bill 23-641					
Implementation Costs					
Fiscal Year 2021 – Fiscal Year 2022					
(\$ thousands)					
	FY 2021	FY 2022	FY 2023	FY 2024	Total
DDOT Needs					
Personnel ^a	\$96	\$40	\$40	\$40	\$216
Database and Technology	\$950	\$0	\$0	\$0	\$950
Total DDOT	\$1,046	\$40	\$40	\$40	\$1,166
DMV Needs					
Personnel ^b	\$123	\$123	\$247	\$248	\$985
Technology	\$500	\$0	\$0	\$0	\$500
Total DMV	\$623	\$123	\$247	\$248	\$1,241
Total Implementation Costs	\$1,669	\$163	\$287	\$288	\$2,407

Table Notes

^a Includes one-time resources for a part-time employee or contractor to help develop the required database in fiscal year 2021 and then ongoing resources to manage the database.

^b Includes two new employees in fiscal year 2021 and then two additional employees beginning in fiscal year 2023.