

MEMORANDUM

May 6, 2021

TO: Transportation & Environment Committee

FROM: Carlos Camacho, Legislative Analyst
Glenn Orlin, Senior Analyst

SUBJECT: **Parking District Services Review - FY22 Operating Budget; Amendments to FY21-26 Capital Improvements Program (CIP); and FY22 Transportation Fees, Charges, and Fares (Follow-Up)**

PURPOSE: Make Committee recommendations for Council consideration

Expected Participants:

- Christopher Conklin, Director, Department of Transportation (DOT)
- Emil Wolanin, Deputy Director, DOT
- Jose Thomanna, Division Chief, Division of Parking Management, DOT
- Brady Goldsmith, Chief of Management Services, Director's Office, DOT
- Alex Kinyenje, Financial Management Section Chief, Division of Parking Management, DOT
- Taman Morris, Fiscal and Policy Analyst, Office of Management and Budget (OMB)

At the T&E Committee worksession on April 30, 2021, the Committee discussed the County Executive's FY22 Recommended Budget for the Parking Lot Districts.

The Committee requested that Council staff provide additional options, other than the County Executive's recommended budget, that would also allow all three PLDs to maintain a positive fund balance in FY22 without increasing rates. Council staff identified three options for the Committee to consider, all of which include the potential use of ARPA funding, although at differing levels. DOT staff also provided a PowerPoint presentation on PLD rates and proposed alternatives.

Use of American Rescue Plan Act (ARPA) funds for PLDs. While the Executive Branch is still awaiting final guidance from the Department of Treasury on the use of ARPA funds, Council staff and Executive Branch staff agree that ARPA funding could be used to help address revenue losses in the PLDs. Any use of ARPA funding for this purpose would come from the "unallocated" portion of ARPA funding that the County expects to receive in the Spring of 2022. The Council's FY22 operating budget process includes three categories for making additions to the Executive's budget:

- **Category 1:** one-time, non-recurring expenditures related to COVID-19 response and recovery that should be considered for unallocated ARPA funding. Since a portion of the ARPA funds will not become available until later in FY22, the Council will work with the Executive to determine priorities for ARPA funding after the FY22 budget process is completed.
- **Category 2:** Additions to the base budget that should be considered as soon as additional resources are available during FY22.
- **Category 3:** Critical expenditures that should be considered for funding in the FY22 base budget.

Based on this structure, if the Committee recommends an option that differs from the Executive’s recommendation and is interested in using ARPA funds to help offset any projected deficits, it will need to take the following steps:

1. Add funding to Category 3 for each PLD in FY22 in the amount needed for each PLD to break even (i.e., 0% fund balance projection) based on the option selected.
2. Add an equivalent funding amount to Category 1 for each PLD and note that these would offset that Category 3 increases.

Since final determinations on the unallocated ARPA funds (via Category 1) will not be made until after the FY22 budget is approved, adding funding as a Category 3 expenditure from the General Fund is necessary to ensure the Council approves a balanced budget.

Options

Staff has identified three potential options for the Committee to consider:

- 1) Reject the County Executive’s recommended fare and enforcement increase. Add \$884,038 of General Fund dollars to Category 3 to create a balanced budget in FY22 for all three PLDs. Earmark the same amount in Category 1 for ARPA dollars to pay back the General Fund when they become available later in FY22. If ARPA funds cannot be used to offset the increase in FY22 for any reason, the Council should require the PLDs to pay back the loaned amount from the General Fund over a multi-year period.
- 2) Implement the County Executive’s recommended fare and enforcement increases in January 2022 instead of July 2021. Add \$115,325 of General Fund dollars to Category 3 for the Wheaton PLD. Earmark the same amount in Category 1 for ARPA dollars to pay back the General Fund when they become available later in FY22. If ARPA funds cannot be used to offset the increase in FY22 for any reason, the Council should require the PLD to pay back the loaned amount from the General Fund over a multi-year period.
- 3) Implement the County Executive’s recommended fare and enforcement increases in April 2022 instead of July 2021. Add \$313,655 of General Fund dollars to Category 3 for the Wheaton and Silver Spring PLDs. Earmark the same amount in Category 1 for ARPA dollars to pay back the General Fund when they become available later in FY22. If ARPA funds cannot be used to offset the increase in FY22 for any reason, the Council should require the PLDs to pay back the loaned amount from the General Fund over a multi-year period.

The fourth option would be for the Committee to approve the County Executive's recommended budget, which includes: 1) a rate increase in Bethesda resulting in \$900,000 in additional revenue in FY22; 2) an expansion of enforcement hours in Silver Spring, as well as other changes in the daily maximum rate, daily and monthly permit, which together is projected to yield \$1,050,000 in revenue in FY22; and 3) a rate increase and expansion of enforcement hours in Wheaton that is expected to produce \$450,000 in FY22. All three PLD fund balances would project to end the year positive, albeit under the Council's 25% fund balance policy. Additionally, no General Fund dollars or ARPA funds would need to be programmed for use in FY22.

Below are the alternative options to the County Executive's recommended budget in greater detail.

Option 1. Use General Fund Dollars and ARPA funds

In option 1, the Committee would need to allocate General Fund dollars to Category 3 to cover the projected negative fund balance in the PLDs and then pay back the General Fund with ARPA funds that were put into Category 1 to be used in FY22.

The Committee would also need to decide the amount of funds to place in Category 3 and Category 1. The Committee can decide to waive the PLD fund balance policy of 25%, which all of the PLDs will drop below even with a rate increase, and provide enough General Fund revenue for all three PLDs to end FY22 with a minimum projected fund balance of 0%. This would total approximately \$884,038 using the current revenue projections made by DOT, assuming no increase in rates. The Committee would need to recommend transfers of \$195,383 to Bethesda, \$348,330 to Silver Spring, and \$340,325 to Wheaton.

Option 1 would keep rates at their current level, which does not add any additional burden or uncertainty with regards to price or impacts on parking demand to businesses and consumers. However, this is a short-term solution that does not address the long-term fiscal viability of the PLDs. Option 1 also directs both General Fund and ARPA dollars away from other programs in FY22. Additionally, because Treasury has not issued any official guidance regarding the use of ARPA funds, there is the added level of uncertainty with regards to the usage of ARPA funds in the PLDs. If ARPA funds are not used, staff recommends requiring the PLDs to repay the transfer over a multi-year period as has been done in the past.

Option 2. Approve the County Executive's recommended rate increases but delay implementation until Jan 2022

Option 2 would adopt the County Executive's recommended FY22 budget but would delay implementation of the rate increases and expansion of enforcement hours in the PLDs until January 2022. This approach would allow for a longer economic recovery period prior to the changes in the PLDs taking effect. The Committee should also note that while rate increases and enforcement would go into effect in January 2022, changes would have to be gradually rolled out over a several month period, allowing for a longer recovery period.

DOT staff provided revenue assumptions for a January 2022 implementation of rate increases and enforcement expansion, which would yield approximately a 50% reduction in projected revenue from the proposed changes in rates and enforcement hours. This delayed implementation is projected to produce a year end fund balance of \$254,617 or 1.9% in the Bethesda PLD. In Silver Spring, the delay is projected to yield a year end fund balance of \$176,670 or 1.7%. The Wheaton PLD's fund balance would however remain negative ending the year at -\$115,325 or -7.2%.

This \$115,325 gap in the Wheaton PLD budget could be addressed in the same way as in Option 1 with General Fund dollars allocated in the FY22 budget via Category 3 with the assumption that ARPA dollars be set aside in Category 1 to backfill these costs. If ARPA funds are not available, the Wheaton PLD should pay back the General Fund over time.

This option provides both short-term relief to businesses and consumers that may be economically burdened even as the pandemic subsides but also provides a longer-term fiscal solution to decreased revenue and depleted fund balances in the PLDs. Additionally, this option would use less General Fund dollars and ARPA funds than options 1 or 3, allowing other programs to benefit from additional resources.

Option 3. Approve the County Executive's recommended rate increases but delay implementation until April 2022

Option 3 is essentially the same as Option 2, however, implementation of the rate increase and enforcement expansion would be delayed until April 2022 allowing for a longer economic recovery timeline for businesses and citizens affected by COVID-19.

Option 3 assumes a 75% reduction in projected revenue from the County Executive's recommended fare and enforcement increase for FY22. This projection shows Bethesda ending FY22 with a year end fund balance of \$29,618 or .2% of next year's operating expenses. In Silver Spring, the year end fund balance is projected to be -\$85,830 or -.8%. Wheaton would be projected to end the year with a negative fund balance of -\$227,825 or -14.3%.

The negative fund balances in Silver Spring and Wheaton would have to be addressed through the same mechanism presented in options 1 and 2 with General Fund dollars being allocated in the FY22 budget with the assumption that ARPA dollars backfill these costs (or the PLDs repaying the transfer as a loan).

This option would provide customers and businesses a slightly longer recovery timeline and would allow PLDs to begin to build back up their fund balances in FY23-FY27. This option would however use more General Fund/ARPA dollars than option 2.

Other Discussion Items for the Committee

1) Occupancy

Council staff compared occupancy rates in the PLDs by looking at a snapshot of what occupancy levels were in April 2019 compared to April 2021.

Council staff found the weighted average occupancy rate in each district based on the size of facilities in a district. More weight was given to facilities with more spaces.

| Weighted Average Occupancy in each PLD | | | |
|---|-------------------|-------------------|-------------------|
| PLD | April 2019 | April 2021 | Difference |
| Bethesda | 72% | 42% | 30% |
| Silver Spring | 71% | 24% | 48% |
| Wheaton | 48% | 32% | 16% |

The table above shows that occupancy in Bethesda and Silver Spring has stayed well below 2019 levels. Occupancy levels in Wheaton have not been reduced as drastically as the other two PLDs but still remain 16% less than what was experienced in April 2019.

Given this analysis, the decreased revenue assumptions made by DOT in the FY22 budget seem reasonable.

2) Smaller Rate Increase or Only Expanded Enforcement

Council staff spoke with DOT staff regarding the potential option of implementing a smaller increase or just expanding enforcement in the PLDs in FY22. DOT staff was opposed to this option as they felt this would not solve the long-term issue of revenue reductions in the PLDs. Even if a smaller increase or expanded enforcement were approved, the Committee and Council would likely need to approve an additional rate increase in May 2022 for FY23 in order to address long-term funding issues in the PLDs. Furthermore, PLD resources would need to be used in order to implement the smaller rate increase or expansion of enforcement in FY22, creating a potential redundancy if further increases in rates and enforcement were implemented in FY23.

3) PLD Transfers

The Committee must also decide on whether to extend the repayment date of a loan made by the Silver Spring PLD to the Bethesda PLD in FY16.

Resolution 19-472 Approving the Appropriation for the FY21 Operating Budget of the Montgomery County Government stipulates that the Bethesda PLD repay the previous \$3,000,000 transfer from the Silver Spring PLD, however, the resolution also states that the Silver Spring PLD again transfer \$3,000,000 to the Bethesda PLD in FY21 to be repaid in FY22.

The County Executive’s recommended budget shows the Bethesda PLD repaying the Silver Spring PLD \$1,500,000 in FY23 and \$1,500,000 in FY24, fully repaying the 3,000,000 loan.

Council staff recommends approving repayment of the \$3,000,000 loan transfer to the Silver Spring PLD in FY23 and FY24 as presented in the County Executive’s budget. Council staff also recommends adding language in the FY22 Operating Budget Resolution that creates additional flexibility by stipulating repayment no later than FY27. This would allow the Bethesda PLD flexibility to repay the loan based on the actual availability of resources in case revenue projections in FY23 and FY24 are not realized.

4) Amendments to the FY21-26 Capital Improvements Program (CIP)

The County Executive has proposed amendments to four CIP projects within the PLDs. The amended projects include facility renovations in each of the three PLDs and changes to the Facility Planning Parking Study in Silver Spring. The primary purpose of the amendments is to offer fiscal relief in FY21 and FY22 due to COVID-19 related revenue shortfalls.

Council staff recommends approval of the County Executive’s recommended amendments to the FY21-26 CIP but rejects the \$1,900,000 increase from FY25 to FY26 in the Parking Bethesda Facility Renovations project (P508255) due to fiscal uncertainty in all of the PLDs. Council staff instead recommends revisiting these increases in the context of the FY23-28 CIP.

5) Longer-Term Options for the PLDs

The Committee expressed their desire to do a more thorough review of the Parking District Service program to assess the long-term viability of the Parking Lot Districts. Council staff can work with DOT staff to prepare a briefing for the Committee in the fall regarding the history and original purpose of the PLDs, the current fiscal vulnerabilities, any potential policy options to address identified fiscal vulnerabilities and/or policy goals, and also provide examples of comparable parking management structures used in other jurisdictions.

Furthermore, if the Committee were to decide to go with option 1, only the short-term fiscal situation in the PLDs will be addressed. The Committee would need to revisit the PLDs later in FY22 to implement a longer-term policy solution.

Attachments

- | | |
|--|--------|
| 1) Committee Staff Report from April 30 Worksession | ©1-55 |
| 2) DOT Presentation | ©56-61 |

MEMORANDUM

April 27, 2021

TO: Transportation & Environment Committee

FROM: Carlos Camacho, Legislative Analyst
 Glenn Orlin, Senior Analyst

SUBJECT: Parking District Services Review - FY22 Operating Budget; Amendments to FY21-26 Capital Improvements Program (CIP); and FY22 Transportation Fees, Charges, and Fares

PURPOSE: Make Committee recommendations for Council Consideration

Expected Participants:

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A. Parking District Services FY22 Operating Budget

Summary of FY22 Recommended Budget and Key Discussion Issues

| Parking District Services | FY21 Approved | FY22 CE Recommended | Change from FY21 Approved |
|---|---------------------------|--------------------------------|--------------------------------------|
| Bethesda Parking Lot District | \$14,883,816 | \$13,149,598 | (11.7%) |
| Personnel Costs | \$2,269,191 20.39 FTEs | \$2,341,618 20.39 FTEs | 3.2% -- |
| Operating Costs | \$7,980,375 | \$7,703,780 | (3.5%) |
| Debt Service | 4,634,250 | 3,104,200 | (33%) |
| Silver Spring Parking Lot District | \$11,568,842 | \$9,942,821 | (14.1%) |
| Personnel Costs | \$2,540,571 24.72 FTEs | \$2,618,761 24.72 FTEs | 3.1% -- |
| Operating Costs | \$9,028,271 | \$7,324,060 | (-18.9%) |

| | | | |
|---------------------------------------|--|--|----------------------|
| Wheaton Parking Lot District | \$1,577,461 | \$1,486,916 | (5.7%) |
| Personnel Costs | \$373,311 3.42 FTEs | \$390,001 3.42 FTEs | 4.5% -- |
| Operating Costs | \$1,204,150 | \$1,096,915 | (8.9%) |
| Total Expenditures (All Funds) | \$28,030,119 48.53 FTEs | \$24,579,335 48.53 FTEs | (12.3%) -- |

Council staff has identified the following key issues/recommendations for Council discussion:

- 1) Revenue reduction due to COVID-19 necessitates an analysis of long-term fiscal strategies that can be used to ensure fiscal health of the PLDs.
- 2) Changes to CIP expenditure schedule to relieve fiscal pressure in the short and long-term.
- 3) Increasing fees and enforcement hours in the PLDs can provide needed additional revenue.

1. Background

The County's Parking District Services are managed by the Department of Transportation's Division of Parking Management. The mission of Parking District Service is to:

- Support the role of public parking in the County to help achieve the County's economic development and transportation goals;
- Support the development of the Silver Spring, Bethesda, and Wheaton central business districts and promote their economic growth and stability by supplying a sufficient number of parking to accommodate public demand;
- Promote and complement a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available; and
- Develop and implement parking management strategies designed to maximize the usage of the available parking supply.

The Parking District Services are funded through the County's Parking Lot Districts (PLDs). PLDs were created as special taxing districts to provide a pool of public parking for businesses, commuters, and patrons in Bethesda, Silver Spring, Wheaton, and Montgomery Hills.¹ More specifically, the PLDs provide property owners an off-site alternative to the on-site parking requirements of the Zoning Ordinance. In lieu of providing parking on-site, nonresidential property owners in a PLD may opt to pay an annual ad valorem tax to fund the construction and maintenance of public parking facilities.²

The maximum tax rate that is able to be applied is specified in Section 60-3 of the County Code. The current tax rate for all the PLDs is currently set at \$0, which was a result of structural changes

¹ The Montgomery Hills PLD has since been absorbed by the Silver Spring PLD.

² OLO Report 2015-5, [Parking Lot District Fiscal Management and Budgeting](#).

recommended by the County Executive in the FY16 Operating Budget and subsequently approved by the Council.³ The Council still has the authority to re-establish tax rates at any time.

2. FY22 Recommended Budget Overview

For the sake of this report, the Parking District Service's budget will be referred to as the Parking Lot District (PLD) budget as they are one in the same. The table on the next page shows the budget for the PLDs in terms of expenditures by program area. It also details the number of Full Time Equivalents (FTEs) for each program area. The four program areas included in the PLD budget are:

- **Parking Enforcement** - provides for the enforcement of parking laws through the issuance of citations and the processing and management of citation payments.
- **Parking Fixed Costs** - funds the debt service payments, the lease payments for a parking facility, and Other Post Retirement Benefits (OPEB) costs.
- **Parking Operations** - has overall responsibility for the management of County-owned garages and lots with overall responsibility for the collection and processing of all parking revenue from meters, automated pay stations, cashiered facilities, parking permits, and parking fines. The program also includes renovating, improving, and maintaining all aspects of existing parking facilities and equipment. This program also provides contract security guard services for parking facilities to detect and report theft, vandalism, and threats to personal security.
- **General Administration** - provides executive direction and support functions for parking programs that include human resources, information technology, fiscal/procurement services, and the redevelopment of real property to promote the economic growth and stability of associated urban districts.

The County Executive has recommended a budget of \$24,579,335 in FY22 for all three PLDs. This is a decrease of \$3,450,748 or 12.31% compared to FY21. There is no recommended change to the number of FTEs from FY21 to FY22. The County Executive's complete FY22 Recommended Operating Budget for the PLDs can be found at ©1-12.

The most significant changes to the PLD budget programs are:

- Parking fixed costs, where FY22 expenditures are decreased by 44% due to reductions in debt service in Bethesda and lease payments in Silver Spring.
- General Administration costs are increased by 36% due to multi-program adjustments primarily due to changes in personnel compensation and benefits.
- Parking operations are decreased by 5% primarily due to budgeted reductions in utility costs, parking meter maintenance, credit card services, and electronic security monitoring.
- Parking enforcement expenditures are increased by 2% due to increased enforcement as a result of the expansion of enforcement hours in Wheaton and Silver Spring and the opening of Garage 13 in Wheaton.

³ https://www.montgomerycountymd.gov/council/Resources/Files/agenda/cm/2015/150424/20150424_TE1.pdf

PLD Expenditures by Program

| Program | FY21 Approved Expenditures | FY22 Recommended Expenditures | FY22-FY21 Change | FY21 FTEs | FY22 FTEs | FY21-FY22 Change |
|------------------------|----------------------------|-------------------------------|----------------------|--------------|--------------|------------------|
| Parking Enforcement | \$2,758,013 | \$2,822,260 | \$64,247 | 4.24 | 4.24 | -- |
| Parking Fixed Costs | \$6,254,763 | \$3,528,665 | (\$2,726,098) | 0 | 0 | -- |
| Parking Operations | \$18,432,561 | \$17,435,916 | (\$996,645) | 39.59 | 39.59 | -- |
| General Administration | \$584,782 | \$792,494 | \$207,712 | 4.70 | 4.70 | -- |
| Total | \$28,030,119 | \$24,579,335 | (\$3,450,784) | 48.53 | 48.53 | -- |

3. Expenditure Changes by District

a. Bethesda

The County Executive recommends a decrease of \$1,734,218, equivalent to 11.7% of the FY21 Approved budget. The table on page 1 shows a 3.2% increase in personnel costs, a 3.5% decrease in operating costs, and a 33% reduction in debt service. Overall, operating costs make-up the bulk of the Bethesda PLD budget at 59% of FY22 expenditures. Personnel costs make-up 18% of the budget, and debt service makes up the remaining 24%.

Below is a summary of the recommended changes to the Bethesda PLD budget. The most notable change is the decrease in parking fixed costs, which represents a reduction in debt service of \$1,634,730. This reduction is primarily a result of the expiration of the Bethesda Revenue Bond Series 2012B in FY21, which lowers overall principal and interest payments on debt obligations in Bethesda. Operational savings of \$177,693, in the form of reduced utility costs, comprise the second largest change in the Bethesda PLD in FY22. The remaining changes are mainly personnel compensation and benefit adjustments. None of the changes are expected to have a service impact.

| Summary of Bethesda PLD FY22 Recommended Changes | | |
|--|--------------|------|
| Adjustments with no service impacts | Expenditures | FTEs |
| Increase Cost: FY21 Compensation Adjustment | \$59,697 | 0 |
| Increase Cost: Motor Pool Adjustment | \$30,046 | 0 |
| Increase Cost: FY22 Compensation Adjustment | \$29,133 | 0 |
| Increase Cost: Annualization of FY21 Personnel Costs | \$5 | 0 |
| Decrease Cost: Print and Mail Adjustment | (\$36) | 0 |
| Decrease Cost: OPEB Adjustment | (\$4,680) | 0 |
| Decrease Cost: Retirement Adjustment | (\$16,408) | 0 |

| | | |
|---|----------------------|----------|
| Decrease Cost: Correction - Retiree Health Insurance Pre-funding Adjustment [Parking Fixed Costs] | (\$19,552) | 0 |
| Decrease Cost: Operational Savings - Bethesda PLD [Parking Operations] | (\$177,693) | 0 |
| Decrease Cost: Fixed Costs Reduction - Bethesda PLD [Parking Fixed Costs] | (\$1,634,730) | 0 |
| Total | (\$1,734,218) | 0 |

b. Silver Spring

The County Executive recommends a decrease of \$1,626,021, equivalent to 14.1% of the FY21 Approved budget. The table on page 1 shows a 3.1% increase in personnel costs and an 18.9% decrease in operating costs. Operating costs make-up 74% of the Silver Spring PLD budget, while personnel costs make-up 26% of the budget. Silver Spring does not have any debt service obligations.

Below is a summary of the recommended changes to the Silver Spring PLD budget. In terms of adjustments with no service impacts, parking fixed costs are reduced in FY22 due to the completion of a service facility in Garage 2 that will allow maintenance teams to occupy County-owned space instead of a leased space. Operational savings of \$714,99 are also achieved related to efficiencies in utilities, credit card services, electronic security monitoring services, and parking meter equipment upgrades. Other changes are mainly personnel compensation and benefit adjustments.

The only change in the FY22 Silver Spring PLD budget that is expected to have a service impact is the enhancement in parking enforcement costs due to the proposed expansion of enforcement hours, which is discussed in more detail below.

| Summary of Silver Spring PLD FY22 Recommended Changes | | |
|---|---------------------|-------------|
| Changes with service impacts | Expenditures | FTEs |
| Enhance: Enforcement Funding Realignment [Parking Enforcement] | \$75,000 | 0 |
| Adjustments with service impacts | Expenditures | FTEs |
| Increase Cost: FY21 Compensation Adjustment | \$62,415 | 0 |
| Increase Cost: FY22 Compensation Adjustment | \$30,498 | 0 |
| Increase Cost: Motor Pool Adjustment | \$30,046 | 0 |
| Increase Cost: Annualization of FY21 Personnel Costs | \$963 | 0 |
| Decrease Cost: OPEB Adjustment | (\$3,380) | 0 |
| Decrease Cost: Retirement Adjustment | (\$15,686) | 0 |
| Decrease Cost: Operational Savings - Silver Spring PLD [Parking Operations] | (\$714,999) | 0 |

| | | |
|---|----------------------|----------|
| Decrease Cost: Fixed Costs Reduction - Silver Spring PLD [Parking Fixed Costs] | (\$1,090,878) | 0 |
| Total | (\$1,626,021) | 0 |

c. Wheaton

The County Executive recommends a decrease of \$90,545, equivalent to 5.7% of the FY21 Approved budget. The table on page 1 shows a 4.5% increase in personnel costs and an 8.9% decrease in operating costs. Like Silver Spring, 74% of the Wheaton PLD budget consists of operating costs, while personnel costs make-up 26% of the budget. Wheaton does not have any debt service obligations.

Below is a summary of the recommended changes to the Wheaton PLD budget. In terms of adjustments with no service impacts, the largest decrease is in operational costs, consisting of reduced equipment, supplies, maintenance, and utility expenses. Other changes are mainly personnel compensation and benefit adjustments.

The only change that is expected to have a service impact is the addition of revenue collection expenses for the newly opened Garage 13.

| Summary of Wheaton PLD FY22 Recommended Changes | | |
|---|---------------------|-------------|
| Changes with service impacts | Expenditures | FTEs |
| Enhance: Garage 13 Revenue Collection [Parking Operations] | \$7,500 | 0 |
| Adjustments with no service impacts | Expenditures | FTEs |
| Increase Cost: Motor Pool Adjustment | \$15,023 | 0 |
| Technical Adj: Additional Enforcement [Parking Enforcement] | \$12,000 | 0 |
| Increase Cost: FY21 Compensation Adjustment | \$9,335 | 0 |
| Increase Cost: Annualization of FY21 Personnel Costs | \$4,912 | 0 |
| Increase Cost: FY22 Compensation Adjustment | \$4,447 | 0 |
| Decrease Cost: OPEB Adjustment | (\$490) | 0 |
| Decrease Cost: Retirement Adjustment | (\$2,004) | 0 |
| Technical Adj: Enforcement Funding Realignment [Parking Operations] | (\$12,000) | 0 |
| Decrease Cost: Operational Costs Changes [Parking Operations] | (\$129,268) | 0 |
| Total | (\$90,545) | 0 |

4. Revenue and Resources

Each PLD collects revenue from three sources – charges for services (i.e. parking fees), fines and forfeits (i.e. parking fines), and miscellaneous revenue (e.g. land sales, property rental, investment income, etc.). As previously mentioned, prior to FY16 PLDs also collected revenue from property taxes levied on business owners who chose not to provide on-site parking as required by the Zoning

Ordinance and instead pay an annual ad valorem tax for the construction and maintenance of public parking facilities.

PLDs are also able to transfer funds to support the expenditures of their respective Urban Districts. PLDs also transfer funds to the General Fund to cover their share of overhead expenses incurred by County in relation to human resources, legal, and other support functions.

Finally, PLD resources are used to cover on-going operating, personnel, and capital expenses, as well as any outstanding debt service obligations. Currently, PLDs strive to maintain a 25% fund balance policy whereby year end available resources should remain at or above 25% of next year's operating expenses.

Below is a review of each PLDs estimated and projected revenue and use of resources for FY21 and FY22. Detailed FY21-26 fiscal plans for all three PLDs can be found at ©10-12.

a. Bethesda

| Funding Source | FY21 Estimated | FY22 Recommended |
|---|-----------------------|-------------------------|
| <i>Beginning Fund Balance</i> | \$14,483,508 | \$9,643,894 |
| <i>Revenue</i> | | |
| Charges for Service | \$12,902,912 | \$13,184,065 |
| Fines and Forfeits | \$1,804,882 | \$2,762,500 |
| Miscellaneous | \$382,890 | \$365,990 |
| <i>Interfund Transfers</i> | | |
| To: GF (Indirect Costs) | (\$433,485) | (\$449,122) |
| To: Bethesda Urban District | (1,609,890) | (2,408,612) |
| Total Resources | \$27,530,817 | \$23,098,715 |
| | | |
| CIP Current Revenue Expenditure | (\$4,182,000) | (\$4,048,000) |
| Operating Budget Expenditures | (\$9,070,672) | (\$10,038,507) |
| Debt Service | (\$4,634,250) | (\$3,104,200) |
| Total Use of Resources | (\$17,886,922) | (\$17,190,707) |
| | | |
| Year End Fund Balance | \$9,643,895 | \$5,908,008 |
| Bond Restricted Reserve | (\$4,479,896) | (\$5,203,390) |
| Year End Available Fund Balance | \$5,163,999 | \$704,618 |
| Year End Fund Balance % Next Year's Operating Budget | 39.3% | 5.3% |

The estimated Bethesda PLD year end fund balance for FY21 is 39.3% despite a 55% reduction in parking fee revenue and a 44% reduction in parking fine revenue. Due to the COVID-19 pandemic and the resulting loss in parking revenue, almost \$6,000,000 in Genal Fund resources were appropriated in order for the Bethesda PLD to be able to cover its debt service obligations and meet bond covenant requirements in FY21.

The fund balance in Bethesda is expected to fall to 5.3% in FY22 despite the additional \$6,000,000 in revenue mentioned above. While the revenue gap is reduced in FY22 compared to FY21, the total use of resources plus transfers (outflows) exceeds revenues by \$3,735,887. After FY23, which shows a positive fund balance due to the sale of surface Lot 43 on Woodmont Avenue, year end available fund balances begin to shrink from FY24 - FY26 due in part to the growing balance of the bond restricted reserve.

| Bethesda | FY23 | FY24 | FY25 | FY26 |
|---|-------------|-------------|-------------|-------------|
| Year End Fund Balance | \$8,913,640 | \$7,244,051 | \$6,276,531 | \$5,990,542 |
| Bond Restricted Reserve | \$5,229,582 | \$5,257,609 | \$5,285,920 | \$5,315,232 |
| Year End Available Fund Balance | \$3,684,058 | \$1,986,442 | \$990,611 | \$675,310 |
| Available Fund Balance as % of Next Year's Expenditures | 27% | 14% | 7% | 5% |
| Target Balance | \$3,402,626 | \$3,463,986 | \$3,525,708 | \$3,283,273 |

Parking fee and parking fine revenue is expected to rebound in FY22 as the most severe impacts of pandemic subside, however, DOT and OMB staff remain cautious and have assumed a 20% decrease from the standard parking fee revenue base and 15% decrease from yearly anticipated parking fines. Furthermore, the County Executive has proposed an increase in parking fees estimated to increase revenue by \$900,000 in FY22.

Also of note is the 50% increase in the transfer to the Bethesda Urban District. Beginning in FY22, the County Executive is recommending reducing the baseline services transfer from the General Fund to the Urban District and subsequently using PLD funds to cover the difference in order to reduce the Urban District's reliance on the General Fund.

b. Silver Spring

| Funding Source | FY21 Estimated | FY22 Recommended |
|---|-----------------------|-------------------------|
| <i>Beginning Fund Balance</i> | \$11,551,783 | \$2,898,979 |
| <i>Revenue</i> | | |
| Charges for Service | \$4,090,421 | \$11,086,331 |
| Fines and Forfeits | \$629,501 | \$1,613,036 |
| Miscellaneous | \$41,270 | \$26,140 |
| <i>Interfund Transfers</i> | | |
| To: GF (Indirect Costs) | (\$489,681) | (\$507,278) |
| To: Silver Spring Urban District | (\$2,813,959) | (\$2,704,922) |
| Total Resources | \$13,009,335 | \$12,412,286 |
| | | |
| CIP Current Revenue Expenditure | (\$990,000) | (\$2,020,000) |
| Operating Budget Expenditures | (\$9,120,356) | (\$9,939,616) |
| Total Use of Resources | (\$10,110,356) | (\$11,959,616) |
| | | |
| Year End Fund Balance | \$2,898,979 | \$452,670 |
| Year End Fund Balance % Next Year's Operating Budget | 29.2% | 4.4% |

Revenues in Silver Spring PLD were hit the hardest by the COVID-19 pandemic. Parking fee revenue in FY21 is expected to be 63% less and parking fine revenue is expected to be 67% less than budgeted in FY21.

The fund balance in FY21 remains above the 25% fund target due to a healthy beginning fund balance at the start of the fiscal year, however the fund balance is reduced to 4.4% in FY22.

| Silver Spring | FY23 | FY24 | FY25 | FY26 |
|---|-------------|-------------|-------------|-------------|
| Year End Fund Balance | \$2,252,628 | \$3,213,496 | \$2,530,741 | \$1,325,384 |
| Available Fund Balance as % of Next Year's Expenditures | 22% | 30% | 23% | 12% |
| Target Balance | \$2,614,159 | \$2,689,694 | \$2,766,979 | \$2,848,287 |

Over the longer-term, the year-end fund balance is projected to grow in FY23 and FY24 but then decrease after FY24 due to delayed capital expenditures. Silver Spring does have the benefit of not having any debt service obligations.

c. Wheaton

| Funding Source | FY21 Estimated | FY22 Recommended |
|---|-----------------------|-------------------------|
| <i>Beginning Fund Balance</i> | \$874,605 | \$79,679 |
| <i>Revenue</i> | | |
| Charges for Service | \$775,176 | \$1,479,220 |
| Fines and Forfeits | \$142,956 | \$404,600 |
| Miscellaneous | \$ 960 | \$280 |
| <i>Interfund Transfers</i> | | |
| To: GF (Indirect Costs) | (\$71,213) | (\$74,802) |
| To: Wheaton Urban District | (\$88,667) | (\$200,000) |
| Total Resources | \$1,633,817 | \$1,688,977 |
| | | |
| CIP Current Revenue Expenditure | (\$116,000) | (\$92,000) |
| Operating Budget Expenditures | (\$1,438,138) | (\$1,487,302) |
| Total Use of Resources | (\$1,554,138) | (\$1,579,302) |
| | | |
| Year End Fund Balance | \$79,679 | \$109,675 |
| Year End Fund Balance % Next Year's Operating Budget | 5.4% | 6.9% |

While Wheaton ends FY21 with the lowest fund balance out of the three PLDs, the long-term outlook in Wheaton is stronger due to increased revenues through increased rates and the expansion of enforcement. Also, expenditures peak in FY23 and decrease in FY24 and FY25 before slightly increasing in FY26. As a result, the year end fund balance is projected to increase every year through FY26.

Out of the three PLDs, Wheaton contributes the least to its respective Urban District. As such, the County Executive is recommending increasing the PLD transfer to the Urban District beginning in FY22. The transfer to the Urban District could be increased in FY24 and beyond if fund balances remain above the 25% target.

| Wheaton | FY23 | FY24 | FY25 | FY26 |
|---|-------------|-------------|-------------|-------------|
| Year End Fund Balance | \$309,615 | \$557,575 | \$854,637 | \$1,014,185 |
| Available Fund Balance as % of Next Year's Expenditures | 20% | 37% | 56% | 65% |
| Target Balance | \$386,714 | \$374,111 | \$380,500 | \$392,344 |

5. Operating Budget Recommendations

Council staff recommends the following with regards to each PLDs operating budget:

- **Bethesda:** Support the FY22 budget as recommended by the County Executive.
- **Silver Spring:** Support the FY22 budget as recommended by the County Executive.
- **Wheaton:** Support the FY22 budget as recommended by the County Executive.

The Committee may want to consider **long-term policy options** to ensure the fiscal health of the PLDs. If the Committee is interested in pursuing any of these options further, County staff can prepare a more detailed analysis for review during FY22:

- Re-instituting the PLD tax to address revenue gap in Bethesda and Silver Spring. This could also include a Charter amendment to exempt the PLD tax from counting against the Charter limit.
- Consolidate the three PLD funds into one enterprise fund to allow for a healthier overall fund balance through the pooling of resources.
- Further increase rates and/or hours, as well as explore dynamic and market pricing to address revenue gaps, manage demand for parking, and better align with the County's Climate goals.
- Work with County Executive and DOT staff to find alternative revenue sources in the PLDs.

B. Amendments to the FY21-26 Capital Improvements Program (CIP)

The County Executive has proposed amendments to four CIP projects within the PLDs. The amended projects include facility renovations in each of the three PLDs and changes to the Facility Planning Parking Study in Silver Spring. The primary purpose of the amendments is to offer some fiscal relief in FY21 and FY22 due to COVID-19 related revenue shortfalls.

Below is a brief summary of the proposed amendments for each CIP project by district. The Project Description Forms (PDFs) and tables outlining the changes from the FY21 approved expenditures schedules can be found at ©13-24.

1. Parking Bethesda Facility Renovations (P508255)

The County Executive is recommending changes to the Parking Bethesda Facility Renovations project.

Overall, the six-year costs for the Bethesda Renovations project are increased by \$2,000,000, primarily due to increases general repairs and labor of effort (LOE) costs in FY25 and FY26. Costs related to paystation upgrades, improvements to air quality systems, waterproofing, sinkhole repairs, and elevator upgrades are deferred in FY21 and FY22 and are recouped in FY23 and FY24.

| Bethesda PLD Renovations (in \$000s) | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--------------------------------------|-----------|-----------|---------|---------|---------|---------|---------------|
| Approved FY21-26 CIP | \$4,932 | \$5,758 | \$4,615 | \$3,774 | \$3,065 | \$3,065 | \$25,209 |
| Amended FY21-26 CIP | \$3,932 | \$3,958 | \$6,115 | \$5,174 | \$4,465 | \$3,565 | \$27,209 |
| Change | (\$1,000) | (\$1,800) | \$1,500 | \$1,400 | \$1,400 | \$500 | \$2,000 |

Council staff recommends approving the County Executive’s recommended changes to defer costs from FY21-FY22 to FY23-FY24. Given the overall fiscal uncertainty for the PLD, Council staff recommends that the Committee not support the increases in FY25 and FY26 at this time and instead revisit potential changes in the context of the FY23-28 CIP.

2. Parking Silver Spring Facility Renovations (P508250)

The expenditure schedule for the FY21-26 Parking Silver Spring Facility Renovations project is decreased by \$4,576,000 compared to the Approved FY21-26 CIP.

From FY21-FY23, \$8,576,000 in scheduled capital improvements are eliminated or deferred. Throughout the same period, the capital expenditures that do remain total \$4,581,000 and primarily cover general repairs and LOE costs.

From FY24-FY26, the PLD is expected to incur \$11,820,000 in capital expenditures, \$4,000,000 above what was previously approved in FY21 over the same timeframe. These costs include general repairs and LOE cost as well as elevator upgrades for high priority facilities such as Garage 9 - Kennett Street, Garage 60 – Wayne Avenue, and Garage 61 – Town Square.

| Silver Spring PLD Renovations (in \$000s) | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|---|-----------|-----------|-----------|---------|---------|---------|---------------|
| Approved FY21-26 CIP | \$4,732 | \$4,230 | \$4,195 | \$2,870 | \$2,610 | \$2,610 | \$21,247 |
| Amended FY21-26 CIP | \$656 | \$1,730 | \$2,195 | \$3,370 | \$4,310 | \$4,410 | \$16,671 |
| Change | (\$4,076) | (\$2,500) | (\$2,000) | \$500 | \$1,700 | \$1,800 | (\$4,576) |

Council Staff concurs with the County Executive’s recommendation, but the Council may need to revisit increased expenditures in outer years due to potential fund balance issues in FY26 and FY27.

3. Facility Planning Parking: Silver Spring PLD (P501314)

The County Executive is also recommending changes to the Silver Spring Facility Planning Parking Studies. These studies are performed every 3-5 years to analyze existing and future parking supply and demand conditions. The last parking study was done in 2019.

| Facility Planning Parking: Silver Spring PLD (in \$000s) | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|---|-------------|-------------|-------------|-------------|-------------|-------------|--------------------------|
| Approved FY21-26 CIP | \$90 | \$90 | \$90 | \$90 | \$90 | \$90 | \$540 |
| Amended FY21-26 CIP | - | \$115 | \$115 | \$135 | \$204 | \$155 | \$724 |
| Change | (\$90) | \$25 | \$25 | \$45 | \$114 | \$65 | \$184 |

The total expenditure over the life of the project remains unchanged at \$1,260,000. The cumulative costs from FY21-26 are increased, however, from \$560,000 to \$724,000. The project did not spend all appropriated funds in FY20 and no expenditures will be incurred FY21 due to COVID-19. Funds will roll-over to later years as annual costs are increased by 25,000 in FY22 and in FY23, \$45,000 in FY24, \$115,000 in FY25, and \$65,000 in FY26.

Council staff concurs with the County Executive’s Recommendation. Additionally, Council staff recommends that future Facility Planning Parking Studies explore the following issues: 1) the viability of the PLD model; 2) instituting dynamic parking rates based on real-time supply and demand, and 3) setting market rates at PLD facilities.

4. Parking Wheaton Facility Renovations (P509709)

The County Executive is also proposing changes to the expenditure schedule for capital improvements in Wheaton. Overall, the County Executive recommends decreasing expenditures by \$612,000 or 63%, compared to the Approved FY21-26 CIP.

| Wheaton PLD Renovations (in \$000s) | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--|-------------|-------------|-------------|-------------|-------------|-------------|--------------------------|
| Approved FY21-26 CIP | \$71 | \$229 | \$200 | \$200 | \$153 | \$112 | \$965 |
| Amended FY21-26 CIP | \$71 | \$34 | \$12 | \$12 | \$112 | \$112 | \$353 |
| Change | - | (\$195) | (\$188) | (\$188) | (\$41) | - | (\$612) |

Beginning in FY22, general repairs and LOE projects are reduced by \$195,000 in FY22, \$188,000 in FY23 and FY24, and \$41,000 in FY25. Expenditures remain unchanged in FY26.

Council staff concurs with the County Executive’s recommendation.

C. Transportation Fees, Fares, and Charges

On March 15, 2021 the County Executive transmitted a proposed resolution authorizing changes to transportation fees, charges, and fares that were included in his FY22 Recommended Operating Budget.

Public testimony and input were also received regarding the County Executive’s proposed changes to transportation fees, charges, and fares and the impact on the PLDs.

The Coalition for Smarter Growth submitted testimony expressing their support for the proposed rate increases and urged the Council to charge market rate prices in an effort to help meet the County’s climate goals and reduce what in their view is subsidized parking.

A separate constituent also supported increasing rates to match market rates but also supported selling of the County’s parking infrastructure as he argues that the private sector could readily provide this service to the public. Furthermore, he argued that by setting prices at \$0 on nights and weekends, the County is actively discouraging people from using public transit.

The Greater Silver Spring Chamber of Commerce expressed their opposition to rate increases and expansion of enforcement in the Silver Spring PLD due to the potential negative impact that increased rates may have on businesses and non-profits in the area that are recovering from the economic effects of the pandemic.

Below is a summary of the proposed changes by district and the potential impacts of the changes. **Council staff recommends approval of the fees, fares, and charges for each district as recommended by the Executive.**

1. Bethesda

In the Bethesda PLD, the recommended changes would increase maximum hourly rates in surface parking lots from \$1.50 to \$2.00 and in parking garages from \$1.25 to \$1.75. The daily maximum fee for all gated garages would increase from \$15.00 to \$22.50 and a lost ticket for a gated garage will assume the same fee of \$22.50. The cost of a Daily Parking Permit is also increased from \$15.00 to \$22.50 per day. The fee for Monthly Access Cards⁴ for garages and for Parking Convenience Stickers (PCS)⁵ are increased from \$150.00 to \$195.00 per month.

The last time rates were increased for on-street parking, lots, and garages in the Bethesda PLD was FY18. The FY18 increases of \$0.25 were smaller than those currently proposed by the County Executive. However, it should be noted that the increases proposed are hourly maximums, meaning garages and lots can, and do, charge less than the maximum.

The cost of the PCS was last increased in FY12 and FY13, when it went from \$120 to \$140 in FY12 and then from \$140 to \$150 in FY13. The Daily Parking Permit was last increased in FY20 from \$12 to the current rate of \$15. The Monthly Access Card was first instituted in Bethesda in FY16 at its current rate.

⁴ The Monthly Access Card authorizes parking in a specific garage only. It is not valid for parking in any other Montgomery County facility. If the access card is not used to enter the garage, a daily ticket must be taken and the customer will pay the prevailing daily rate. Monthly Access Cards are not available for use at all PLD garages.

⁵ PCS permits will authorize a vehicle to park in the district(s) for which it is issued without payment of hourly fees. Vehicles with PCS permits may park in PCS Designated Spaces, Long Term Meters, Pay By Space Facilities, Carpool Spaces after 9:30 AM (Follow signage).

Taken together, DOT expects these fee increases to yield an additional \$900,000 in revenue in FY22, an additional \$1,912,500 in FY23, and \$2,250,000 from FY24 to FY26. The difference in projected revenue each year is likely to do the fact that changes will have to be rolled out gradually beginning in FY22.

In a memo to the T&E Committee on April 22, Councilmember Friedson outlined his opposition to the proposed rate increases in the Bethesda PLD as to not add an additional burden to employees, businesses, and customers while the County attempts to recover from the COVID-19 pandemic. Councilmember Friedson does acknowledge the significant loss of revenue in the Bethesda PLD but rather than approving a rate increase in FY22, he recommends a comprehensive review of potential alternatives to the PLD model using input from all impacted stakeholders.

If the Committee were to reject the County Executive's proposed rate increases in Bethesda, the PLD fund balance would end FY22 with -\$198,383 or -1.5% of FY23 projected operating expenditures.

2. Silver Spring

The County Executive's recommended changes in fees, charges and fares would both increase hours of enforcement and certain rates in the Silver Spring PLD. Hours of parking enforcement for on-street parking would expand from 9:00am – 6:00pm to 9:00am – 10:00pm, Monday through Friday. Likewise, enforcement in surface parking lots and garages would expand from 7:00am – 7:00pm to 7:00am – 10:00pm, Monday through Friday. The daily maximum fee for all gated garages would increase from \$15.00 to \$18.75 and a lost ticket for a gated garage would assume the same fee of \$18.75. Daily Parking Permits would also increase from \$12.00 to \$15.00.

Parking enforcement hours have remained unchanged in Silver Spring since FY08. The proposed changes would make enforcement hours for lots and garages hours the same as in the Bethesda PLD.

The Daily Parking Permit was last changed from \$7.80 to \$12.00 beginning in FY21 and the daily maximum fee was instituted in FY20. The daily maximum fee for gated garages matches the total cost of parking in a garage for the 15 hour enforcement window at the maximum hourly rate of \$1.25.

Daily Parking Permits at \$15.00 is \$3.75 less than parking at the daily maximum rate of \$1.25 within a garage and \$14.25 less than parking a full-day (13 hour enforcement window) in an on-street metered space at the rate of \$2.25. However, if commuters park for an 8 to 9 hour work day, the Daily Parking Permit would now become more expensive than parking in a garage or lot in the PLD at the maximum hourly rate.

DOT expects these proposed fee increases and additional enforcement to yield an additional \$1,050,000 in revenue in FY22, an additional \$2,010,000 in FY23, and \$2,700,000 annually from FY24 to FY26.

If the Committee were to reject the Count Executive’s proposed recommendation, the FY22 fund balance in Silver Spring would end the year at -\$597,330 or -6% of FY23 projected operating expenditures.

3. Wheaton

In the Wheaton PLD, the rate structure changes to from short-term and long-term parking fees to an hourly rate structure that differs between on-street, surface lots, and garages, similar to the rate structure in Silver Spring and Bethesda. The maximum hourly rate for on-street parking would be \$1.25 and \$1.00 for garages and surface lots. Currently, short-term parking is a maximum of \$0.75 per hour and \$0.60 per hour for long-term parking. The fee for a Parking Convenience Sticker (PCS) is increased from \$113.00 to \$132.00 per month.

Furthermore, hours of parking enforcement for on-street parking would expand from 9:00am – 6:00pm to 9:00am – 10:00pm, Monday through Saturday and enforcement in surface parking lots and garages would expand from 9:00am – 6:00pm to 7:00am – 10:00pm, Monday through Saturday. Wheaton is the only PLD that enforces parking rates in lots and garages on Saturdays.

The last time rates were raised in Wheaton was in FY13 when short-term rates were increase by \$0.25 and long-term rates were increased by \$0.10. The PCS was also increased in FY13 from \$95 to the current rate of \$113.

DOT expects these fee increases and additional enforcement to yield an additional \$450,000 in FY22 and an additional \$600,000 annually from FY23 FY26.

If the Committee were to reject Count Executive’s proposed recommendation, the fund balance in Wheaton would end FY22 at -\$340,325, or -21% of projected FY23 operating expenditures.

D. Racial Equity and Social Justice

For the FY22 operating budget development process, OMB worked with the Office of Racial Equity and Social Justice (ORESJ) to prompt departments to integrate racial equity into their program proposals (budget requests) at the proposal development phase.

Given that the County is still in the process of training staff on applying a racial equity and social justice lens to programming and budget decisions, DOT did not incorporate racial equity into its program proposal, as it currently does not use data to track program access or service outcomes for different population groups.

DOT did mention some of its efforts with regards to expanding access to County parking services. DOT has made multiple payment options available (cash, card, by phone app, monthly passes) to maximize access to services. Furthermore, parking is free at certain times within the PLDs (e.g. weekends and overnight), further lowering barriers to access.

DOT also stressed that all community residents have equal access to services provided by DOT within the three defined Parking Lot Districts in Bethesda, Silver Spring, and Wheaton. In terms

of cost, the provision of low-cost public parking serves as a market influence for the common use of these public spaces. Rates charged are targeted to make parking services self-sustaining and promoting economic development, rather than generating profits. Finally, DOT mentioned that electric vehicle charging stations in public garages facilitate electric vehicle ownership, particularly for people who may not be able to charge their vehicle at home.

Beginning later this spring and summer, Council staff will work to develop its Racial Equity and Social Justice Action Plan and will begin to evaluate what information departments are utilizing, or could utilize, in order to apply a racial equity lens to budget decisions. Council staff will also coordinate with OMB and ORESJ to help inform a more robust analysis for FY23 and future budget cycles.

E. Attachments

- PLD FY22 Recommended Operating Budget (with Fiscal Plans) ©1-12
- Amended FY21-26: Parking Bethesda Facility Renovations PDF ©13-15
- Amended FY21-26: Parking Silver Spring Facility Renovations PDF ©16-17
- Amended FY21-26: Facility Planning Parking: Silver Spring PDF ©18
- Amended FY21-26: Parking Silver Spring Facility Renovations PDF ©19-20
- Changes to Amended CIP Expenditure Schedules ©21-24
- County Executive Memo and Proposed Resolution on FY22 Transportation Fees, Fares, and Charges ©25-34
- Public Hearing Testimony from Coalition for Smarter Growth ©35
- Comments from Silver Spring Chamber of Commerce ©36
- Councilmember Friedson’s Memo to T&E Committee on FY22 Transportation Fees, Charges, and Fares ©37
- Addendum ©38



Parking District Services

RECOMMENDED FY22 BUDGET

\$24,579,335

FULL TIME EQUIVALENTS

48.53

 CHRIS CONKLIN, DIRECTOR

MISSION STATEMENT

The mission of Parking District Services is to:

- Support the role of public parking in commercial areas throughout the County, as parking management is an important tool for achieving public objectives of economic development and transportation management;
- Support the comprehensive development of the Silver Spring, Bethesda, and Wheaton central business districts and promote their economic growth and stability by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by development nor served by alternative travel modes;
- Promote and complement a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available; and
- Develop and implement parking management strategies designed to maximize the usage of the available parking supply in order to enhance the economic development of specific central business districts.




BUDGET OVERVIEW

The total recommended FY22 Operating Budget for the Parking Districts is \$24,579,335, a decrease of \$3,450,784 or 12.31 percent from the FY21 Approved Budget of \$28,030,119. Personnel Costs comprise 21.77 percent of the budget for 53 full-time position(s) and no part-time position(s), and a total of 48.53 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 78.23 percent of the FY22 budget.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

COUNTY PRIORITY OUTCOMES

While this program area supports all seven of the County Executive's Priority Outcomes, the following are emphasized:

-  **A Growing Economy**
-  **Easier Commutes**
-  **Effective, Sustainable Government**

INITIATIVES

- ★ Improve customer service experience by increasing staffing hours in gated facilities.

INNOVATIONS AND PRODUCTIVITY IMPROVEMENTS

- ★ As part of the Wheaton Revitalization Project, the new garage will feature LED lighting fixtures, Electric Vehicle (EV) charging stations, low emission vehicles preferred parking spaces, and increased security measures through additional cameras and panic buttons. The Wheaton Office building will be the first LEED Platinum certified government facility in Maryland featuring a geothermal system and solar panels in the roof areas.
- ★ Management of the Bethesda facility improvements to include payment system upgrades, machine location plan, and sign replacements.
- ★ Installation of new LED light fixtures in additional parking garages to improve lighting and energy efficiency.

PROGRAM CONTACTS

Contact Jose Thommana of the Parking Districts at 240.777.8732 or Taman Morris of the Office of Management and Budget at 240.777.2771 for more information regarding this department's operating budget.

PROGRAM PERFORMANCE MEASURES

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY21 estimates reflect funding based on the FY21 Approved Budget. The FY22 and FY23 figures are performance targets based on the FY22 Recommended Budget and funding for comparable service levels in FY23.

PROGRAM DESCRIPTIONS

★ Parking Enforcement

The Parking Enforcement program provides for the enforcement of parking laws within the Parking Lot Districts (PLDs) and Transportation Management Districts (TMDs) primarily to promote business activity, ensure public safety, and ensure the smooth flow of traffic. The program also conducts Residential Permit Parking (RPP) enforcement in all RPP zones within the County. In addition to citation issuance, the program is also responsible for the processing and management of citation payments.

| Program Performance Measures | Actual FY19 | Actual FY20 | Estimated FY21 | Target FY22 | Target FY23 |
|--|----------------|----------------|---------------------|----------------|----------------|
| Number of DOT issued parking citations | 147,192 | 126,352 | 58,800 | 102,900 | 102,900 |
| Percent of DOT issued parking citations contested | 6.41% | 6.31% | 6.20% | 6.20% | 6.00% |
| Number of Americans with Disabilities Act (ADA) citations issued | 116 | 91 | 50 | 88 | 88 |
| FY22 Recommended Changes | | | Expenditures | FTEs | |
| FY21 Approved | | | 2,758,013 | 4.24 | |

| FY22 Recommended Changes | Expenditures | FTEs |
|---|------------------|-------------|
| Enhance: Enforcement Funding Realignment | 75,000 | 0.00 |
| Technical Adj: Additional Enforcement | 12,000 | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. | (22,753) | 0.00 |
| FY22 Recommended | 2,822,260 | 4.24 |

☀ Parking Fixed Costs

The Parking Fixed Costs program primarily funds the debt service payments, the lease payments for a parking facility, and Other Post Retirement Benefits (OPEB) costs.

| FY22 Recommended Changes | Expenditures | FTEs |
|---|------------------|-------------|
| FY21 Approved | 6,254,763 | 0.00 |
| Decrease Cost: Correction - Retiree Health Insurance Pre-funding Adjustment | (19,552) | 0.00 |
| Decrease Cost: Fixed Costs Reduction - Silver Spring PLD | (1,090,878) | 0.00 |
| Decrease Cost: Fixed Costs Reduction - Bethesda PLD | (1,634,730) | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. | 19,062 | 0.00 |
| FY22 Recommended | 3,528,665 | 0.00 |

☀ Parking Operations

The Parking Operations program has overall responsibility for the management of County-owned garages and lots with over 22,000 parking spaces, which represent at least a fifty percent market share of available parking spaces. This program has overall responsibility for the collection and processing of all parking revenue, including revenue from individual meters, automated pay stations, cashiered facilities, parking permits, and parking fines. The program also includes renovating and improving existing parking facilities to ensure the preservation and integrity of the parking system and its continued service to the public. Moreover, the program is responsible for the maintenance of parking facilities that includes: snow and ice removal; janitorial services; equipment maintenance for elevators, electrical systems, heating, ventilation, and air conditioning systems (HVAC); facility repairs for maintenance of damaged glass, asphalt, concrete, plumbing, painting, and space stripes; and grounds-keeping services. Furthermore, this program provides a comprehensive meter maintenance program to ensure all meter devices function properly. Augmenting the public safety mission of the Montgomery County Police Department, this program also provides contract security guard services for parking facilities to detect and report theft, vandalism, and threats to personal security.

| Program Performance Measures | Actual FY19 | Actual FY20 | Estimated FY21 | Target FY22 | Target FY23 |
|---|-------------|-------------|----------------|-------------|-------------|
| Parking Management revenue generated (\$ millions) | \$37.5 | \$30.2 | \$14.9 | \$32.0 | \$33.2 |
| Parking Management operating expenditures (\$ millions) | \$25.5 | \$25.6 | \$25.6 | \$25.3 | \$25.9 |
| Parking Management cost efficiency (ratio of expenses to revenues) | 68% | 85% | N/A | 79% | 78% |
| Customer satisfaction rate for Parking Lot Districts (PLDs) (scale of 1-5) ¹ | N/A | 4.5 | N/A | 4.7 | N/A |

¹ Rating on a scale of 1 to 5 with the number 5 representing highest score. Scores from prior years are not shown due to a significant change in survey methodology in FY18.

| FY22 Recommended Changes | Expenditures | FTEs |
|--------------------------|--------------|------|
|--------------------------|--------------|------|

| FY22 Recommended Changes | Expenditures | FTEs |
|---|-------------------|--------------|
| FY21 Approved | 18,432,561 | 39.59 |
| Enhance: Garage 13 Revenue Collection | 7,500 | 0.00 |
| Technical Adj: Enforcement Funding Realignment | (12,000) | 0.00 |
| Decrease Cost: Operational Costs Changes | (129,268) | 0.00 |
| Decrease Cost: Operational Savings - Bethesda PLD | (177,693) | 0.00 |
| Decrease Cost: Operational Savings - Silver Spring PLD | (714,999) | 0.00 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. | 29,815 | 0.00 |
| FY22 Recommended | 17,435,916 | 39.59 |

☀ Parking Services General Administration

The General Administration program provides executive direction and support functions for parking programs that include human resources, information technology, fiscal/procurement services, and the redevelopment of real property to promote the economic growth and stability of associated urban districts. The program's responsibilities are for drafting and releasing Requests for Development Proposals; generating property appraisals; negotiations and overseeing the execution of General Development Agreements; and Purchase Sales Agreements, including related development documents. The program also leads project management efforts including design and construction of PLD real property as part of mixed-use redevelopment projects.

| FY22 Recommended Changes | Expenditures | FTEs |
|---|----------------|-------------|
| FY21 Approved | 584,782 | 4.70 |
| Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs. | 207,712 | 0.00 |
| FY22 Recommended | 792,494 | 4.70 |

BUDGET SUMMARY

| | Actual FY20 | Budget FY21 | Estimate FY21 | Recommended FY22 | %Chg Bud/Rec |
|--|-------------------|-------------------|-------------------|---------------------|-----------------|
| PARKING DISTRICT - BETHESDA | | | | | |
| EXPENDITURES | | | | | |
| Salaries and Wages | 1,694,508 | 1,704,415 | 1,599,642 | 1,794,147 | 5.3 % |
| Employee Benefits | 599,218 | 564,776 | 505,314 | 547,471 | -3.1 % |
| Parking District - Bethesda Personnel Costs | 2,293,726 | 2,269,191 | 2,104,956 | 2,341,618 | 3.2 % |
| Operating Expenses | 7,769,560 | 7,980,375 | 6,982,337 | 7,703,780 | -3.5 % |
| Debt Service Other | 4,642,224 | 4,634,250 | 4,634,250 | 3,104,200 | -33.0 % |
| Parking District - Bethesda Expenditures | 14,705,510 | 14,883,816 | 13,721,543 | 13,149,598 | -11.7 % |
| PERSONNEL | | | | | |
| Full-Time | 29 | 29 | 29 | 29 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| FTEs | 20.39 | 20.39 | 20.39 | 20.39 | — |
| REVENUES | | | | | |

BUDGET SUMMARY

| | Actual FY20 | Budget FY21 | Estimate FY21 | Recommended FY22 | %Chg Bud/Rec |
|---|-------------------|-------------------|------------------|---------------------|-----------------|
| Investment Income | 407,535 | 269,530 | 23,770 | 6,870 | -97.5 % |
| Miscellaneous Revenues | 61,020 | 284,120 | 284,120 | 284,120 | — |
| Parking Fees | 12,966,153 | 15,355,081 | 6,947,657 | 13,184,065 | -14.1 % |
| Parking Fines | 3,415,568 | 3,250,000 | 1,804,882 | 2,762,500 | -15.0 % |
| Property Rentals | 553,390 | 75,000 | 75,000 | 75,000 | — |
| Property Tax | (105) | 0 | 0 | 0 | — |
| Parking District - Bethesda Revenues | 17,403,561 | 19,233,731 | 9,135,429 | 16,312,555 | -15.2 % |

PARKING DISTRICT - SILVER SPRING

EXPENDITURES

| | | | | | |
|---|------------------|-------------------|------------------|------------------|----------------|
| Salaries and Wages | 1,770,778 | 1,903,180 | 1,673,060 | 1,998,361 | 5.0 % |
| Employee Benefits | 627,061 | 637,391 | 529,270 | 620,400 | -2.7 % |
| Parking District - Silver Spring Personnel Costs | 2,397,839 | 2,540,571 | 2,202,330 | 2,618,761 | 3.1 % |
| Operating Expenses | 7,544,016 | 9,028,271 | 6,928,271 | 7,324,060 | -18.9 % |
| Parking District - Silver Spring Expenditures | 9,941,855 | 11,568,842 | 9,130,601 | 9,942,821 | -14.1 % |

PERSONNEL

| | | | | | |
|-----------|-------|-------|-------|-------|---|
| Full-Time | 21 | 21 | 21 | 21 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| FTEs | 24.72 | 24.72 | 24.72 | 24.72 | — |

REVENUES

| | | | | | |
|--|-------------------|-------------------|------------------|-------------------|----------------|
| Investment Income | 364,631 | 257,330 | 21,270 | 6,140 | -97.6 % |
| Miscellaneous Revenues | 3,352,085 | 20,000 | 20,000 | 20,000 | — |
| Parking Fees | 9,149,485 | 12,920,413 | 4,090,421 | 11,086,331 | -14.2 % |
| Parking Fines | 1,715,194 | 1,897,689 | 629,501 | 1,613,036 | -15.0 % |
| Property Rentals | 43,618 | 0 | 0 | 0 | — |
| Property Tax | (6,072) | 0 | 0 | 0 | — |
| Parking District - Silver Spring Revenues | 14,618,941 | 15,095,432 | 4,761,192 | 12,725,507 | -15.7 % |

PARKING DISTRICT - WHEATON

EXPENDITURES

| | | | | | |
|---|------------------|------------------|------------------|------------------|---------------|
| Salaries and Wages | 283,576 | 280,830 | 271,435 | 298,672 | 6.4 % |
| Employee Benefits | 99,990 | 92,481 | 83,177 | 91,329 | -1.3 % |
| Parking District - Wheaton Personnel Costs | 383,566 | 373,311 | 354,612 | 390,001 | 4.5 % |
| Operating Expenses | 839,885 | 1,204,150 | 1,084,150 | 1,096,915 | -8.9 % |
| Parking District - Wheaton Expenditures | 1,223,451 | 1,577,461 | 1,438,762 | 1,486,916 | -5.7 % |

PERSONNEL

| | | | | | |
|-----------|------|------|------|------|---|
| Full-Time | 3 | 3 | 3 | 3 | — |
| Part-Time | 0 | 0 | 0 | 0 | — |
| FTEs | 3.42 | 3.42 | 3.42 | 3.42 | — |

BUDGET SUMMARY

| | Actual FY20 | Budget FY21 | Estimate FY21 | Recommended FY22 | %Chg Bud/Rec |
|--|------------------|------------------|------------------|---------------------|-----------------|
| REVENUES | | | | | |
| Investment Income | 16,475 | 12,190 | 960 | 280 | -97.7 % |
| Miscellaneous Revenues | 26,682 | 0 | 0 | 0 | — |
| Parking Fees | 656,444 | 1,375,000 | 775,176 | 1,479,220 | 7.6 % |
| Parking Fines | 325,662 | 476,000 | 142,956 | 404,600 | -15.0 % |
| Property Tax | 1,561 | 0 | 0 | 0 | — |
| Parking District - Wheaton Revenues | 1,026,824 | 1,863,190 | 919,092 | 1,884,100 | 1.1 % |

DEPARTMENT TOTALS

| | | | | | |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|----------------|
| Total Expenditures | 25,870,816 | 28,030,119 | 24,290,906 | 24,579,335 | -12.3 % |
| Total Full-Time Positions | 53 | 53 | 53 | 53 | — |
| Total Part-Time Positions | 0 | 0 | 0 | 0 | — |
| Total FTEs | 48.53 | 48.53 | 48.53 | 48.53 | — |
| Total Revenues | 33,049,326 | 36,192,353 | 14,815,713 | 30,922,162 | -14.6 % |

FY22 RECOMMENDED CHANGES

| | Expenditures | FTEs |
|---|-------------------|--------------|
| PARKING DISTRICT - BETHESDA | | |
| FY21 ORIGINAL APPROPRIATION | 14,883,816 | 20.39 |
| <u>Other Adjustments (with no service impacts)</u> | | |
| Increase Cost: FY21 Compensation Adjustment | 59,697 | 0.00 |
| Increase Cost: Motor Pool Adjustment | 30,046 | 0.00 |
| Increase Cost: FY22 Compensation Adjustment | 29,133 | 0.00 |
| Increase Cost: Annualization of FY21 Personnel Costs | 5 | 0.00 |
| Decrease Cost: Print and Mail Adjustment | (36) | 0.00 |
| Decrease Cost: OPEB Adjustment | (4,680) | 0.00 |
| Decrease Cost: Retirement Adjustment | (16,408) | 0.00 |
| Decrease Cost: Correction - Retiree Health Insurance Pre-funding Adjustment [Parking Fixed Costs] | (19,552) | 0.00 |
| Decrease Cost: Operational Savings - Bethesda PLD [Parking Operations] | (177,693) | 0.00 |
| Decrease Cost: Fixed Costs Reduction - Bethesda PLD [Parking Fixed Costs] | (1,634,730) | 0.00 |
| FY22 RECOMMENDED | 13,149,598 | 20.39 |
| PARKING DISTRICT - SILVER SPRING | | |
| FY21 ORIGINAL APPROPRIATION | 11,568,842 | 24.72 |
| <u>Changes (with service impacts)</u> | | |
| Enhance: Enforcement Funding Realignment [Parking Enforcement] | 75,000 | 0.00 |
| <u>Other Adjustments (with no service impacts)</u> | | |

FY22 RECOMMENDED CHANGES

| | Expenditures | FTEs |
|--|------------------|--------------|
| Increase Cost: FY21 Compensation Adjustment | 62,415 | 0.00 |
| Increase Cost: FY22 Compensation Adjustment | 30,498 | 0.00 |
| Increase Cost: Motor Pool Adjustment | 30,046 | 0.00 |
| Increase Cost: Annualization of FY21 Personnel Costs | 963 | 0.00 |
| Decrease Cost: OPEB Adjustment | (3,380) | 0.00 |
| Decrease Cost: Retirement Adjustment | (15,686) | 0.00 |
| Decrease Cost: Operational Savings - Silver Spring PLD [Parking Operations] | (714,999) | 0.00 |
| Decrease Cost: Fixed Costs Reduction - Silver Spring PLD [Parking Fixed Costs] | (1,090,878) | 0.00 |
| FY22 RECOMMENDED | 9,942,821 | 24.72 |

PARKING DISTRICT - WHEATON

| | FY21 ORIGINAL APPROPRIATION | 1,577,461 | 3.42 |
|---|-----------------------------|-------------|------|
| <u>Changes (with service impacts)</u> | | | |
| Enhance: Garage 13 Revenue Collection [Parking Operations] | 7,500 | 0.00 | |
| <u>Other Adjustments (with no service impacts)</u> | | | |
| Increase Cost: Motor Pool Adjustment | 15,023 | 0.00 | |
| Technical Adj: Additional Enforcement [Parking Enforcement] | 12,000 | 0.00 | |
| Increase Cost: FY21 Compensation Adjustment | 9,335 | 0.00 | |
| Increase Cost: Annualization of FY21 Personnel Costs | 4,912 | 0.00 | |
| Increase Cost: FY22 Compensation Adjustment | 4,447 | 0.00 | |
| Decrease Cost: OPEB Adjustment | (490) | 0.00 | |
| Decrease Cost: Retirement Adjustment | (2,004) | 0.00 | |
| Technical Adj: Enforcement Funding Realignment [Parking Operations] | (12,000) | 0.00 | |
| Decrease Cost: Operational Costs Changes [Parking Operations] | (129,268) | 0.00 | |
| FY22 RECOMMENDED | 1,486,916 | 3.42 | |

PROGRAM SUMMARY

| Program Name | FY21 APPR Expenditures | FY21 APPR FTEs | FY22 REC Expenditures | FY22 REC FTEs |
|---|---------------------------|-------------------|--------------------------|------------------|
| Parking Enforcement | 2,758,013 | 4.24 | 2,822,260 | 4.24 |
| Parking Fixed Costs | 6,254,763 | 0.00 | 3,528,665 | 0.00 |
| Parking Operations | 18,432,561 | 39.59 | 17,435,916 | 39.59 |
| Parking Services General Administration | 584,782 | 4.70 | 792,494 | 4.70 |
| Total | 28,030,119 | 48.53 | 24,579,335 | 48.53 |

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

| Title | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| PARKING DISTRICT - BETHESDA | | | | | | |
| EXPENDITURES | | | | | | |
| FY22 Recommended | 13,150 | 13,150 | 13,150 | 13,150 | 13,150 | 13,150 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Retiree Health Insurance Pre-funding | 0 | (11) | (22) | (33) | (36) | (36) |
| Labor Contracts | 0 | 50 | 50 | 50 | 50 | 50 |
| These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items. | | | | | | |
| Subtotal Expenditures | 13,150 | 13,189 | 13,178 | 13,167 | 13,164 | 13,164 |
| PARKING DISTRICT - SILVER SPRING | | | | | | |
| EXPENDITURES | | | | | | |
| FY22 Recommended | 9,943 | 9,943 | 9,943 | 9,943 | 9,943 | 9,943 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Retiree Health Insurance Pre-funding | 0 | (8) | (16) | (24) | (26) | (26) |
| Labor Contracts | 0 | 52 | 52 | 52 | 52 | 52 |
| These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items. | | | | | | |
| Subtotal Expenditures | 9,943 | 9,987 | 9,979 | 9,971 | 9,969 | 9,969 |
| Subtotal Expenditures | 0 | 0 | 0 | 0 | 0 | 0 |
| PARKING DISTRICT - WHEATON | | | | | | |
| EXPENDITURES | | | | | | |
| FY22 Recommended | 1,487 | 1,487 | 1,487 | 1,487 | 1,487 | 1,487 |
| No inflation or compensation change is included in outyear projections. | | | | | | |
| Retiree Health Insurance Pre-funding | 0 | (91) | (180) | (275) | (295) | (295) |
| Labor Contracts | 0 | 8 | 8 | 8 | 8 | 8 |
| These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items. | | | | | | |
| Subtotal Expenditures | 1,487 | 1,404 | 1,315 | 1,220 | 1,200 | 1,200 |

| Budget Summary - Parking Districts | | | | |
|---|-------------------|----------------------|------------------|-------------------|
| | | | | |
| FY22 Recommended Budget | Bethesda | Silver Spring | Wheaton | Total |
| Administration | 707,054 | 616,556 | 97,386 | 1,420,996 |
| Financial Management | 4,847,362 | 1,530,774 | 135,446 | 6,513,582 |
| Engineering and Capital Management | 2,517,085 | 3,006,652 | 600,266 | 6,124,003 |
| Parking Operations | 5,078,097 | 4,788,839 | 653,818 | 10,520,754 |
| Total | 13,149,598 | 9,942,821 | 1,486,916 | 24,579,335 |
| | | | | |
| FY21 Approved Budget | Bethesda | Silver Spring | Wheaton | Total |
| Administration | 614,912 | 558,554 | 86,084 | 1,259,550 |
| Financial Management | 6,632,887 | 2,951,354 | 136,288 | 9,720,529 |
| Engineering and Capital Management | 2,511,918 | 3,062,655 | 659,143 | 6,233,716 |
| Parking Operations | 5,124,099 | 4,996,279 | 695,946 | 10,816,324 |
| Total | 14,883,816 | 11,568,842 | 1,577,461 | 28,030,119 |

| Bethesda PLD | | | | | | | |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| FY21-26 Public Services Program: Fiscal Plan | | | | | | | |
| Bethesda Parking Lot District | Estimated 2021 | Recommended 2022 | Projected 2023 | Projected 2024 | Projected 2025 | Projected 2026 | Projected 2027 |
| Assumptions | | | | | | | |
| Indirect Cost Rate | 18.64% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% |
| CPI (Fiscal Year) | 1.28% | 1.62% | 1.99% | 2.42% | 2.44% | 2.44% | 2.44% |
| Investment Income Yield | 0.15% | 0.10% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| Beginning Fund Balance | 14,483,508 | 9,643,894 | 5,908,007 | 8,913,640 | 7,244,051 | 6,276,531 | 5,990,542 |
| Revenues | | | | | | | |
| Taxes | - | - | - | - | - | - | - |
| Real Property Taxes | - | - | - | - | - | - | - |
| Charges for Services | 12,902,912 | 13,184,065 | 16,699,827 | 16,237,327 | 16,237,327 | 16,237,327 | 16,237,327 |
| Parking Fees Base | 15,355,081 | 15,355,081 | 15,355,081 | 14,755,081 | 14,755,081 | 14,755,081 | 14,755,081 |
| Reduced Fees - COVID | (8,407,423) | (3,071,016) | (767,754) | (767,754) | (767,754) | (767,754) | (767,754) |
| Increased Rates | - | 900,000 | 1,912,500 | 2,250,000 | 2,250,000 | 2,250,000 | 2,250,000 |
| Additional Revenue (GF) | 5,955,254 | - | - | - | - | - | - |
| Fines & Forfeits | 1,804,882 | 2,762,500 | 3,087,500 | 3,087,500 | 3,087,500 | 3,087,500 | 3,087,500 |
| Parking Fines | 3,250,000 | 3,250,000 | 3,250,000 | 3,250,000 | 3,250,000 | 3,250,000 | 3,250,000 |
| Reduced Fines - COVID | (1,445,118) | (487,500) | (162,500) | (162,500) | (162,500) | (162,500) | (162,500) |
| Miscellaneous | 382,890 | 365,990 | 6,704,920 | 2,396,130 | 2,410,930 | 2,410,930 | 2,410,930 |
| Investment Income | 23,770 | 6,870 | 14,800 | 37,010 | 51,810 | 51,810 | 51,810 |
| Property Rentals | 75,000 | 75,000 | 75,000 | 2,075,000 | 2,075,000 | 2,075,000 | 2,075,000 |
| G-49 Air Rights | 284,120 | 284,120 | 284,120 | 284,120 | 284,120 | 284,120 | 284,120 |
| Land Sales | - | - | 6,331,000 | - | - | - | - |
| Miscellaneous Revenues | - | - | - | - | - | - | - |
| Subtotal Revenues | 15,090,684 | 16,312,555 | 26,492,247 | 21,720,957 | 21,735,757 | 21,735,757 | 21,735,757 |
| Transfers | | | | | | | |
| Transfers to/from General Fund | (433,485) | (449,122) | 100,954 | (469,137) | (480,601) | (492,345) | (504,376) |
| Indirect Costs | (433,485) | (449,122) | (458,046) | (469,137) | (480,601) | (492,345) | (504,376) |
| Lot 43 Current Appraisal Delta | - | - | 559,000 | - | - | - | - |
| Transfers to/from Special Funds : Tax Supported | (1,609,890) | (2,408,612) | (2,483,344) | (2,546,907) | (2,611,732) | (2,681,568) | (2,747,377) |
| Bethesda Urban District | (1,609,890) | (2,408,612) | (2,483,344) | (2,546,907) | (2,611,732) | (2,681,568) | (2,747,377) |
| Transfers to/from Other Funds | - | - | (1,500,000) | (1,500,000) | (1,200,000) | (1,090,000) | 110,000 |
| Wheaton PLD Transfers | - | - | - | - | - | - | 110,000 |
| Silver Spring PLD Transfers | - | - | (1,500,000) | (1,500,000) | (1,200,000) | (1,200,000) | - |
| Subtotal Transfers | (2,043,375) | (2,857,735) | (3,882,391) | (4,516,044) | (4,292,333) | (4,263,913) | (3,141,752) |
| Total Resources | 27,530,816 | 23,098,714 | 28,517,864 | 26,118,554 | 24,687,475 | 23,748,375 | 24,584,546 |
| CIP Current Revenue Appropriation Expenditure | | | | | | | |
| Facilities Planning Parking: Bethesda PLD | (250,000) | (90,000) | (90,000) | (90,000) | (90,000) | (90,000) | (90,000) |
| Parking Bethesda Facilities Renovations | (3,932,000) | (3,958,000) | (6,115,000) | (5,174,000) | (4,465,000) | (3,565,000) | (3,565,000) |
| Subtotal CIP Current Revenue Appropriation Expenditure | (4,182,000) | (4,048,000) | (6,205,000) | (5,264,000) | (4,555,000) | (3,655,000) | (3,655,000) |
| Appropriations/Expenditures | | | | | | | |
| Operating Budget | (9,087,293) | (10,045,398) | (10,284,554) | (10,531,703) | (10,787,744) | (11,049,534) | (11,329,491) |
| Personnel Costs | (2,104,956) | (2,341,618) | (2,388,145) | (2,445,969) | (2,505,739) | (2,566,969) | (2,629,696) |
| Operating Expenses | (6,982,337) | (7,703,780) | (7,896,409) | (8,085,733) | (8,282,005) | (8,482,565) | (8,699,796) |
| Existing Debt Service | (4,634,250) | (3,104,200) | (3,091,100) | (3,078,800) | (3,068,200) | (3,053,300) | (1,803,600) |
| Adjustment | - | - | - | - | - | - | - |
| Subtotal PSP Operating Budget Appropriation | (13,721,543) | (13,149,598) | (13,375,654) | (13,610,503) | (13,855,944) | (14,102,834) | (13,133,091) |
| Other Claims on Fund Balance | 16,621 | 6,891 | (23,569) | - | - | - | - |
| Transfers OPEB | (23,569) | (23,569) | (23,569) | - | - | - | - |
| Claim on Fund Balance - Prepays Retiree Health Insurance | 40,190 | 30,460 | - | - | - | - | - |
| Total Use of Resources | (17,886,922) | (17,190,707) | (19,604,223) | (18,874,503) | (18,410,944) | (17,757,834) | (16,788,091) |
| Revenue vs Outflows (Transfer+Total Use of Resources) Gap | (4,839,613) | (3,735,887) | 3,005,633 | (2,665,589) | (967,520) | (285,990) | 1,805,913 |
| Year End Fund Balance | 9,643,894 | 5,908,007 | 8,913,640 | 7,244,051 | 6,276,531 | 5,990,542 | 7,796,455 |
| Bond Restricted Reserve | (4,479,896) | (5,203,390) | (5,229,582) | (5,257,609) | (5,285,920) | (5,315,232) | (5,344,026) |
| Year End Available Fund Balance | 5,163,998 | 704,617 | 3,684,058 | 1,986,442 | 990,611 | 675,310 | 2,452,429 |
| Available Fund Balance as a % of Next Year's PSP Expenses | 39% | 5% | 27% | 14% | 7% | 5% | 18% |
| Target Balance | 3,287,399 | 3,343,914 | 3,402,626 | 3,463,986 | 3,525,708 | 3,283,273 | 3,456,288 |

Other Assumptions:

- of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
- 2. Net Proceeds from the sale of Lot 43 in FY23 in the amount of \$6.331M assuming gross sales price of \$8.441M and HIF retainage of 25% of the sales amount.
- 3. Transfer from the General Fund to cover the appraisal difference for Lot 43 sale of \$559K.
- 4. Revenue growth starting in FY24 as a result of increased occupancy associated with the Marriott development (Net increase of \$1.2M per year).
- 5. Deferment of capital renovation projects in FY21 and FY22 to future years due to revenue loss from COVID.
- 6. Reduction to revenues in FY21-22 due to G47 renovation limiting available spaces (\$200K in FY21 and FY22).
- 7. Debt repayment to General Fund to payoff Silver Spring loan (\$3M) in the amount of \$1.5M in FY23 and FY24.
- 8. Transfer to Silver Spring fund to cover half the costs of the new PLD Service Center in the amount of \$1.2M in FY23 and 26 (Service Center costs \$4.8M, Bethesda's share is \$2.4M).
- 9. Significant revenue reduction in F21 and FY22 with lingering affect through FY27.
- 10. Using the Bond Renewal and Restoration Account Reserve in FY21 with repayment in FY22.
- 11. Receiving a loan from the General Fund Reserve of \$2.7M in FY21 with repayment in FY27.
- 12. Taking out a line of credit from the Bond Reserve Account for \$2M.

Silver Spring PLD

| FY21-26 Public Services Program: Fiscal Plan Silver Spring Parking Lot District | Estimated 2021 | Recommended 2022 | Projected 2023 | Projected 2024 | Projected 2025 | Projected 2026 | Projected 2027 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Assumptions | | | | | | | |
| Indirect Cost Rate | 18.64% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% |
| CPI (Fiscal Year) | 1.28% | 1.62% | 1.99% | 2.42% | 2.44% | 2.44% | 2.44% |
| Investment Income Yield | 0.15% | 0.10% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| Beginning Fund Balance | 11,551,783 | 2,898,979 | 452,670 | 2,252,628 | 3,213,496 | 2,530,741 | 1,325,384 |
| Revenues | | | | | | | |
| Taxes | - | - | - | - | - | - | - |
| Real Property Taxes | - | - | - | - | - | - | - |
| Charges for Services | 4,090,421 | 11,086,331 | 14,253,892 | 14,943,892 | 14,943,892 | 14,943,892 | 14,943,892 |
| Parking Fees Base | 12,920,413 | 12,920,413 | 12,920,413 | 12,920,413 | 12,920,413 | 12,920,413 | 12,920,413 |
| Reduced Fees - COVID | (8,139,992) | (2,884,082) | (786,521) | (786,521) | (786,521) | (786,521) | (786,521) |
| Increased Rates | (690,000) | 1,050,000 | 2,010,000 | 2,700,000 | 2,700,000 | 2,700,000 | 2,700,000 |
| Discovery G9 | - | - | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 |
| Fines & Forfeits | 629,501 | 1,613,036 | 1,802,805 | 1,802,805 | 1,802,805 | 1,802,805 | 1,802,805 |
| Parking Fines | 1,897,689 | 1,897,689 | 1,897,689 | 1,897,689 | 1,897,689 | 1,897,689 | 1,897,689 |
| Reduced Fines - COVID | (1,268,188) | (284,654) | (94,884) | (94,884) | (94,884) | (94,884) | (94,884) |
| Miscellaneous | 41,270 | 26,140 | 33,220 | 53,050 | 66,270 | 66,270 | 66,270 |
| Investment Income | 21,270 | 6,140 | 13,220 | 33,050 | 46,270 | 46,270 | 46,270 |
| Property Rentals | - | - | - | - | - | - | - |
| Miscellaneous Revenues | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Subtotal Revenues | 4,761,192 | 12,725,507 | 16,089,917 | 16,799,747 | 16,812,967 | 16,812,967 | 16,812,967 |
| Transfers | | | | | | | |
| Transfers to/from General Fund | (489,681) | (507,278) | (517,258) | (529,662) | (542,482) | (555,616) | (569,071) |
| Indirect Costs | (484,681) | (502,278) | (512,258) | (524,662) | (537,482) | (550,616) | (564,071) |
| Telecommunications NDA | - | - | - | - | - | - | - |
| General Fund - Other | (5,000) | (5,000) | (5,000) | (5,000) | (5,000) | (5,000) | (5,000) |
| Transfers to/from Special Funds : Tax Supported | (2,813,959) | (2,704,922) | (2,804,101) | (2,892,581) | (2,994,464) | (3,094,790) | (3,094,790) |
| Silver Spring Urban District | (2,813,959) | (2,704,922) | (2,804,101) | (2,892,581) | (2,994,464) | (3,094,790) | (3,094,790) |
| Transfers to/from Other Funds | - | - | 1,500,000 | 1,500,000 | 1,200,000 | 1,200,000 | - |
| Bethesda PLD Transfers | - | - | 1,500,000 | 1,500,000 | 1,200,000 | 1,200,000 | - |
| Wheaton PLD Transfers | - | - | - | - | - | - | - |
| Subtotal Transfers | (3,303,640) | (3,212,200) | (1,821,359) | (1,922,243) | (2,336,946) | (2,450,406) | (3,663,861) |
| Total Resources | 13,009,335 | 12,412,285 | 14,721,228 | 17,130,132 | 17,689,516 | 16,893,302 | 14,474,490 |
| CIP Current Revenue Appropriation Expenditure | | | | | | | |
| Facilities Planning Parking: Silver Spring PLD | (74,000) | (290,000) | (90,000) | (90,000) | (90,000) | (90,000) | (90,000) |
| Parking Silver Spring Facilities Renovations | (656,000) | (1,730,000) | (2,195,000) | (3,370,000) | (4,310,000) | (4,410,000) | (2,610,000) |
| Parking Lot Districts Service Facility | (260,000) | - | - | - | - | - | - |
| Subtotal CIP Current Revenue Appropriation Expenditure | (990,000) | (2,020,000) | (2,285,000) | (3,460,000) | (4,400,000) | (4,500,000) | (2,700,000) |
| Appropriations/Expenditures | | | | | | | |
| Operating Budget | (9,130,601) | (9,942,821) | (10,164,744) | (10,456,636) | (10,758,776) | (11,067,917) | (11,393,147) |
| Personnel Costs | (2,202,330) | (2,618,761) | (2,670,795) | (2,735,463) | (2,802,306) | (2,870,783) | (2,940,934) |
| Operating Expenses | (6,928,271) | (7,324,060) | (7,493,950) | (7,721,174) | (7,956,469) | (8,197,134) | (8,452,213) |
| Adjustment | - | - | - | - | - | - | - |
| Subtotal PSP Operating Budget Appropriation | (9,130,601) | (9,942,821) | (10,164,744) | (10,456,636) | (10,758,776) | (11,067,917) | (11,393,147) |
| Other Claims on Fund Balance | 10,245 | 3,205 | (18,855) | - | - | - | - |
| Transfers OPEB | (18,855) | (18,855) | (18,855) | - | - | - | - |
| Claim on Fund Balance - Prepaids Retiree Health Insurance | 29,100 | 22,060 | - | - | - | - | - |
| Total Use of Resources | (10,110,356) | (11,959,616) | (12,468,599) | (13,916,636) | (15,158,776) | (15,567,917) | (14,093,147) |
| Revenue vs Outflows (Transfer+Total Use of Resources) Gap | (8,652,804) | (2,446,309) | 1,799,958 | 960,867 | (602,755) | (1,205,357) | (944,041) |
| Year End Fund Balance | 2,898,979 | 452,670 | 2,252,628 | 3,213,496 | 2,530,741 | 1,325,384 | 381,343 |
| Bond Restricted Reserve | | | | | | | |
| Year End Available Fund Balance | 2,898,979 | 452,670 | 2,252,628 | 3,213,496 | 2,530,741 | 1,325,384 | 381,343 |
| Available Fund Balance as a % of Next Year's PSP Expenses | 29% | 4% | 22% | 30% | 23% | 12% | 3% |
| Target Balance | 2,485,705 | 2,541,186 | 2,614,159 | 2,689,694 | 2,766,979 | 2,848,287 | 3,494,081 |
| Year End Balance vs Target Balance Gap (Shortfall) | 413,274 | (2,088,516) | (361,531) | 523,802 | (236,238) | (1,522,902) | (3,112,738) |

Other Assumptions:

- Phase 2 of incremental rate increase that was approved in FY21 will be implemented in FY22. FY22 revenues are projected to be \$1,050,000.
- Increase in operating expense starting in FY21 based on the increased hours and rates to cover enforcement, security, and cashier management (\$400K)
- Transfer from Bethesda fund to cover half the costs of the new PLD Service Center in the amount of \$1.2M in FY25 and 26 (Service Center costs \$4.8M, Bethesda's share is \$2.4M)
- Operational Expenditure savings of \$2.1M in FY21-23 and \$1.9M in FY24-27
- Projected Revenue reduction to Fees and Fines based on COVID
- Defer CIP renovation expenditures of \$4.5M in FY21, \$2.3M in FY22, and \$2.0M in FY23.
- Urban District Reduction of \$142K in FY22-27
- Projected Discovery G9 partial revenue return of \$110K in FY23

Wheaton PLD

| FY21-26 Public Services Program: Fiscal Plan Wheaton Parking Lot District | Estimated 2021 | Recommended 2022 | Projected 2023 | Projected 2024 | Projected 2025 | Projected 2026 | Projected 2027 |
|--|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Assumptions | | | | | | | |
| Indirect Cost Rate | 18.64% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% | 19.18% |
| CPI (Fiscal Year) | 1.28% | 1.62% | 1.99% | 2.42% | 2.44% | 2.44% | 2.44% |
| Investment Income Yield | 0.15% | 0.10% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| Beginning Fund Balance | 874,605 | 79,679 | 109,675 | 309,615 | 557,575 | 854,637 | 1,014,185 |
| Revenues | | | | | | | |
| Taxes | - | - | - | - | - | - | - |
| Real Property Taxes | - | - | - | - | - | - | - |
| Charges for Services | 775,176 | 1,479,220 | 1,876,250 | 1,876,250 | 1,876,250 | 1,876,250 | 1,876,250 |
| Parking Fees Base | 1,375,000 | 1,375,000 | 1,375,000 | 1,375,000 | 1,375,000 | 1,375,000 | 1,375,000 |
| Reduced Fees - COVID | (599,824) | (345,780) | (98,750) | (98,750) | (98,750) | (98,750) | (98,750) |
| Increased Rates | - | 450,000 | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 |
| Fines & Forfeits | 142,956 | 404,600 | 452,200 | 452,200 | 452,200 | 452,200 | 452,200 |
| Parking Fines | 476,000 | 476,000 | 476,000 | 476,000 | 476,000 | 476,000 | 476,000 |
| Reduced Fines - COVID | (333,044) | (71,400) | (23,800) | (23,800) | (23,800) | (23,800) | (23,800) |
| Miscellaneous | 960 | 280 | 600 | 1,500 | 2,100 | 2,100 | 2,100 |
| Investment Income | 960 | 280 | 600 | 1,500 | 2,100 | 2,100 | 2,100 |
| Miscellaneous Revenues | - | - | - | - | - | - | - |
| Subtotal Revenues | 919,092 | 1,884,100 | 2,329,050 | 2,329,950 | 2,330,550 | 2,330,550 | 2,330,550 |
| Transfers | | | | | | | |
| Transfers to/from General Fund | (71,213) | (74,802) | (76,289) | (78,136) | (80,045) | (82,001) | (84,005) |
| Indirect Costs | (71,213) | (74,802) | (76,289) | (78,136) | (80,045) | (82,001) | (84,005) |
| Transfers to/from Special Funds : Tax Supported | (88,667) | (200,000) | (300,000) | (300,000) | (300,000) | (300,000) | (300,000) |
| Wheaton Urban District | (88,667) | (200,000) | (300,000) | (300,000) | (300,000) | (300,000) | (300,000) |
| Transfers to/from Other Funds | - | - | - | - | - | (110,000) | (110,000) |
| Bethesda PLD Transfers | - | - | - | - | - | (110,000) | (110,000) |
| Silver Spring PLD Transfers | - | - | - | - | - | - | - |
| Subtotal Transfers | (159,880) | (274,802) | (376,289) | (378,136) | (380,045) | (492,001) | (494,005) |
| Total Resources | 1,633,817 | 1,688,977 | 2,062,436 | 2,261,430 | 2,508,080 | 2,693,186 | 2,850,730 |
| CIP Current Revenue Appropriation Expenditure | | | | | | | |
| Facilities Planning Parking: Wheaton PLD | (45,000) | (58,000) | (145,000) | (145,000) | (45,000) | (45,000) | (45,000) |
| Parking Wheaton Facilities Renovations | (71,000) | (34,000) | (12,000) | (12,000) | (112,000) | (112,000) | (112,000) |
| Subtotal CIP Current Revenue Appropriation Expenditure | (116,000) | (92,000) | (157,000) | (157,000) | (157,000) | (157,000) | (157,000) |
| Appropriations/Expenditures | | | | | | | |
| Operating Budget | (1,438,762) | (1,486,916) | (1,592,285) | (1,546,855) | (1,496,442) | (1,522,001) | (1,569,338) |
| Personnel Costs | (354,612) | (390,001) | (397,750) | (407,381) | (417,336) | (427,534) | (437,981) |
| Operating Expenses | (1,084,150) | (1,096,915) | (1,194,534) | (1,139,474) | (1,079,107) | (1,094,467) | (1,131,357) |
| Operating Expenses | (1,084,150) | (1,096,915) | (1,277,519) | (1,311,469) | (1,346,662) | (1,381,682) | (1,418,572) |
| Retiree Health Insurance Pre-Funding | - | - | 90,890 | 179,900 | 275,460 | 295,120 | 295,120 |
| Labor Agreement | - | - | (7,905) | (7,905) | (7,905) | (7,905) | (7,905) |
| Scenario: Operating Expenses | - | - | - | - | - | - | - |
| Adjustment | - | - | - | - | - | - | - |
| Subtotal PSP Operating Budget Appropriation | (1,438,762) | (1,486,916) | (1,592,285) | (1,546,855) | (1,496,442) | (1,522,001) | (1,569,338) |
| Other Claims on Fund Balance | 624 | (386) | (3,536) | - | - | - | - |
| Transfers OPEB | (3,536) | (3,536) | (3,536) | - | - | - | - |
| Claim on Fund Balance – Prepays Retiree Health Insurance | 4,160 | 3,150 | - | - | - | - | - |
| Total Use of Resources | (1,554,138) | (1,579,302) | (1,752,821) | (1,703,855) | (1,653,442) | (1,679,001) | (1,726,338) |
| Revenue vs Outflows (Transfer+Total Use of Resources) Gap | (794,926) | 29,995 | 199,941 | 247,959 | 297,063 | 159,548 | 110,208 |
| Year End Fund Balance | 79,679 | 109,675 | 309,615 | 557,575 | 854,637 | 1,014,185 | 1,124,393 |
| Bond Restricted Reserve | | | | | | | |
| Year End Available Fund Balance | 79,679 | 109,675 | 309,615 | 557,575 | 854,637 | 1,014,185 | 1,124,393 |
| Available Fund Balance as a % of Next Year's PSP Expenses | 5% | 7% | 20% | 37% | 56% | 65% | 65% |
| Target Balance | 371,729 | 398,071 | 386,714 | 374,111 | 380,500 | 392,334 | 435,367 |

Other Assumptions:

1. Projected Revenue reduction to Fees and Fines based on COVID.
2. Proposed rate increase in FY22 will generate Revenue an additional \$450,000 in FY22.
3. Increase in operating expense starting in FY22 based on the increased hours and rates to cover enforcement, security (\$50K).
4. Repayment of a Bethesda PLD loan of \$220K in FY26 and FY27
5. Reduction to Urban District Transfer in FY22 of 268K and \$168K for FY23-27.
6. Implement **10% savings plan from FY21-27



Parking Bethesda Facility Renovations (P508255)

| | | | |
|---------------|-----------------------------------|----------------------|----------------|
| Category | Transportation | Date Last Modified | 03/13/21 |
| SubCategory | Parking | Administering Agency | Transportation |
| Planning Area | Bethesda-Chevy Chase and Vicinity | Status | Ongoing |

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|

EXPENDITURE SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|----------------------------------|---------------|---------------|----------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Planning, Design and Supervision | 5,214 | 3,414 | - | 1,800 | 300 | 300 | 300 | 300 | 300 | 300 | - |
| Land | 23 | 23 | - | - | - | - | - | - | - | - | - |
| Site Improvements and Utilities | 18 | 18 | - | - | - | - | - | - | - | - | - |
| Construction | 35,567 | 10,158 | - | 25,409 | 3,632 | 3,658 | 5,815 | 4,874 | 4,165 | 3,265 | - |
| Other | 1,110 | 1,110 | - | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 41,932 | 14,723 | - | 27,209 | 3,932 | 3,958 | 6,115 | 5,174 | 4,465 | 3,565 | - |

FUNDING SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|-------------------------------------|---------------|---------------|----------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Current Revenue: Parking - Bethesda | 41,932 | 14,723 | - | 27,209 | 3,932 | 3,958 | 6,115 | 5,174 | 4,465 | 3,565 | - |
| TOTAL FUNDING SOURCES | 41,932 | 14,723 | - | 27,209 | 3,932 | 3,958 | 6,115 | 5,174 | 4,465 | 3,565 | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|--------|--------------------------|--------|
| Appropriation FY 22 Request | - | Year First Appropriation | FY83 |
| Cumulative Appropriation | 25,947 | Last FY's Cost Estimate | 39,932 |
| Expenditure / Encumbrances | 22,909 | | |
| Unencumbered Balance | 3,038 | | |

PROJECT DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning Parking project. Included are annual consultant services to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing, if required.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

Affordability delays in FY20-FY22. Modest increases late in the six year period.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Garage 47 Waverly Avenue re-decking of entire facility. Major corrosion and deterioration will require closing down this garage if remedial work is not accomplished. This project is estimated to cost \$6.5 million dollars and work will be performed in FY19-22. It is urgent to have this completed prior to the Marriott and JBG headquarters moves to Bethesda and the major redevelopment of the Bethesda Police District Property with a hotel, office, and residential component.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Repairs to steel, asphalt, and concrete at Garage 35 Woodmont/Ruby.
- Paystation improvements at Garage 11 Woodmont.

DISCLOSURES

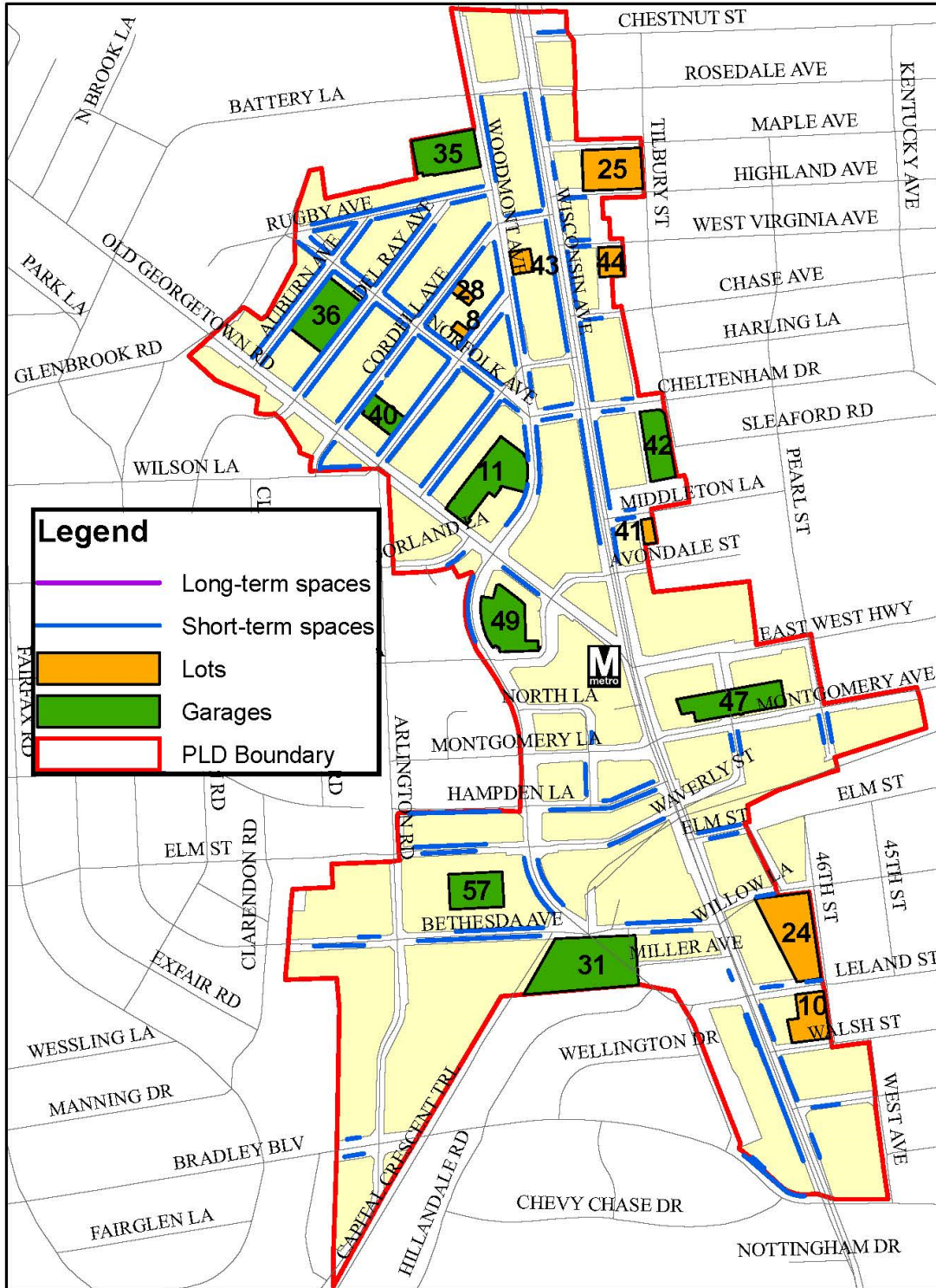
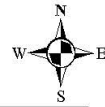
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.



Bethesda Parking Lot District



Montgomery County Maryland
 Parking Management
 Planning & Project Development Section





Parking Silver Spring Facility Renovations (P508250)

| | | | |
|---------------|----------------------------|----------------------|----------------|
| Category | Transportation | Date Last Modified | 03/13/21 |
| SubCategory | Parking | Administering Agency | Transportation |
| Planning Area | Silver Spring and Vicinity | Status | Ongoing |

| Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|

EXPENDITURE SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|----------------------------------|---------------|---------------|----------|---------------|------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Planning, Design and Supervision | 5,601 | 3,801 | - | 1,800 | 300 | 300 | 300 | 300 | 300 | 300 | - |
| Land | 33 | 33 | - | - | - | - | - | - | - | - | - |
| Site Improvements and Utilities | 1,148 | 1,148 | - | - | - | - | - | - | - | - | - |
| Construction | 22,766 | 7,895 | - | 14,871 | 356 | 1,430 | 1,895 | 3,070 | 4,010 | 4,110 | - |
| Other | 776 | 776 | - | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 30,324 | 13,653 | - | 16,671 | 656 | 1,730 | 2,195 | 3,370 | 4,310 | 4,410 | - |

FUNDING SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|--|---------------|---------------|----------|---------------|------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Current Revenue: Parking - Silver Spring | 30,324 | 13,653 | - | 16,671 | 656 | 1,730 | 2,195 | 3,370 | 4,310 | 4,410 | - |
| TOTAL FUNDING SOURCES | 30,324 | 13,653 | - | 16,671 | 656 | 1,730 | 2,195 | 3,370 | 4,310 | 4,410 | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|--------|--------------------------|--------|
| Appropriation FY 22 Request | - | Year First Appropriation | FY83 |
| Cumulative Appropriation | 21,220 | Last FY's Cost Estimate | 35,124 |
| Expenditure / Encumbrances | 15,281 | | |
| Unencumbered Balance | 5,939 | | |

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Silver Spring parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under facility planning. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services to provide investigation, analysis, recommend repair methods, contract documents, inspection, and testing, if required.

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

Reductions and delays due to affordability.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Silver Spring Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Elevator replacements at Garages on Kennett St., Wayne Ave., and at the Town Square.
- Storm-drain valve replacements at Garage 2 Spring-Cameron, and Garage 7 Cameron.

DISCLOSURES

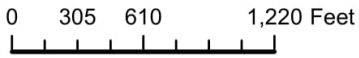
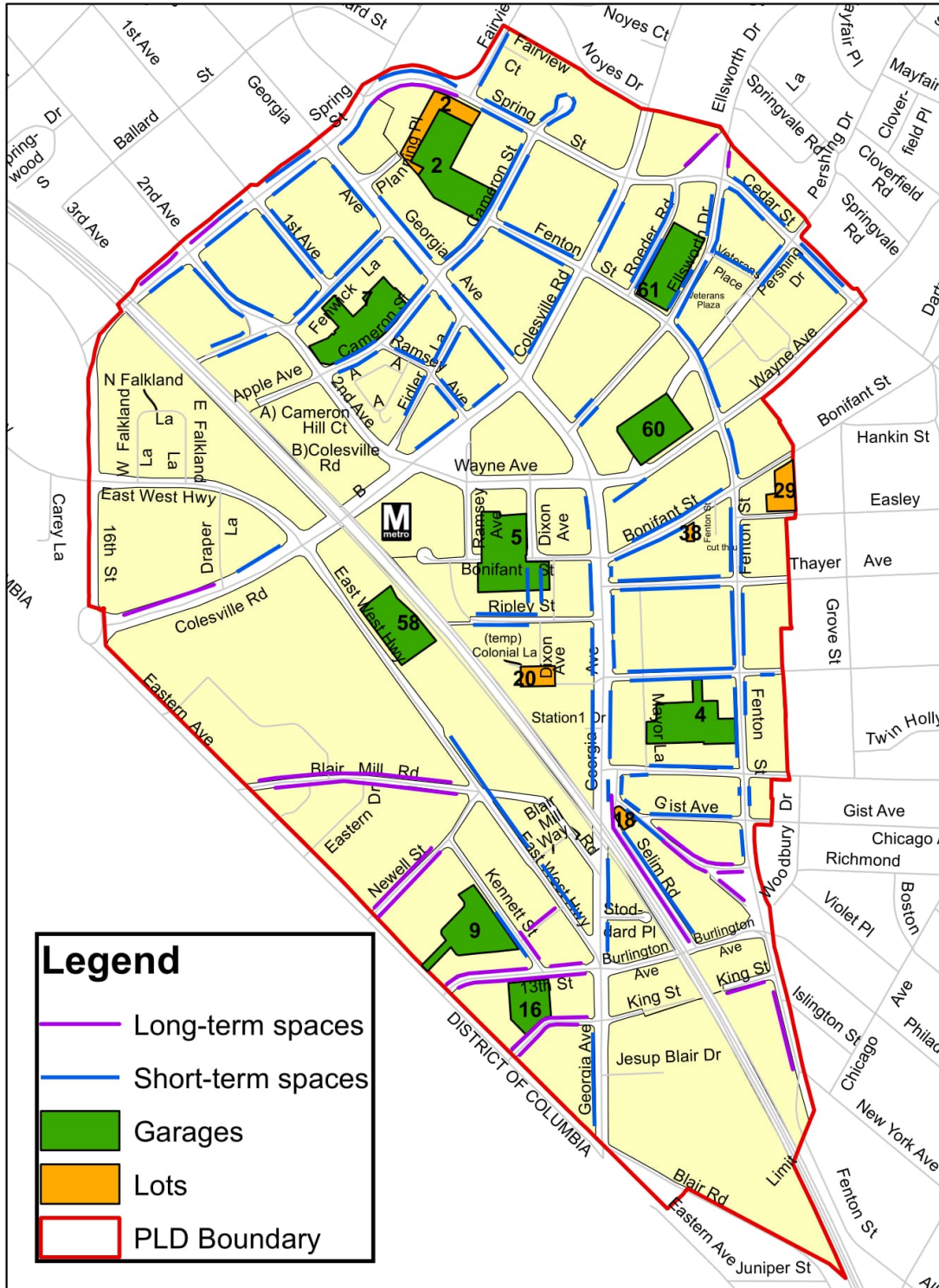
Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.



Silver Spring Parking Lot District



Montgomery County, Maryland
Parking Management





Facility Planning Parking: Silver Spring Parking Lot District (P501314)

| | | | |
|---------------|----------------------------|----------------------|----------------|
| Category | Transportation | Date Last Modified | 04/09/21 |
| SubCategory | Parking | Administering Agency | Transportation |
| Planning Area | Silver Spring and Vicinity | Status | Ongoing |

| Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|

EXPENDITURE SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|----------------------------------|--------------|------------|----------|---------------|----------|------------|------------|------------|------------|------------|----------------|
| Planning, Design and Supervision | 1,240 | 516 | - | 724 | - | 115 | 115 | 135 | 204 | 155 | - |
| Other | 20 | 20 | - | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 1,260 | 536 | - | 724 | - | 115 | 115 | 135 | 204 | 155 | - |

FUNDING SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|--|--------------|------------|----------|---------------|----------|------------|------------|------------|------------|------------|----------------|
| Current Revenue: Parking - Silver Spring | 1,260 | 536 | - | 724 | - | 115 | 115 | 135 | 204 | 155 | - |
| TOTAL FUNDING SOURCES | 1,260 | 536 | - | 724 | - | 115 | 115 | 135 | 204 | 155 | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|-----|--------------------------|-------|
| Appropriation FY 22 Request | - | Year First Appropriation | FY13 |
| Cumulative Appropriation | 810 | Last FY's Cost Estimate | 1,260 |
| Expenditure / Encumbrances | 562 | | |
| Unencumbered Balance | 248 | | |

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

Silver Spring Parking Lot District.

COST CHANGE

There are no changes to total expenditures. Current appropriated funds are being deferred to future years due to the COVID-19 pandemic.

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.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Silver Spring Renovations, Silver Spring CBD Sector Plan, Developers, PEPCO, and Department of Technology Services.



Parking Wheaton Facility Renovations (P509709)

| | | | |
|---------------|--------------------|----------------------|----------------|
| Category | Transportation | Date Last Modified | 03/13/21 |
| SubCategory | Parking | Administering Agency | Transportation |
| Planning Area | Kensington-Wheaton | Status | Ongoing |

| Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|

EXPENDITURE SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|----------------------------------|------------|------------|----------|---------------|-----------|-----------|-----------|-----------|------------|------------|----------------|
| Planning, Design and Supervision | 242 | 170 | - | 72 | 12 | 12 | 12 | 12 | 12 | 12 | - |
| Land | 5 | 5 | - | - | - | - | - | - | - | - | - |
| Construction | 531 | 250 | - | 281 | 59 | 22 | - | - | 100 | 100 | - |
| Other | 1 | 1 | - | - | - | - | - | - | - | - | - |
| TOTAL EXPENDITURES | 779 | 426 | - | 353 | 71 | 34 | 12 | 12 | 112 | 112 | - |

FUNDING SCHEDULE (\$000s)

| | Total | Thru FY20 | Rem FY20 | Total 6 Years | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Beyond 6 Years |
|------------------------------------|------------|------------|----------|---------------|-----------|-----------|-----------|-----------|------------|------------|----------------|
| Current Revenue: Parking - Wheaton | 779 | 426 | - | 353 | 71 | 34 | 12 | 12 | 112 | 112 | - |
| TOTAL FUNDING SOURCES | 779 | 426 | - | 353 | 71 | 34 | 12 | 12 | 112 | 112 | - |

APPROPRIATION AND EXPENDITURE DATA (\$000s)

| | | | |
|-----------------------------|-----|--------------------------|-------|
| Appropriation FY 22 Request | - | Year First Appropriation | FY97 |
| Cumulative Appropriation | 655 | Last FY's Cost Estimate | 1,391 |
| Expenditure / Encumbrances | 529 | | |
| Unencumbered Balance | 126 | | |

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

LOCATION

Wheaton Parking Lot District, Maryland.

COST CHANGE

Reductions and delays due to affordability.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District (PLD) are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

DISCLOSURES

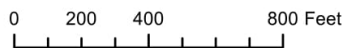
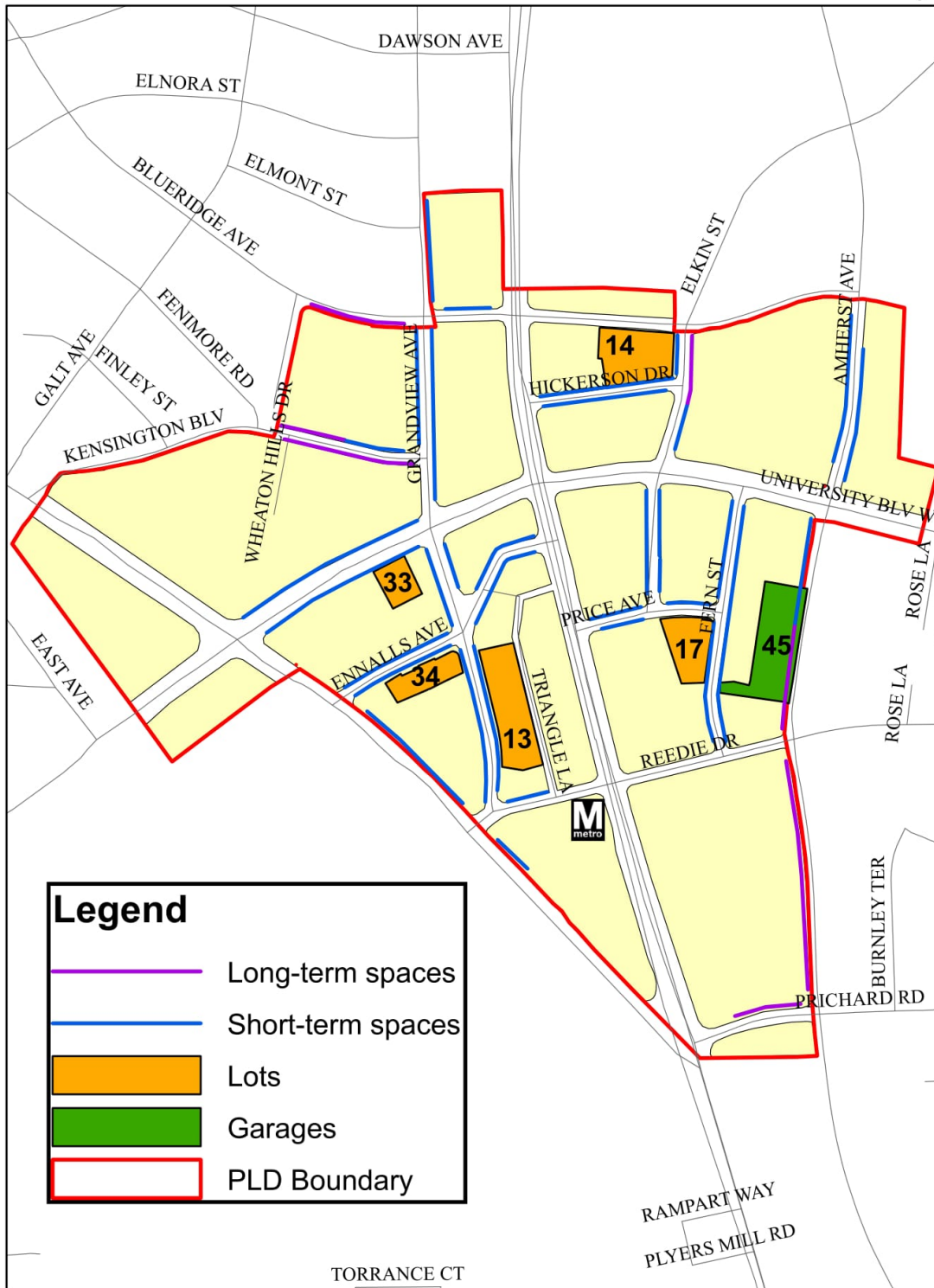
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD.



Wheaton Parking Lot District



Montgomery County Maryland
 Parking Management
 Planning & Project Development Section



Parking Bethesda Facility Renovations (P508255)

Original Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|-----------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| General Repairs/LOE | 1,032,000 | 693,000 | 2,375,000 | 2,999,000 | 1,765,000 | 2,465,000 | 11,329,000 |
| G49 Waterproofing/Elevators | | 750,000 | 750,000 | | | | 1,500,000 |
| G49 Air Quality | | 500,000 | 500,000 | | | | 1,000,000 |
| G35 Sinkhole | | 350,000 | 190,000 | | | | 540,000 |
| G11 Paystation | 500,000 | | | | | | 500,000 |
| G49 Paystation | | 500,000 | | | | | 500,000 |
| G47 Re-decking/Structural | 3,400,000 | 2,965,000 | | | | | 6,365,000 |
| Bethesda Improvements | | | 800,000 | 775,000 | 1,300,000 | 600,000 | 3,475,000 |
| Total Renovation | 4,932,000 | 5,758,000 | 4,615,000 | 3,774,000 | 3,065,000 | 3,065,000 | 25,209,000 |

Revised Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--|--------------------|--------------------|------------------|------------------|------------------|------------------|-------------------|
| General Repairs/LOE | 532,000 | 993,000 | 2,715,000 | 2,959,000 | 3,165,000 | 2,965,000 | 13,329,000 |
| G49 Waterproofing/Elevators | | | 750,000 | 750,000 | | | 1,500,000 |
| G49 Air Quality | | | 500,000 | 500,000 | | | 1,000,000 |
| G35 Sinkhole | | | 350,000 | 190,000 | | | 540,000 |
| G11 Paystation | | | 500,000 | | | | 500,000 |
| G49 Paystation | | | 500,000 | | | | 500,000 |
| G47 Re-decking/Structural | 3,400,000 | 2,965,000 | | | | | 6,365,000 |
| Bethesda Improvements | | | 800,000 | 775,000 | 1,300,000 | 600,000 | 3,475,000 |
| Total Renovation | 3,932,000 | 3,958,000 | 6,115,000 | 5,174,000 | 4,465,000 | 3,565,000 | 27,209,000 |
| Delta from Original Expenditure | (1,000,000) | (1,800,000) | 1,500,000 | 1,400,000 | 1,400,000 | 500,000 | 2,000,000 |

Parking Silver Spring Facility Planning Parking

Original Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|
| Planning, Design, and Supervision | 90 | 90 | 90 | 90 | 90 | 90 | 540 |
| Other | - | - | - | - | - | - | - |
| Total Renovation | 90 | 90 | 90 | 90 | 90 | 90 | 540 |

Revised Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--|-------------|------------|------------|------------|------------|------------|---------------|
| Planning, Design, and Supervision | - | 115 | 115 | 135 | 204 | 155 | 724 |
| Other | - | - | - | - | - | - | - |
| Total Renovation | - | 115 | 115 | 135 | 204 | 155 | 724 |
| Delta from Original Expenditure | (90) | 25 | 25 | 45 | 114 | 65 | 184 |

Parking Silver Spring Facility Renovations (P508250)

Original Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| General Repairs/LOE | 1,710,000 | 1,620,000 | 1,867,000 | 1,390,000 | 2,610,000 | 2,610,000 | 11,807,000 |
| G5 Elevators Repair/Replacement | | | 1,585,000 | 260,000 | | | 1,845,000 |
| G55 Elevator Repair/Replacement | 1,150,000 | | | | | | 1,150,000 |
| G60 Elevator Repair/Replacement | | 1,115,000 | | | | | 1,115,000 |
| G60 Generator | | 505,000 | | | | | 505,000 |
| G9 Elevator Repair/Replacement | 972,000 | | | | | | 972,000 |
| Silver Spring Improvements | 900,000 | 990,000 | 743,000 | 1,220,000 | | | 3,853,000 |
| Total Renovation | 4,732,000 | 4,230,000 | 4,195,000 | 2,870,000 | 2,610,000 | 2,610,000 | 21,247,000 |

Revised Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--|--------------------|--------------------|--------------------|------------------|------------------|------------------|--------------------|
| General Repairs/LOE | 656,000 | 1,730,000 | 1,295,000 | 2,380,000 | 3,062,000 | 3,190,000 | 12,313,000 |
| G5 Elevators Repair/Replacement | | | | | | | - |
| G55 Elevator Repair/Replacement | | | | | | | - |
| G60 Elevator Repair/Replacement | | | | | | | - |
| G60 Generator | | | | | 505,000 | | 505,000 |
| G9 Elevator Repair/Replacement | | | | | | | - |
| Silver Spring Improvements | | | 900,000 | 990,000 | 743,000 | 1,220,000 | 3,853,000 |
| Total Renovation | 656,000 | 1,730,000 | 2,195,000 | 3,370,000 | 4,310,000 | 4,410,000 | 16,671,000 |
| Delta from Original Expenditure | (4,076,000) | (2,500,000) | (2,000,000) | 500,000 | 1,700,000 | 1,800,000 | (4,576,000) |

Parking Wheaton Facility Renovations (P509709)

Original Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|-------------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|
| General Repairs/LOE | 71,000 | 169,000 | 200,000 | 200,000 | 153,000 | 112,000 | 905,000 |
| Wheaton Improvements | | 60,000 | | | | | 60,000 |
| Total Renovation | 71,000 | 229,000 | 200,000 | 200,000 | 153,000 | 112,000 | 965,000 |

Revised Expenditure Schedule

| Description | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY21-26 Total |
|--|---------------|------------------|------------------|------------------|-----------------|----------------|------------------|
| General Repairs/LOE | 71,000 | 34,000 | 12,000 | 12,000 | 112,000 | 112,000 | 353,000 |
| Wheaton Improvements | | | | | | | - |
| Total Renovation | 71,000 | 34,000 | 12,000 | 12,000 | 112,000 | 112,000 | 353,000 |
| Delta from Original Expenditure | 0 | (195,000) | (188,000) | (188,000) | (41,000) | 0 | (612,000) |




OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Marc Elrich
County Executive

M E M O R A N D U M

March 15, 2021

TO: Tom Hucker, President, County Council

FROM: Marc Elrich, County Executive 

SUBJECT: FY22 Resolution on Transportation Fees, Charges, and Fares

The purpose of this memorandum is to transmit for introduction by the County Council a resolution authorizing changes to transportation fees and charges that are included in my FY22 Recommended Operating Budget. My recommended budget includes the following changes to the parking districts:

Bethesda Parking Lot District

Increase the maximum hourly rates:

- In Lots from \$1.50 to \$2.00
- In Garages 40, 47, and 57 from \$1.25 to \$1.75
- In other Garages from \$1.00 to \$1.50

Also, increase the Parking Convenience Sticker from \$150 to \$195 per month.

Silver Spring Parking Lot District

- Increase the hours of parking enforcement for On-Street Parking from 9:00 am – 6:00 pm to 9:00 am – 10:00 pm
- Increase the hours of parking enforcement for Lots and Garages from 7:00 am – 7:00 pm to 7:00 am – 10:00 pm

Wheaton Parking Lot District

- Implement a maximum hourly rate of \$1.25 for On-Street Parking and \$1.00 for Garages and Surface Lots
- Increase the Parking Convenience Sticker from \$113 to \$132 per month
- Increase the hours of parking enforcement for On-Street Parking from 9:00 am – 6:00 pm to 9:00 am – 10:00 pm
- Increase the hours of parking enforcement for Lots and Garages from 7:00 am – 7:00 pm to 7:00 am – 10:00 pm

ME:bg

Attachment: Resolution – FY22 Transportation Fees, Charges, and Fares

c: Richard S. Madaleno, Chief Administrative Officer
Jennifer Bryant, Director, Office of Management and Budget
Michael Coveyou, Director, Department of Finance
Christopher Conklin, Director, Department of Transportation

Resolution No.: _____
Introduced: March 23, 2021
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

SUBJECT: Setting Transportation Fees, Charges, and Fares

Background

1. Under Section 2-57A of the Montgomery County Code, as of July 22, 2004, all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 19-441 adopted on May 5, 2020 and approved by the Executive on May 13, 2020.
3. The County Executive recommends increasing certain hourly, daily, and monthly parking fees in the Bethesda, Silver Spring, and Wheaton Parking Lot Districts.
4. The dates for the Traffic Management District charges have been updated to include the current period this resolution will be in effect.
5. A public hearing on this resolution was held on April __, 2021.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

Transportation fares, fees, and charges in Resolution 19-441 are amended as described in Table 1, attached. Effective dates for Traffic Management District charges have been updated. These changes become effective July 1, 2021.

This is a correct copy of Council action.

Selena Mendy Singleton, Esq.
Clerk of the Council

Date

Marc Elrich, County Executive

Date

TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES

| I. Transit Fares | |
|--|---------------------|
| Regular cash fare or token | \$2.00 |
| Regular fare paid with SmarTrip | \$2.00 |
| Route 70 cash fare or token | \$4.25 |
| Route 70 fare paid with SmarTrip | \$4.25 |
| Federal employees and contractors during a partial or general shutdown, upon presentation of a valid federal photo ID. This provision would be in effect only if authorized by the County Executive. | Free |
| VanGo Route 28 and Route 94 shuttle[s] | Free |
| Designated routes in Free-Wheeling Days promotion | Free |
| Kids Ride Free Program [(2-8 pm weekdays)] | Free |
| Give and Ride Program | Free |
| MetroAccess Certified and/or Conditional Customer with ID | Free |
| MetroAccess – Companion of Certified and/or Conditional customer with ID Free Children under age 5 | Free |
| Local bus-to-bus transfer (SmarTrip only) | Free |
| Metrorail-to-Ride On bus transfer with SmarTrip | up to <u>\$1.50</u> |
| Metrorail-to-Route 70 transfer with SmarTrip | up to <u>\$3.75</u> |
| Local bus-to-Route 70 transfer with SmarTrip | \$2.25 |
| MARC weekly, monthly, TLC passes transfer to Ride On | Free |
| MTA Commuter Bus Pass transfer to Ride On | Free |
| Ride on Monthly Pass | \$45.00 |
| Boarding Route 70 with weekly or monthly pass | \$2.25 |
| Youth SmarTrip Card (one-time fee) | \$2.00 |
| ‘C’ Pass (for current County employees) | Free |
| ‘U’ Pass (for Montgomery College transportation fee-paying students) | Free |
| except express Route 70 bus | \$2.25 |
| Senior* with identification card from 9:30 am-3:00 pm weekdays and 8:30 am – 4:00 pm Saturdays | Free |
| Senior* with identification card except from 9:30 am-3:00pm weekdays and 8:30 am – 4:00 pm Saturdays | |
| with cash fare or token | \$1.00 |
| with SmarTrip card | \$1.00 |
| Metrorail-to-Ride On bus transfer (SmarTrip only) | \$0.50 |
| Local bus transfer (SmarTrip only) | Free |
| Senior* with identification card for express Route 70 except from 9:30 am-3:00 pm weekdays and 8:30 am-4:00 pm Saturdays with cash fare or token | \$2.10 |
| with SmarTrip card | \$2.10 |
| Metrorail-to-Route 70 with SmarTrip | \$1.60 |
| Local bus-to-Route 70 with SmarTrip | \$1.10 |
| Boarding with weekly or monthly pass with SmarTrip | \$1.10 |
| * For the purposes of this resolution, a person with disabilities not certified for Metro Access is treated the same as a senior. | |

| | |
|---|--|
| II. Parking Fees (Note: No payment is required for motorcycles in spaces or areas where only motorcycle parking is permitted. No payment is required for any vehicle at all public parking spaces on Sundays and County holidays.) | |
| A. Bethesda Parking Lot District | |
| 1. Meters on-street from 9am to 10 pm, Monday through Saturday, and in lots and garages from 7am to 10 pm, Monday through Friday. | |
| a. Parking in spaces within right of way of public streets | \$3.25 or Less Per Hr. |
| b. Parking in spaces on a surface parking lot | [\$1.50] <u>\$2.00</u> or Less Per Hr. |
| c. Parking in spaces in a parking garage | [\$1.25] <u>\$1.75</u> or Less Per Hr. |
| 2. All Gated Garages Daily Maximum Lost Ticket | |
| Daily Maximum | [\$15.00] <u>\$22.50</u> Per Day |
| Lost Ticket | [\$15.00] <u>\$22.50</u> Per Day |
| 3. A Garage Specific | |
| Monthly Access Card | [\$150.00] <u>\$195.00</u> or Less Per Month |
| 4. Special Permits | |
| a. Parking permit | |
| Monthly Permit (PCS) | [\$150.00] <u>\$195.00</u> Per Month |
| Daily Parking Permit | [\$15.00] <u>\$22.50</u> Per Day |
| AM/PM Parking Permit | \$20.00 Per Month |
| b. Carpool Permits 2 Persons | |
| 3 and 4 Persons | \$58.00 Per Month |
| 5 or More Persons | \$15.00 Per Month |
| c. Townhouse Resident Permit | |
| | \$2.00 Per Month |
| 5. Bethesda Library parking lot | |
| | \$1.00 Per Hour |
| A. Silver Spring Parking Lot District | |
| 1. Meters on-street from 9 am to [6] 10 pm, Monday through Friday, and in lots and garages from 7 am to [7] 10 pm, Monday through Friday. | |
| a. Parking in spaces within right of way of public streets | \$2.25 or Less Per Hr. |
| b. Parking in spaces on a surface parking lot | \$1.25 or Less Per Hr. |
| c. Parking in spaces in a parking garage | \$1.25 or Less Per Hr. |
| 2. All Gated Garages | |
| Daily Maximum | [\$15.00] <u>\$18.75</u> Per Day |
| Lost Ticket | [\$15.00] <u>\$18.75</u> Per Day |
| 3. A Garage Specific | |
| Monthly Access Card | \$195.00 or less Per Month |

| | |
|--|--|
| 4. Special Permits | |
| a. Parking Permits | |
| Monthly Permit (PCS) | \$132.00 or less Per Month |
| Daily Parking Permit | [\$12.00] <u>\$15.00</u> Per Day |
| “AM/PM” Permit | \$20.00 Per Month |
| b. Carpool Permits | |
| 2 Person | \$87.00 Per Month |
| 3 and 4 Persons | \$49.00 Per Month |
| 5 or More Persons | \$11.00 Per Month |
| c. Townhouse Residential Permits | \$2.00 Per Month |
| d. Permit in Garages 9 and 16 for residents in the area bounded by Blair Mill Road, Eastern Avenue and Georgia Avenue | \$95.00 Per Month |
| | |
| C. Wheaton Parking Lot District | |
| | |
| 1. Meters on-street from 9 am to [6] 10 pm, Monday through Saturday, and in lots and garages from [9] 7 am to [6] 10 pm, Monday through Saturday. [and in garages from 9 am to 6 pm, Monday through Friday.] | |
| [Short-Term (First 4 hours)] | \$0.75 Per Hour] |
| [Long-Term (More than 4 hours)] | \$0.60 or Less Per Hour] |
| | |
| a. <u>Parking in spaces within right of way of public streets</u> | <u>\$1.25 or Less Per Hr.</u> |
| b. <u>Parking in spaces on a surface parking lot</u> | <u>\$1.00 or Less Per Hr.</u> |
| c. <u>Parking in spaces in a parking garage</u> | <u>\$1.00 or Less Per Hr.</u> |
| | |
| 2. Special Permits | |
| Monthly Permit (PCS). | [\$113.00] <u>\$132.00</u> or less Per Month |
| Townhouse Resident Permit | \$2.00 Per Month |
| | |
| D. Area Outside Parking Lot Districts | |
| | |
| 1. Meters on-street and in lots not to exceed 7am to 10pm, seven days | |
| Short-Term (First 4 hours) | \$2.00 or less Per Hour |
| Long-Term (More than 4 Hours) | \$0.65 Per Hour |
| | |
| 2. Special Permits | |
| Parking Convenience Sticker | \$123.00 Per Month |
| | |
| E. Temporary Parking Meter Removal and Bagging | |
| 1. Temporary parking meter removal or re-installation | \$350 per meter |
| 2. Parking Meter Bagging Fee related to construction activity | \$100 per meter for the first hour plus \$2 per meter per hour for each additional hour of meter bagging |

| III. Parking Fines and Other Charges (with County Code Section Citations) | | |
|--|---|----------|
| A. Motor vehicles, traffic control and highways, generally | | |
| 31-6(b)(2) | Snow emergency – Parked in Right-of-Way | \$85.00 |
| 31-7 | Unregistered vehicle/parking prohibited | \$60.00 |
| 31-8 | Impeding traffic, threaten public safety | \$60.00 |
| B. Parking regulations generally -on-street | | |
| 31-11(b) | Emergency/Temporary no parking sign | \$60.00 |
| 31-12 | Violation of official sign (except residential permit parking) | \$60.00 |
| 31-12 | Residential permit parking violation | \$50.00 |
| 31-13 | Parking of vehicle – snow accumulation | \$60.00 |
| 31-14 | Parking of heavy commercial vehicles, recreational vehicles, or buses | \$75.00 |
| 31-16 | Over 24 hours | \$60.00 |
| 31-17 | Within 35 feet of intersection | \$60.00 |
| 31-18 | Posted time limit | \$60.00 |
| 31-19 | Obstructing driveways (within 5 feet) | \$60.00 |
| 31-20 | No person will: | |
| | (a) Stop, stand or park a vehicle whether occupied or not: | |
| | (1) Impeding traffic | \$60.00 |
| | (2) On a sidewalk | \$60.00 |
| | (3) Within an intersection | \$60.00 |
| | (4) On a crosswalk | \$60.00 |
| | (5) Alongside street repair | \$60.00 |
| | (6) On bridge/ in tunnel | \$60.00 |
| | (7) On any highway ramp | \$60.00 |
| | (8) Official school board/Montgomery College sign | \$60.00 |
| | (9) Rush hour restriction | \$60.00 |
| | (10) Behind Official sign in Right-of-Way | \$60.00 |
| | (b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger: | |
| | (1) within 15 feet of fire hydrant | \$60.00 |
| | (2) within 20 feet of painted crosswalk | \$60.00 |
| | (3) within 30 feet of traffic control signal/device | \$60.00 |
| | (4) at a firehouse entrance clearance | \$60.00 |
| | (5) at a No Standing sign | \$60.00 |
| | (6) double parking | \$60.00 |
| | (7) at a posted/marked fire lane | \$250.00 |
| | (8) in front of theaters, posted | \$60.00 |
| | (9) more than 12 inches from curb | \$60.00 |
| | (10) opposite the flow of traffic | \$60.00 |
| | (11) blocking another vehicle | \$60.00 |

| | | |
|--|---|----------|
| | (12) not within designated parking space | \$60.00 |
| | (13) at a posted bus stop | \$60.00 |
| | (14) at a posted taxi stand | \$60.00 |
| | (15) in a handicapped parking space | \$250.00 |
| | | |
| | (c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger: | |
| | (1) within 50 feet of a railroad crossing | \$60.00 |
| | (2) at an official No Parking sign | \$60.00 |
| | | |
| C. Off-street public parking regulations | | |
| | | |
| 31-25 | (a) No person shall park a vehicle on a public parking facility: | |
| | (1) in violation of an official sign | \$60.00 |
| | (2) in a No Parking zone | \$60.00 |
| | (3) not within a designated parking space | \$60.00 |
| | (4) in or on driving aisle/driveway/sidewalks | \$60.00 |
| | (5) at a bagged meter/temporary sign/barricade | \$60.00 |
| | (6) blocking another vehicle | \$60.00 |
| | (7) over 24 hours where not authorized | \$60.00 |
| | (8) vehicle unregistered/inoperative | \$60.00 |
| | (9) in violation front-in-only posted | \$60.00 |
| | (10) straddling marked parking spaces | \$60.00 |
| | (11) unattended/running | \$60.00 |
| | (12) impeding traffic | \$60.00 |
| 31-27 | (b) Prohibited vehicle/weight/size/type | \$60.00 |
| 31-30(c) | (c) Snow/ice emergency | \$60.00 |
| | | |
| D. Parking meters generally | | |
| 31-35 | Expired parking meter | \$45.00 |
| 31-36 | Overtime parking at parking meter | \$50.00 |
| 31-37 | More than 3 feet from parking meter | \$45.00 |
| 31-38 | More than 1 vehicle in parking space except motorcycles | \$45.00 |
| | | |
| E. Administration, enforcement, penalties, and collection | | |
| 31-62(c) | Impoundment or immobilization fee | \$115.00 |
| 31-52(e) | Fee for withholding the registration of a vehicle | \$10.00 |
| 31-57(a) | First late penalty for failure to fully pay fine or appeal citation within 15 days | \$25.00 |
| 31-59 | Second late penalty for failure to fully pay the original fine and penalties within 45 days of the original issuance of the citation | \$25.00 |
| | | |
| F. Residential Parking Permits | | |
| 31-48(h) | Annual fee | \$20.00 |

| IV. Transportation Management District (TMD) annual fees | |
|--|------------------------|
| In this section Gross Floor Area (GFA) is defined as described in Section 52-47 of the County Code. | |
| A. Bethesda Transportation Management District | |
| Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision of optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2006* | \$0.10/square foot GFA |
| B. Friendship Heights Transportation Management District | |
| Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2006* | \$0.10/square foot GFA |
| C. North Bethesda Transportation Management District | |
| Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2006* | \$0.10/square foot GFA |
| D. Silver Spring Transportation Management District | |
| Commercial space occupied before July 1, 2006 where payment of TMD fee was a condition of subdivision or optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2006* | \$0.10/square foot GFA |
| E. Greater Shady Grove Transportation Management District | |
| Commercial space occupied before July 1, 2011 where payment of TMD fee was a condition of subdivision or optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2011* | \$0.10/square foot GFA |
| F. White Oak Transportation Management District | |
| Commercial space occupied before July 1, 2015 where payment of TMD fee was a condition of subdivision or optional method approval | \$0.10/square foot GFA |
| Commercial space first occupied on or after July 1, 2015* | \$0.10/square foot GFA |
| * Between July 1, 2021 and June 30, 2022, 2.5 cents/sf GFA will be charged for each full quarter after a use and occupancy permit has been issued. | |

April 8, 2021

Montgomery County Council
Council Office Building
100 Maryland Ave.
Rockville, MD 20850

Resolution to Approve FY22 Transportation Fees, Charges, and Fares

Testimony for April 13, 2021

Jane Lyons, Maryland Advocacy Manager

Good afternoon. My name is Jane Lyons and I am speaking on behalf of the Coalition for Smarter Growth, the leading organization in the D.C. region advocating for walkable, inclusive, transit-oriented communities.

First, we urge you to keep bus fares free in FY22. We commend the County Executive for proposing reductions in Metrorail-to-Ride On bus transfers, but this does not go far enough. As you know, almost half of Ride On riders have an annual household income under \$30,000 and 80 percent are people of color. We should keep fare money in the pockets of those who need it most, and think of free fares as a stimulus for the local economy. Our economy and residents will still be recovering from the COVID-19 pandemic throughout FY22.

Free fares is one of the primary objectives of the Montgomery Better Buses coalition, which includes nearly 30 organizations from across Montgomery County, including service providers like Shepherd's Table and Manna Food Center, environmental groups, labor, transit advocates, and more. We believe that Montgomery County can replace fare revenue *and* continue to improve and expand transit service.

Second, we support the increased parking rates for the Parking Lot Districts (PLDs). These are modest increases. In fact, we urge you to go further and charge market rate prices for Montgomery County's publicly owned parking. The county has committed to reducing greenhouse gas emissions, but we cannot meet our own climate goals and contribute to solving the climate crisis by continuing to subsidize parking.

Thank you for your consideration.

Dear Council President Hucker and Members of the Council:

On behalf of the members of the Greater Silver Spring Chamber of Commerce, and their customers and clients, I am writing to urge you to reject the changes to transportation fees, charges, and fares included in the County Executive's FY22 Recommended Operating Budget for the Silver Spring Parking Lot District.

Those of you who know me well are probably surprised that you have not already heard from me on this matter, and surprised that you do not see my name on the witness list for today. In most years, I would have already had several conversations with you urging you against these kinds of increases. However, as some of you may know, I have been out recovering from an extended illness, which is why I am now just writing to you via email about this matter.

Now – as businesses are just about to be able to open to more customers and employers are beginning to bring their staff members back to work – is not the time to increase the cost of parking in Silver Spring. Now is not the time for DOT to attempt to raise just over \$1 million by increasing rates and expanding enforcement hours.

As all of you well know, many of our businesses and nonprofits have suffered great losses during the past year. You have provided desperately-needed financial support in the form of numerous grants and other programs. We thank you for that continued support. And we ask you now, to continue supporting our businesses and nonprofits by maintaining the current parking rates and enforcement hours in Silver Spring as they struggle to maintain their operations and their employees as we are finally coming out of this horrible pandemic. We should all continue to work together to re-energize traffic in Silver Spring. The business this brings is a win for everyone.

Should you have any questions, or like to discuss this, don't hesitate to reach out via email or my mobile phone (below).

Jane

Jane Redicker

President & CEO

Greater Silver Spring Chamber of Commerce

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Silver Spring, MD 20910

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www.gsscc.org

Business is the most effective social program on earth; it has lifted millions out of poverty.





MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

April 22, 2020

TO: Members of the Transportation & Environment Committee

FROM: Councilmember Andrew Friedson 

SUBJECT: FY22 Resolution on Transportation Fees, Charges, and Fares – Proposed Bethesda PLD Parking Rate Increases

Please reject the County Executive's proposed FY22 parking rate increases for the Bethesda Parking Lot District (PLD). Now is not the time to make it more expensive and more difficult for employees and customers to work at and patronize these hard-hit local businesses as employers are doing all they can to recover from unprecedented disruptions caused by COVID-19.

There are long-term issues with the financial viability of the PLD model that have been exacerbated by the significant loss in parking fee revenue over the past year. I recognize these challenges and agree with those residents and organizations, including the Coalition for Smarter Growth, who have urged the County to charge market-consistent parking rates fairly across all PLDs. However, these are weighty policy decisions with wide-ranging implications and should be deliberated and determined accordingly with the input of impacted stakeholders.

We simply cannot solve these longstanding issues on the backs of the employers, employees, and customers who are so critical to the success and vibrancy of Bethesda and our County economy, especially not in the middle of a global pandemic as these businesses continue to fight for their very survival. Rather than moving forward with burdensome changes at such a challenging and uncertain time, the Council, County Executive, and MCDOT should comprehensively explore these issues and the potential alternatives to the PLD model over the coming year to better reflect the County's long-term fiscal health and broader public policy goals.

Thank you for considering my views and the views of the many who have written in against the proposed parking rate increases. I am happy to answer any questions and look forward to a thorough consideration of the PLD model when there is adequate time to do so.

Cc: Carlos Camacho, Legislative Analyst
Chris Conklin, Director, MCDOT
Jose Thommana, Chief, Division of Parking Management, MCDOT

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MEMORANDUM

April 29, 2021

TO: Transportation & Environment Committee

FROM: Carlos Camacho, Legislative Analyst
Glenn Orlin, Senior Analyst

SUBJECT: **Parking District Services Review FY22 Operating Budget**

PLD Transfers

In 2014, the Council approved a provision in County Code Chapter 60-16(f) that allows the Council to transfer, by resolution, funds from one PLD to another if the resolution stipulates the reason for the transfer and the terms of repayment.

Resolution 19-472 Approving the Appropriation for the FY21 Operating Budget of the Montgomery County Government stipulates that the Bethesda PLD repay the previous \$3,000,000 transfer from the Silver Spring PLD that was first made in FY16, however, the resolution also states that the Silver Spring PLD again transfer \$3,000,000 to the Bethesda PLD in FY21 to be repaid in FY22.

The County Executive's recommended budget shows the Bethesda PLD repaying the Silver Spring PLD \$1,500,000 in FY23 and \$1,500,000 in FY24, fully repaying the 3,000,000 loan.

Council staff recommends approving repayment of the \$3,000,000 loan transfer to the Silver Spring PLD in FY23 and FY24 as presented in the County Executive's budget. Council staff also recommends adding language in the FY22 Operating Budget Resolution that creates additional flexibility by stipulating repayment no later than FY27. This would allow the Bethesda PLD flexibility to repay the loan based on the actual availability of resources in case revenue projections in FY23 and FY24 are not realized.

PLD Rate/Hourly Schedules and Impact of Deferring Rates/Hours

PLD Rate and Hours Schedule

| | Bethesda | | Silver Spring | | Wheaton | |
|----------------------|--------------------|-------------------------|-------------------|---------------------------|----------------------------------|---------------------------|
| Rate Schedule | | | | | | |
| | Current | Proposed | Current | Proposed | Current | Proposed |
| On-Street | \$2.25 | \$2.25 | \$2.25 | \$2.25 | First 4Hrs - \$0.75 per Hour | \$1.25 or less |
| Lots | \$1.50 | \$2.00 or less | \$1.25 or less | \$1.25 or less | More Than 4Hrs - \$0.60 per Hour | \$1.00 or less |
| Garages | \$1.25 | \$1.75 or less | \$1.25 or less | \$1.25 or less | | \$1.00 or less |
| Daily Maximum | \$15.00 | \$22.50 | \$15.00 | \$18.75 | | |
| PCS / Access Card | \$150.00 | \$195.00 or less | \$195 or less | \$195 or less | \$113 | \$132 or less |
| Hour Schedule | | | | | | |
| On-Street | 9am to 10pm M-S | 9am to 10pm M-S | 9am to 6pm M-F | 9am to 10pm M-F | 9am to 6pm M-S | 9am to 10pm M-S |
| Lots | 7am to 10pm M-F | 7am to 10pm M-F | 7am to 7pm M-F | 7am to 10pm M-F | 9am to 6pm M-S | 7am to 10pm M-S |
| Garages | 7am to 10pm M-F | 7am to 10pm M-F | 7am to 7pm M-F | 7am to 10pm M-F | 9am to 6pm M-F | 7am to 10pm M-S |

Market Rate Comparisons

| | On-Street | Off-Street | Hours | Hours | Saturdays |
|---------------|--------------|---|--------------|-------|-------------------------|
| Wheaton | \$0.75 * | \$0.60 * | 9am - 6pm | 9 | Yes |
| Bethesda | \$2.25 | \$1.25 | 9am - 10pm | 13 | No |
| Silver Spring | \$2.25 | \$1.25 | 9am - 6pm | 9 | No |
| Rockville | \$1.00 (max) | \$2.00/first hour but can be validated (private operator) | 7am – 10pm | 15 | Yes |
| Baltimore | \$3.75 (max) | \$4.00 to \$6.00/first hour (city owned) | Varies | | Varies (most zones yes) |
| DC | \$2.30 | Regularly over \$7.00/first hour (private operators) | 7am – 6:30pm | 11.5 | Yes |
| Arlington | \$1.75 (ST) | \$1.25 to \$4.00/first hour (private operators) | 8am – 8pm | 12 | Yes |
| Alexandria | \$1.75 | Start at \$2.50/hour (private operators) | 8am – 9pm | 13 | Yes |
| Frederick | \$2.00 (max) | \$1.00/hour (city owned) | 9am – 5pm | 8 | Yes |
| Takoma Park | \$2.30 | | 7am – 6:30pm | 11.5 | Yes |
| Philadelphia | \$3.00 (max) | Start at \$6.00/first hour (city owned) | 8am – 10pm | 14 | Yes |
| Pittsburgh | \$4.00 (CBD) | Start at \$5.00/first hour (city owned) | 8am – 6pm | 10 | Yes |

PLD Rate Comparison with Local Private Parking Facilities

| Bethesda | County Facilities | | Avg. Private Parking |
|-------------------|-------------------|-------------------------|----------------------|
| | Current | Proposed | |
| On-Street | \$2.25 | \$2.25 | N/A |
| Lots | \$1.50 | \$2.00 or less | \$4.94 |
| Garages | \$1.25 | \$1.75 or less | \$4.94 |
| Daily Maximum | \$15.00 | \$22.50 | \$13.31 |
| PCS / Access Card | \$150.00 | \$195.00 or less | \$149.29 |

| Silver Spring | County Facilities | | Avg. Private Parking |
|-------------------|-------------------|--|----------------------|
| | Current | | |
| On-Street | \$2.25 | | N/A |
| Lots | \$1.25 or less | | \$5.10 |
| Garages | \$1.25 or less | | \$5.10 |
| Daily Maximum | \$15.00 | | \$13.10 |
| PCS / Access Card | \$195 or less | | \$131.50 |

Note:

*The avg. Private Parking rates does not differentiate between Lots or Garages.

*There are currently no private parking facilities in the Wheaton PLD for comparison with.

ARPA Funding and Rate Increase Implementation Options

| | Bethesda | Silver Spring | Wheaton | Total |
|--|-----------|---------------|-----------|-------------|
| Effect of Deferring Rate Increase in FY22 | \$900,000 | \$1,050,000 | \$450,000 | \$2,400,000 |

| | | | | |
|---------------------------|--|--|--|--|
| FY22 Rate Increase | | | | |
|---------------------------|--|--|--|--|

Option one assumes a rate increase implementation in January 2022 and the rate deferment funded by ARPA

| | | | | | |
|-----------------|-------------------------|-----------|-----------|-----------|-------------|
| Option 1 | Jan 2022 Implementation | \$450,000 | \$525,000 | \$225,000 | \$1,200,000 |
| | ARPA Funding | \$450,000 | \$525,000 | \$225,000 | \$1,200,000 |

Option two assumes a rate increase implementation in April 2022 and the rate deferment funded by ARPA

| | | | | | |
|-----------------|-------------------------|-----------|-----------|-----------|-------------|
| Option 2 | Apr 2022 Implementation | \$225,000 | \$262,500 | \$112,500 | \$600,000 |
| | ARPA Funding | \$675,000 | \$787,500 | \$337,500 | \$1,800,000 |

Non-Recommended Actions

All achievable cost savings measures have been implemented. Further cuts will create serious issues including:

1. Security – Reduction in security patrols would result in delays in reporting incidents, public safety concerns, increase in vandalism, and destruction of property.
2. Janitorial – Service reduction through a reduced cleaning schedule would lead to public health hazards from pollutants, trash, human waste, rodents, etc. It would also increase the chance of transmission of virus/diseases.
3. Maintenance – Delayed maintenance would affect several garage systems that include electrical, fire-suppression, drainage, elevator, life safety and air quality systems. Deferment of work to any of these areas could impact the number of available parking spaces and limit public access to parts of these facilities.
4. Garage Management – Reduction of service lanes/attendants to yield cost-savings would impact revenue and customer service. Additional cuts could also lead to reduced audit services that would be a significant revenue control breach exposing the county to possible theft or loss of revenue.