


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



Natwar M. Gandhi
Chief Financial Officer

MEMORANDUM

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

FROM: Natwar M. Gandhi 
Chief Financial Officer

DATE: November 26, 2012

SUBJECT: Fiscal Impact Statement – “Accessible Parking Amendment Act of 2012”

REFERENCE: Bill 19-989– Draft Committee Print shared with the Office of Revenue
Analysis on November 20, 2012

Conclusion

Funds are sufficient in the FY 2013 through FY 2016 budget and financial plan to implement the bill.

Background

The District Department of Transportation (DDOT) manages the on-street parking meter program. Currently, persons with valid disability placards are allowed to park at any metered parking location without payment for twice that location’s time restriction. There are no laws which authorize free parking at on-street metered locations, but DDOT was required through various laws¹ and lawsuits² to provide various parking accommodations to persons with disabilities.

The bill requires DDOT to establish a metered parking program with reserved spaces for the exclusive use of persons with disabilities. The spaces must be designated with a red top parking meter and allow for extended parking time. DDOT will work with the District’s Office of Disability Rights to evaluate the initial program, broadly publicize its parameters, and continually monitor and improve the program. DDOT must also reach out to all drivers with disability plates and placards registered in the District. As part of the program DDOT will waive the pay-by-cell phone

¹ Individuals with Disabilities Parking Reform Amendment Act of 1999, effective April 27, 2001 (D.C. Law 13-279; 48 DCR 1882) and the Parking Amendment Act of 2006, effective November 16, 2006 (D.C. Law 16-175; 53 DCR 6499).

² The District was involved in a Federal lawsuit regarding the accessibility of parking meters for persons with disabilities.

transaction fees associated with parking at red top meters. The bill allows parking meter revenues to be used for the purpose of paying these transaction fees.

Lastly, the Mayor is required to evaluate the accessibility of off-street parking lots and garages and make available online a map of those locations with accessible parking spaces.

Financial Plan Impact

Funds are sufficient in the FY 2013 through FY 2016 budget and financial plan to implement the bill.

DDOT expects to install 1,800 red top parking meters for the exclusive use of persons with disabilities. Approximately 400 are currently installed and an additional 1,400 are ready to be installed or in the process of being ordered at a cost of \$733 each. Additionally, DDOT has already contracted with a public relations firm at a cost of approximately \$20,000 to publicize the program and reach out to the over 21,000 residents with a plate or placard. The cost of procuring and installing additional meters and of executing the public relations component of this program can be absorbed in the Department's existing resources.

Lastly, the Office of Revenue Analysis expects the new accessible parking program will generate an additional \$1,500,000³ in revenue annually due to the "all may park, all must pay" program. Revenues will derive from both the red top meters and all other meters which were previously occupied and unpaid by persons with disability placards. These additional revenues will be sufficient to offset any expected costs associated with waiving the pay-by-phone parking program transaction fees⁴ for parkers at the accessible spaces. While it is difficult to assess how many parkers will use the pay-by-phone program, DDOT estimates the waived transaction fees could be as high as \$800,000 annually.⁵ The FY 2013 budget provided \$1,500,000 in funding to cover transaction fees. Thus, DDOT must request additional budget authority to pay the vendor for the incremental costs of the legislation.

The Fiscal Year 2013 Budget Support Act directs any parking revenues in excess of amounts dedicated to Washington Metropolitan Transit Authority is deposited into a newly established, non-lapsing Sustainable Transportation Fund, unless the revenue is generated in a performance parking zone, in which case half the revenues will be deposited into the Performance Parking Program Fund.

The table on the next page shows the effect of the bill on the two Funds.

³ DDOT estimates the loss in revenue under the current program is 5 percent to 7 percent of overall revenues based on various observations of placard use and abuse throughout the District.

⁴ The pay-by-phone transaction fee is currently \$0.45 per transaction.

⁵ With 1,800 spaces and \$0.45 per transaction, this equals approximately 1 to 3 pay-by-phone transactions per day.

The Honorable Phil Mendelson

FIS: Bill 19-989, "Accessible Parking Amendment Act of 2012" Draft Committee Print shared with the Office of Revenue Analysis on November 20, 2012

Fiscal Impact of Bill 19-898, Accessible Parking Amendment Act of 2012					
	FY 2013¹	FY 2014	FY 2015	FY 2016	Total
Additional Parking Revenue	\$750,000	\$1,500,000	\$1,500,000	\$1,500,000	\$5,250,000
Transaction fees	(\$400,000)	(\$800,000)	(\$800,000)	(\$800,000)	(\$2,800,000)
Projected transfer to Sustainable Transportation Fund and Performance Parking Program Fund ²	\$350,000	\$700,000	\$700,000	\$700,000	\$2,450,000

Table Notes

¹ Assumes that the bill will be in effect by March 1, 2013.

² It is not possible to reliably estimate the amounts that could be deposited into the Performance Parking Program Fund, but we expect this to be a small share of the net revenues.