

## Revenue Authority - Fiscal Year 2023 Budget Review Summary

Proposed FY 2023 Operating Budget					
Category	Actual FY 2021	BUDGETED			
		Approved FY 2022	Proposed FY 2023	Change Amount	Percentage Change
<b>Revenues</b>					
Net Operating Income (Facilities)	\$16,950,000	\$21,442,700	\$23,762,400	2,319,700	10.8%
Net Manged Program Income (Enforcement)	8,968,000	8,950,000	17,592,000	8,642,000	96.6%
Net Interest Income (Expense)	41,833	172,500	39,400	(133,100)	(77.2)%
Use of Fund Balance	944,476	5,000,000		(5,000,000)	(100.0)%
<b>Total Net Revenues</b>	<b>\$26,904,309</b>	<b>\$35,565,200</b>	<b>\$41,393,800</b>	<b>\$5,828,600</b>	<b>16.4%</b>
<b>Expenditures</b>					
Net Compensation and Benefits	\$3,772,000	\$5,016,200	\$5,472,300	456,100	9.1%
Managed Program Operating Expenses	4,107,991	5,794,200	13,762,500	7,968,300	137.5%
Facilities Operating Expenses	16,686,718	17,824,800	18,536,900	712,100	4.0%
Capital Outlay	-	-	-	N/A	N/A
<b>Subtotal</b>	<b>\$24,566,709</b>	<b>\$28,635,200</b>	<b>\$37,771,700</b>	<b>\$9,136,500</b>	<b>31.9%</b>
Managed Program Funds to County	2,222,000	3,155,800	3,119,300	(36,500)	(1.2)%
Reserve for Maintenance & Economic Development <sup>1</sup>	-	3,774,200	502,800	(3,271,400)	(86.7)%
<b>Total Net Expenditures</b>	<b>\$26,788,709</b>	<b>\$35,565,200</b>	<b>\$41,393,800</b>	<b>\$5,828,600</b>	<b>16.4%</b>

### Authorized Staffing – All Classifications

	FY 2022 Approved	FY 2023 Proposed	Change Amount	Percentage Change
Full-Time	65	66	1	1.5%
Part-Time	37	40	3	8.1%
On-Call	0	0	0	N/A
<b>Total</b>	<b>102</b>	<b>106</b>	<b>4</b>	<b>3.9%</b>

### FY 2023 Proposed Budget – Key Highlights

- Increased Compensation: (\$130,700) due to added funding for one (1) new full-time and three (3) part-time positions above the authorized FY 2022 amount.
- Staffing: Increased by four (4) to 100 positions.
- Vacancies (As of 3/2022): Six (6) positions consisting of one (1) Information Processor, one (1) Administrator for the School Bus Program and four (4) Parking Enforcement Officers (PEOs).
- Increased Fringe Benefits: Increased fringe benefit rate from 24.7% to 26.5%, or (\$69,400), to align with anticipated costs.
- Increased Operating Costs (~\$9.3 million): Increases in Managed Programs, primarily due to the new School Bus Stop Arm Camera Safety Program in partnership with PGCPD and PGPD, which is being off-set by decreases primarily due to reductions in economic development projects and debt service costs.
- Increase in Revenues (~\$5.8 million) primarily due to increases in managed program income and facilities operating income.

### Highlights

- The Authority is steadily increasing revenues back to pre-pandemic levels. Currently, they are at about 88% of pre-pandemic totals.
- Monthly permit revenues for facilities is projected to increase by 50% to \$810,000 in FY 2023.

- A very successful year for the Booting Program, a segment of the parking enforcement program. Staff were able to identify any vehicle that was recorded in the citation database that had two (2) or more traffic violations that were over 90 days outstanding. The Parking Enforcement Officers then placed a boot on the vehicle to immobilize it until the debt with the County was settled. The success of the program helped the Authority with cash inflows and reducing aged citations.
- Completed the UM Capital Regional Medical Center (CRMC) Garage with 1,100 space parking spaces, at total cost of \$40 million, which is currently in operation.
- The PGCPS School Bus Stop Arm Camera Program - In FY 2022, revenues are projected at ~\$8.6 million, and expenditures at ~\$8.1 million, for a projected program net income of \$552,472. (See attached report for additional details).
- Partnered with Maryland-National Capitol Park and Planning Commission (M-NCPPC) to explore repurposing of the Showplace Arena. Spent \$223,000 to date to procure a consultant on behalf of the M-NCPPC, who then reimburses the Authority, and anticipates total funding of \$500,000, with a completion date of FY 2022.
- The FY 2021 increase in special projects fund balance is due to the cash proceeds received from the sale of a parcel of land in the Largo area. (\$1.5 million).
- The Authority is exploring a merger with other County service agencies for administrative office space upon expiration of its current leased office space at 1300 Mercantile Lane in October 2022.

**Proposed FY 2023 -FY 2028 Capital Improvement Program**

	Estimate to be Expended thru FY21	Proposed FY23 Capital Budget	FY 2024	FY 2025	FY 2025	FY 2026	FY 2027	Total Proposed CIP Funding
3 Projects	\$ 10,725	\$ 56,800	\$ 30,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 184,800,000

**Highlights**

- Proposed FY 2023 Expenditures: \$56.8 million
- Funded by Revenue Bonds (4.6%) and Other (95.4%)
- Three (3) Key Projects: Suitland Project (Bonds, Other, Reserves), Renovation Hyattsville Justice Center Garage (Loans), UM Capital Regional Medical Center (CRMC) Garage (Bonds)
- One (1) deleted project from prior year: Hamilton Street Garage
- One (1) project closeout in FY 2023: CRMC Garage
- One (1) project delayed: Hyattsville Justice Center Garage



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

## Office of Audits and Investigations

April 28, 2022

### MEMORANDUM

TO: Edward P. Burroughs, III, Chair  
Government Operations and Fiscal Policy (GOFP)

THRU: Turkessa Green, County Auditor *TMG*

FROM: Lavinia A. Baxter, Senior Legislative and Budget Policy Analyst *LAB*

RE: Revenue Authority  
Fiscal Year 2023 Budget Review

#### Budget Overview

The FY 2023 Proposed Budget for the Revenue Authority (the “Authority”) is approximately \$41.4 million. This is an increase of approximately \$5.8 million, or 16.4%, over the FY 2022 Approved Budget. The increase is primarily due to increases in operating costs to support the new School Bus Stop-Arm Camera safety program in partnership with Prince George’s County Public Schools (PGCPS) and Prince George’s County Police Department (PGCPD), costs associated with the issuance of citations related to the Red-Light Camera (RLC) and the Automated Speed Enforcement (ASE) programs, which is being offset by decreases in costs related to economic development and debt service.

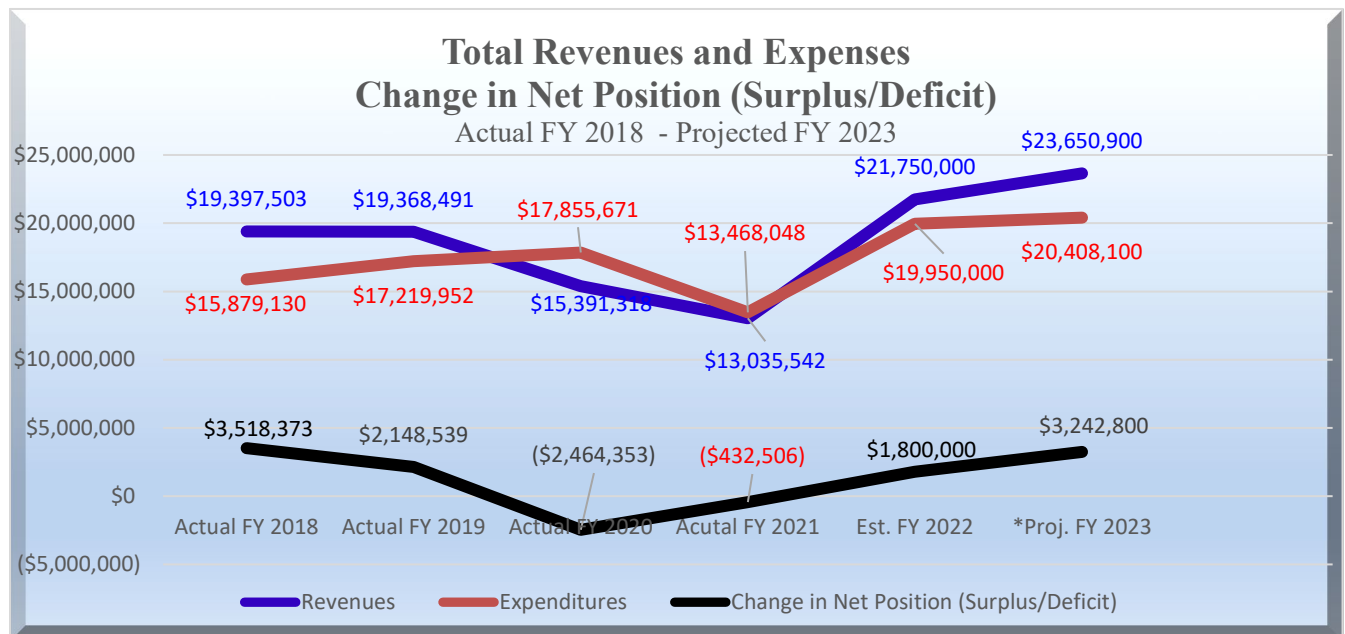
The Revenue Authority serves to provide a real estate development and development finance agency, an operator of programs and facilities, and a manager of programs and facilities in partnership with other County agencies.

#### Budget Comparison – Approved Fiscal Year 2022 to Proposed Fiscal Year 2023 Budget

Category	Actual FY 2021	BUDGETED			
		Approved FY 2022	Proposed FY 2023	Change Amount	Percentage Change
<b><u>Revenues</u></b>					
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**Financial Position**

- The Statement of Net Position represents the financial position of the Authority on a full accrual historical cost basis. Net Position is the difference between what the Authority possesses in assets less all amounts due to outside parties, both short-term and long-term. Increases or decreases in the Authority’s net position are indicators of whether the Authority’s financial health is improving or deteriorating. According to the Audited Financial Statement, net position increased by \$2.1 million for fiscal year 2021. *See chart below* which excludes managed programs.



Source: FY 2023 First Round Response Q.5 (excludes managed programs)

- The largest portion of the Authority’s assets is capital assets being depreciated, consisting of building and property plant and equipment, which makes up approximately \$33.4 million of total assets. The largest portion of the Authority’s liabilities are bonds payable, which represents approximately \$94.5 million of the total liabilities.
- On January 15, 2021, the Authority settled on the sale of land consisting of Parcel 1 and Parcel 2, St. Joseph’s Drive, Bowie Maryland containing approximately 20.5 acres. Land assets were reduced by \$1,917,400.
- Cash, cash equivalents and investments as of June 30, 2021, was \$26.5 million.
- Operating loss for the year ended June 30, 2021, totaled (\$432,506).
- As of June 30, 2021, the Revenue Authority’s assets exceeded liabilities by approximately \$43.4 million. A significant component of the Authority’s net position, about 44.2%, or approximately \$19.2 million, was recorded as Unrestricted-Undesignated funds.
- The Authority's Proposed FY 2023 budget will continue to show a recovery from the pandemic. The Proposed FY 2023 budget was modified with a 16% increase in both revenues and expenditures.

- The Proposed FY 2023 budget will reflect a 57.7% increase in revenues and expenses compared to FY 2021 actuals.
- In FY 2023, it is projected that the Authority's revenue stream for parking citations and meters will increase by 7.9% and 2.5% respectively. In turn, the Authority had to limit or terminate operating expenses to maintain the net position of the Agency. The Authority expects to return to parking operating revenues of 88% of its pre- pandemic totals.

**Authorized Staffing Count**

	<b>FY 2022 Approved</b>	<b>FY 2023 Proposed</b>	<b>Change Amount</b>	<b>Percentage Change</b>
Full-Time (FT)	65	66	1	1.5%
Part-Time (PT)	37	40	3	8.1%
<b>Total</b>	<b>102</b>	<b>106</b>	<b>4</b>	<b>3.9%</b>

**Staffing Changes, Compensation and Response to the Pandemic**

- In FY 2023, compensation is proposed at approximately \$4.3 million, which represents an increase of \$386,700, or 9.8%, over the FY 2022 Approved Budgeted level. Funding is proposed for 66 full-time, and 40 part-time positions in FY 2023. This represents an increase of three (3) part-time Parking Enforcement Officer (PEO) positions and one (1) administrative position for the School Bus Stop Arm Camera program, above the FY 2022 approved level.
- The Authority is reporting that as of March 2022, there are six (6) vacancies which are expected to continue into FY 2023. The positions are: one (1) Information Processors, one (1) administrative position for the School Bus Stop Arm Camera program, and four (4) Parking Enforcement Officers (PEOs).
- In FY 2022, the Revenue Authority issued a mid-year cost-of-living adjustment (“COLA”) in the amount of \$140,831 (5%). In FY 2023, funding in the amount of \$256,000 is provided for COLAs and salary adjustments.
- In FY 2022, overtime is projected at \$13,475, and proposed at \$12,500 for FY 2023. The Authority allows overtime for the enforcement staff assigned to FedEx field events, and this cost is 100% recoverable from the County’s Police Department.
- The Revenue Authority’s FY 2023 Proposed Budget also includes funding of \$200,000 for 4,000 hours of review time for 16 off-duty part-time Police Officers from the Prince George’s County Police Department’s (PGCPD) related to the ASE & RLC programs. Proposed FY 2023 funding for the School Bus Stop Arm program includes funding of \$100,000 for 2,000 hours of review time by two (2) off-duty part-time Police Officers.
- In response to the COVID-19 Pandemic the Authority is reporting the following related to staffing:
  - ✚ The Authority continues to function in a hybrid work mode.
  - ✚ Full-time Enforcement Team returned to field patrol on 6/8/2020 and the part-time staff

returned on 8/10/2020. The Maintenance team is considered essential and has continued to work in the field on a reduced schedule. The remaining office staff continued to maintain telework status. The current percentage of field staff is 54% and the telework/office staff is 46%.

- ✚ The Authority experienced a period in which personnel availability was reduced in the parking enforcement unit. The enforcement coverage areas were redistributed to other available staff in overtime hours until employees on leave returned to work.
- ✚ The staff compliment was maintained without any reduction in force or layoffs for staff that worked in the field.
- ✚ In accordance with the County's directive, hiring resumed in September 2020 based on the Authority's needs. Enforcement staff were successfully retained by continuation of pay through Administrative Leave according to work status (FT or PT), until the Agency was able to safely return staff to the workplace in accordance with the County's directive.
- ✚ Followed the County, and extended Hazard Pay to all staff that worked in the field or had to report to the office for work related purposes. In fiscal year 2022, the Authority is not faced with the same concerns. Work is redistributed if any staff member is on leave due to the pandemic.

### **Related Party Transactions**

- The Revenue Authority reported its "Related Party Transactions" and contractual agreements in *the table on the following page*.
- In FY 2023, the Revenue Authority will receive payments from the County for rental of the Hyattsville Justice Center (HJC) parking facility (\$660,000), and a management fee and annual fee for the operation of the Hyattsville Justice Center parking facility (\$165,000), pursuant to the HJC rental agreements. *Related Party Transactions Notes 3, 4, and 5*.
- In FY 2023, the Authority anticipates that it will reimburse the County \$25,000 in fuel costs (Note 11) for the use of County fuel facilities for parking enforcement vehicles.
- As of June 2019, an Addendum No.3 was made to the parking facilities lease between the Authority and the County, such that amounts owed by the Revenue Authority to the County under Section 2.01 of the Parking Facilities Lease will be abated and not paid. The amount abated will be \$1 million dollars annually for the Annual Fines Distribution (Note 1 for Shared Parking Fine Revenues) and Facilities Lease (Note 2 – for Parking Facilities). The abatement of the Annual Lease payment shall end and payment shall resume at the time that the indebtedness for the Capital Regional Medical Center (CRMC) Garage Bond is paid in full and the bonds' obligation is satisfied (expected to be 30 years).
- New Carrollton Garage – Agreement with Washington Metropolitan Area Transit Authority (WMATA):
  - ✚ The Authority and the County entered into an operating and management agreement with WMATA, dated January 1, 1987, covering 400 spaces in the New Carrollton parking facility.
  - ✚ Under the terms of this agreement, the Authority is entitled to a management fee and reimbursement of certain costs.
  - ✚ The Authority completed renovation of the New Carrollton garage in May 2020 at a cost of \$4.2 million.

- ✦ On October 21, 2020, WMATA and the Authority executed the first amendment to the operating and management agreement.
- ✦ Per the amendment, effective July 1, 2019, all of the provisions of the operating and management agreement pertaining to the management fee will no longer be effective.
- ✦ WMATA issued a letter dated June 3, 2021 to the County and the Authority which terminated the operating agreement June 30, 2021.
- ✦ The lease agreement between WMATA and the Authority for 15.782 acres of land “New Carrollton Garage East Lot” is scheduled to expire June 30, 2022.
- ✦ On June 29<sup>th</sup>, 2021, the County and the Authority agreed to Addendum 5, of “Parking Facilities Lease” which states that upon the termination of the agreement with WMATA, the Authority would suffer no loss of net income from the New Carrollton Garage and New Carrollton East Lot as measured from the net income for fiscal year ending 2019.

RELATED PARTY TRANSACTIONS					Footnote for Description
Transaction Entity (IE)- Agreement Description	Funds (paid to)/ received from TE				
	FY2021 Actual	FY2021 Approved	FY2022 Approved	FY2023 Proposed	
Prince George's County-Annual Fines Distribution	\$0	\$0	\$0	\$0	1
Prince George's County-Facilities Lease	\$0	\$0	\$0	\$0	2
<b>Prince George's County-HJC Annual rent</b>	\$660,000	\$660,000	\$660,000	\$660,000	<b>3</b>
<b>Prince George's County-HJC Garage Mgmt Fee</b>	\$115,000	\$115,000	\$115,000	\$115,000	<b>4</b>
<b>Prince George's County-HJC Annual Fee</b>	\$50,000	\$50,000	\$50,000	\$50,000	<b>5</b>
Prince George's County-Dept. of Corrections	\$4,161	\$12,000	\$10,000	\$12,000	6
WMATA - New Carrollton Garage	\$109,304	\$109,304	\$0	\$0	7
<b>DPW&amp;T-CCTV Monitoring</b>	\$2,800	\$2,800	\$2,800	\$2,800	<b>8.1</b>
<b>DPW&amp;T-CCTV-Mtce Reserve Pr. Geo. Cty</b>	\$72,979	\$139,820	\$24,200	\$24,200	<b>8.2</b>
<b>DPW&amp;T-Fringe Lot Maintenance</b>	\$302,380	\$302,380	\$418,000	\$418,000	<b>8.3</b>
<b>Payments from DPW&amp;T</b>	<b>\$378,159</b>	<b>\$445,000</b>	<b>\$445,000</b>	<b>\$445,000</b>	
PGPD - Automated Speed	\$17,320	\$39,236	\$36,000	\$35,031	9
PGPD - False Alarm (FARU)	\$67,879	\$49,163	\$68,750	\$93,750	9
PGPD - Red Light	\$460,686	\$425,000	\$600,000	\$650,000	9
Prince George's County - Other - FedEx Events	\$0	\$12,000	\$12,000	\$12,000	10
Prince George's Fuel Agreement	\$38,938	\$74,000	\$25,000	\$25,000	11
Abandoned Vehicle Unit	\$479,129	\$455,025	\$455,025	\$543,800	12
Board of Education - School Bus Camera	\$52,075	\$0	\$175,000	\$228,000	13
County IT services	\$0	\$0	\$364,200	\$387,000	14
NCG Agreement	\$0	\$0	\$500,000	\$500,000	15
Footnote Legend					

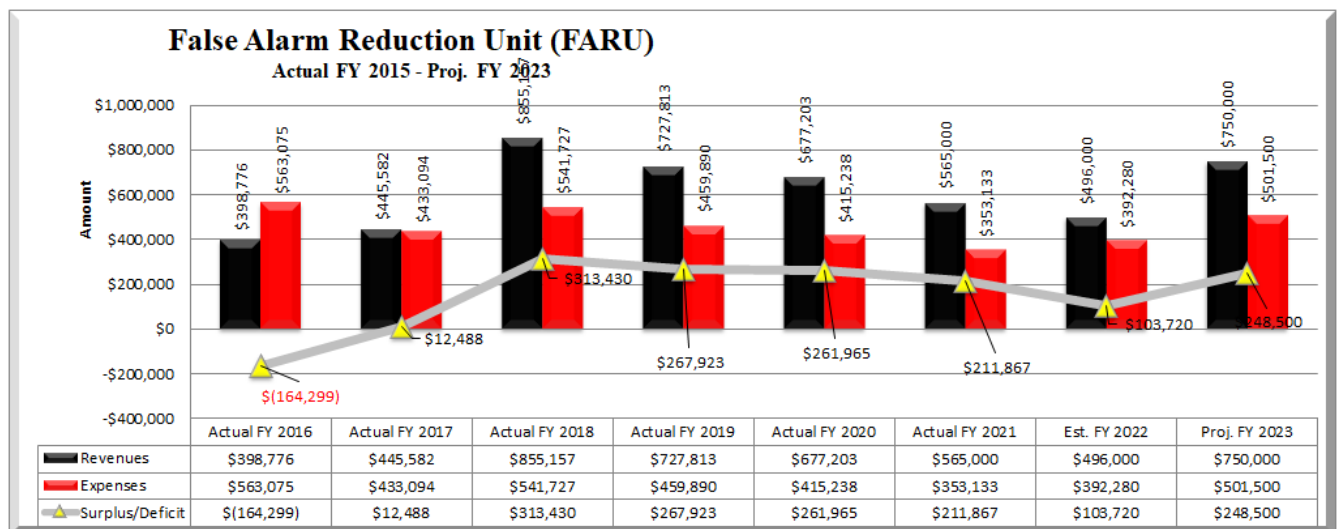
No:	Description of Agreement
1	Addendum No. 4 to Parking Facilities Lease
2	Addendum No. 4 to Parking Facilities Lease
3	HJC Lease Agreement page 16
4	HJC Construction and Parking Facility Agreement Section 5.5
5	HJC Lease Agreement page 4
6	Letter to Barry Stanton dated May 20, 2002
7	Operating and Management Agreement dated 1/1/87 with WMATA
8.1	Addendum No. 1 to Parking Facilities Lease, Section 6 - Electronic Monitoring System
8.2	Addendum No.1 Parking Facilities Lease, Section 6, item F
8.3	Addendum No.1 to Parking Facilities Lease, Section 4 & 5
9	MOU's between PGPD and RAPGC for ASE, FARU, Red Light Camera and School Bus Camera
10	Verbal agreement to reimburse salary cost for event enforcement
11	Cooperative Fuel Agreement dated May 10, 2014
12	MOU between County and RAPGC
13	MOU between the Board of Education and RAPGC
14	County master budget per fiscal year - RAPGC allocated portion
15	New Carrollton Garage Revenue Agreement - Addendum 5 County and RAPGC

**Police Department and Prince George’s County Public School (PGCPS) Managed Programs**

- The Authority will continue to manage several Police Department programs in FY 2023 which include the False Alarm Reduction Unit (FARU), the Automated Speed Enforcement (ASE), the Red-Light Camera (RLC), and the Abandoned Vehicle Unit.

**False Alarm Reduction Unit (FARU) Program**

- Beginning in FY 2021, the Revenue Authority made a management decision to contract the back-office work to a primary contractor, which have maintained program expenses. Since then, the program has accomplished efficiencies in operations and customer relations. Prior to the restructuring, the Program was operating at a loss. Post-restructuring, the program continues to realize a funding surplus.
  - ✚ Revenues are projected at \$750,000 in FY 2023, with expenses of \$501,500 which would result in a \$248,500 surplus. The False Alarm Unit’s surpluses are remitted to the County, and deficits are billed to the County. *Please see chart below.*



Source: FY 2023 Budget Response First Round - Attachment G

**Automated Speed Enforcement (ASE) Program**

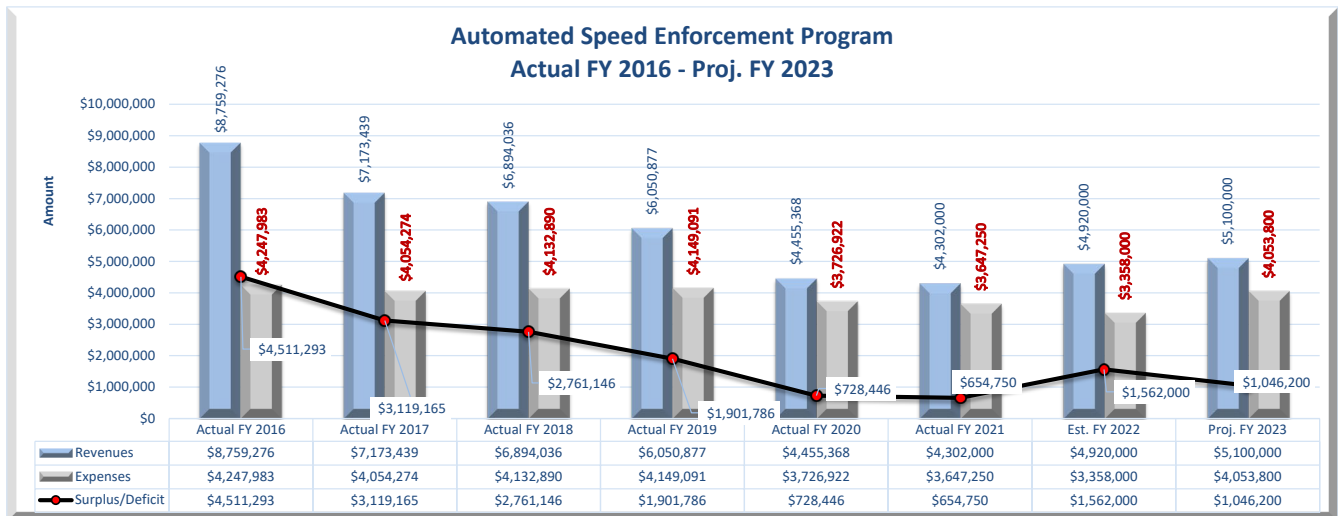
- The County’s Automated Speed Enforcement (ASE) program is a joint effort between the Revenue Authority, the Prince George’s County Police Department (PGCPD or Police Department), and the Department of Public Works and Transportation (DPW&T). The Revenue Authority manages the Program on behalf of the County’s Police Department for a fee of 2% of net program revenues. A vendor, Conduent Solutions, is currently responsible for the collection of ASE fines. The following is noted regarding the ASE program:
  - ✚ The core term of the ASE contract with Conduent Solutions, was from February 26th, 2019, to February 26, 2022. The County is currently in the process of executing the first-year extension of two (2) additional one-year options.
  - ✚ As of March 2022, the ASE program had 66 operational mobile speed cameras deployed, and six (6) replica (dummy) cameras. This is unchanged from FY 2021.



- ✚ Maryland Route 210 (Indian Head Highway) PG 305-19 (HB-187) passed in the Maryland General Assembly and allowed cameras to be located on Route 210 (State Road) in the County. However, the inability to retain revenues generated from those camera sites, which is forwarded to the State of Maryland, negatively impacts the program’s bottom line.
- ✚ As of March 2022, cameras located on Indian Head Highway generated 40,601 citations. The East-Bound 6300 Block of Central Avenue had the highest number of citations issued for the period reviewed with 15,267 citations.
- ✚ The Authority’s *Response to First Round Q.42d - Attachment I* include the full list of camera locations and incidents generated in FY 2022, to date (291,775). The top ten (10) locations for citations between April 28, 2020 and December 31, 2021 were:

<u>Locations</u>	<u>Number of Citations</u>
○ 6300 Blk Central Ave EB	15,267
○ 11100 Blk Indianhead Hwy -SB	14,775
○ 8200 Blk Landover Rd (MD 202)	10,607
○ 13700 Blk Laurel Bowie Rd (MD197) - NB	9,545
○ 14400 Blk Indianhead Hwy – NB	8,220
○ 11000 Blk Cherry Hill Rd- SB	8,183
○ 9000 Blk Racetrack Rd – WB	6,222
○ 600 Blk Brightseat Rd- NB	6,139
○ 6500 Blk Surratt Rd – EB	6,050
○ 5200 Blk Silver Hill Rd (MD 458) – WB	5,648

- ✚ The program has six (6) replica cameras in use. The locations are selected and the camera equipment is operated by PGCPD.
- ✚ State legislation passed in 2016 (House Bill 929), states that the vendor of a speed program cannot receive compensation based on the number of citations issued or paid. In accordance, the County now pays the vendor a flat rate fee for each operational camera, which allows for the County to budget accordingly and manage cash flows monthly. However, this affects the cost of the program as the County is paying for cameras that generate little to no citations.
- ✚ The Approved Budgeted FY 2022 revenues is \$4.9 million. However, estimated revenues are anticipated to be \$200,000 higher than projected, at \$5.1 million. FY 2022 estimated program surplus is \$1.5 million. *See chart on the following page.*



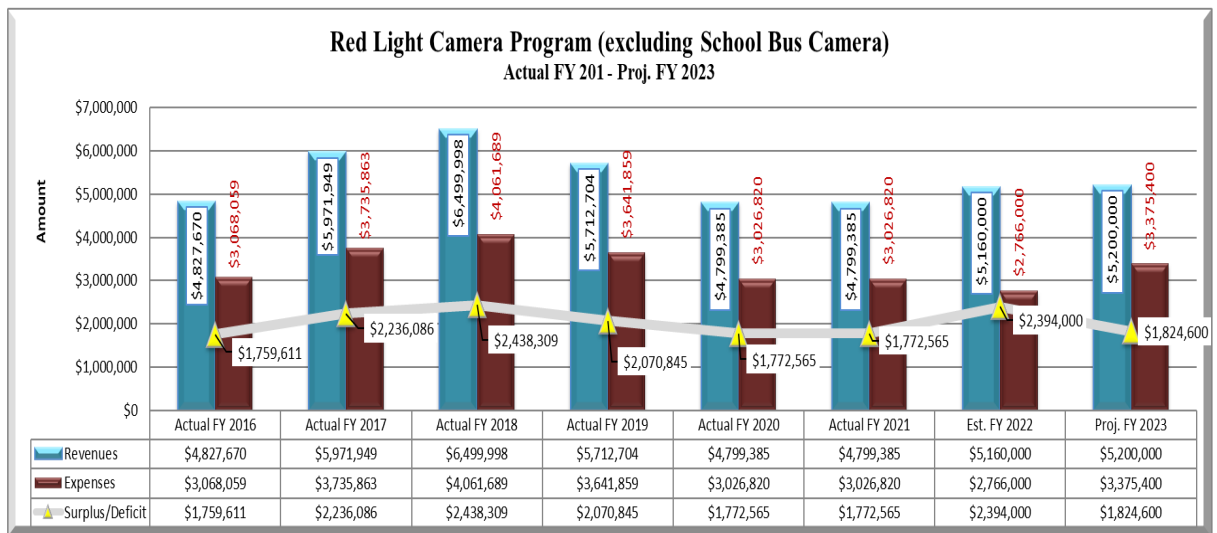
Source: FY 2023 Budget Response First Round Q.36- Attachment G

- ✚ In FY 2021, the Authority earned management fees related to the ASE program of \$17,321, or 2% of net revenues.
- ✚ The ASE program has 424,000 violations, valued at approximately \$16 million, in outstanding, uncollected revenues in FY 2022 to date. Approximately \$8.8 million, or 52.0%, are in-State, and approximately \$8.1 million, or 47.9%, are out-of-State.
- ✚ The Revenue Authority has continued to monitor the collections efforts of the Automated Speed Enforcement program in collaboration with Conduent and the County. The Authority is working with Penn Credit for a comprehensive collection effort that pursues collections across state lines.
- ✚ The ASE program revenues are not on target, as the pandemic heavily impacted production in FY 2022. Program revenues are about 78% of projected levels issued last fiscal year.
- ✚ While the number of Police Officers required to review outstanding citations remains at 16, the Authority estimates that the number of hours needed will increase by 300 and cost the program an additional \$15,000 .

**Red Light Camera (RLC) Program**

- The Revenue Authority supports the DPW&T in the administration of the automated Red - Light Camera (RLC) program for the Police Department for a fee of 12.5% of program gross revenues. The County’s designated vendor is currently responsible for collecting RLC violation fines. The following is noted regarding the RLC program:
  - ✚ The County entered into a rider agreement with a Manassas, Virginia contract with Conduent State and Local Solutions as the vendor.
  - ✚ The contract commenced to July 30, 2021 and ends December 15, 2022. The agreement may be renewed for seven (7) one-year extensions.
  - ✚ The program lost two (2) camera locations due to the construction of the purple line and experienced downtime in others due to construction projects throughout the County.
  - ✚ There have been 51 cameras installed throughout the life of the contract, 46 Red-Light locations remain, with the requirement to add an additional 10 locations prior to the end of the core term.
  - ✚ The implementation of new locations is currently pending the approval of the Chief of Police.

- ✚ The FY 2022 estimated revenues are anticipated to be \$5.2 million, with an estimated program surplus of \$2.4 million. Program revenues are not on target in FY 2022, as the pandemic has heavily impacted revenues. *See chart below.*
- ✚ In FY 2021, the Authority earned management fees related to the RLC program of \$460,686.
- ✚ The RLC program has 232,188 violations, valued at \$20.7 million, in outstanding uncollected revenues in FY 2022 to date, of which approximately \$11.3 million, or 56%, are in-State, and approximately \$9.3 million, or 44%, are out-of-State.
- ✚ The Revenue Authority is working with Penn Credit for a broader reach collection effort that pursues collections nationwide.



Source: FY 2023 Budget Response First Round Q.33 - Attachment G

**School Bus Stop Arm Camera Program**

- The Authority and Prince George’s County Public Schools (PGCPS) entered into a Memorandum of Understanding (MOU) effective July 1, 2020, in which the Authority was contracted to manage the program funds, citations and program personnel on behalf of PGCPS, by performing the back-office processing of citations and accounting services for the Program. This agreement was not included in the interagency agreement schedule due to the fact that COVID 19 postponed school activity during FY 2021.
- Compensation is paid to the Authority of 12.5% of the Program fund’s gross revenues. In fiscal year 2021, the Authority was paid \$52,075.
- The Program is operated by the vendor Bus Patrol. Neither PGCPS nor taxpayers have to pay for the technology. The initiative will fund itself through its own fine revenue.
- In Spring 2021, PGCPS announced that it had installed ticket cameras on all 1,216 of its buses. When drivers pass a school bus with its stop sign extended, the Prince George’s County Police Department will review events and the vendor mails a \$250 ticket.
- The School Bus Stop Arm program, kicked off when hybrid learners returned to school on April 8, 2021. The cameras capture 180 degrees and up to eight (8) lanes of traffic.
- The program completed its first full year in FY 2021, and the expenses (~\$1.5 million) exceeded the earned revenues (\$417,702) for a Program net loss of approximately -\$1.1 million.
- In FY 2022, revenues are projected at approximately \$8.6 million, and expenditures are projected at approximately \$8.1 million, for a projected program net income of \$552,472. *See table below.*

**School Bus Stop Arm Enforcement Financial - FY2021 and FY 2022 Projection**

	<u>FY 21 Actual Total</u>	<u>YTD Feb 22 Actual</u>	<u>FY 22 Total Projection</u>
<b>Revenues</b>			
School Bus Stop Arm Enforcement Revenue	417,702	5,461,526	8,603,768
<b>Total Revenues</b>	<b>417,702</b>	<b>5,461,526</b>	<b>8,603,768</b>
<b>Expenses</b>			
Salaries	3,100	28,601	51,825
Federal & FICA Taxes ER	164	2,992	4,941
Processing Fees	1,426,493	4,320,901	6,775,501
Credit Card Fees	6,416	82,026	138,414
Bank Service Charges	465	1,010	1,070
Soft & Comp Supplies	-	4,073	4,073
Administrative Fee Expense	52,075	682,691	1,075,471
<b>Total Expenses</b>	<b>1,488,715</b>	<b>5,122,294</b>	<b>8,051,295</b>
<b>Net Income</b>	<b>(1,071,013)</b>	<b>339,232</b>	<b>552,474</b>

**Department of Public Works and Transportation (DPW&T) Managed Programs**

- The Revenue Authority estimates that \$445,000 will be received in FY 2023 from the Department of Public Works & Transportation (DPW&T) for the operation, management, and Closed-Circuit Television (CCTV) monitoring of County fringe parking lots.
- The Authority provides the maintenance and repair services for the five (5) fringe lots located within Prince George's County on behalf of DPW&T for a total of 2,764 public parking spaces in the following locations: Laurel (684), Bowie (630), Oxon Hill (610), Clinton (422), and Fort Washington (418).
- Details on fringe/commuter lots:
  - ✚ The lots are free of charge and open to the public who commute to work by bus or carpool.
  - ✚ The parking lots are self-park and are not staffed at any time.
  - ✚ Payment to the Authority is based on the Consumer Price Index (CPI) for the area (currently \$83.21/per space rate).
  - ✚ The current costs to maintain these lots is \$138.24 /per space rate and represent a 65.8.% shortage in funding. The Authority, per the executed agreement with DPW&T can request end of year funding fulfillment.
  - ✚ The Authority did incur expenses with increases in snow removal, landscaping, light repairs, and surface repairs in FY 2022. The January 2022 snow events cost the Authority approximately \$60,000. The Authority will maintain the landscaping and surface repairs as needed.

**Department of the Environment (DOE) Managed Program - Abandoned Vehicles Unit (AVU)**

- The Authority began informally partnering with DOE to manage the Abandoned Vehicles Unit (AVU) in July 2018. Effective June 3, 2019, the Authority formally began managing the program on behalf of DOE and will have full-time enforcement in north, central and south County.
- The Authority contracted, through an Office of Central Services (OCS) solicitation, to work with multiple (currently 4) County-based tow companies who will provide towing, storage and customer service to residents. A Memorandum of Understanding (MOU) with the Revenue Authority was ratified in June 2019.
- The AVU program will no longer be generating any revenues for the County from the actual car pick-up, storage or sale activities, as the towing operator will both tow, store and collect revenues.
- The Revenue Authority's code enforcement officers identify abandoned vehicles and subsequently notify and impound if necessary.
- The Authority's administrative staff coordinates, and issues all required notification to all responsible parties in accordance with the law.

**AVU Highlights:**

- ✚ The AVU program, which is a segment of the parking enforcement program, had a successful FY 2022. Staff were able to identify, via 311 calls, any vehicle or property that was considered abandoned on a County roadway or lot for over 72 hours.
- ✚ AVU officers then contact tow truck companies to pick up the vehicles and transport to a secure lot.
- ✚ The initial term for the contracts executed by DOE between the tow vendors and DOE expired June 2021. There are three (3) one (1) year extensions built into the current contract. The Revenue Authority will draft amendments to the current contract by and between the current tow vendors and DOE pending authorization from DOE/Office of Central Services (OCS).
- ✚ As of March 2022, The Revenue Authority earned revenues from the County of \$479,129 and \$455,025 which matches the Authority's expenses for managing the program.

**Facilities and Operating Revenues and Expenditures**

- The Authority is reporting the following related to revenues and expenditures during the pandemic, it has:
  - ✚ Completed the construction of the new Capital Region Medical Center 1,100 space parking garage in FY 2021.
  - ✚ Experienced weather-related impacts to service demand levels in January 2022. Two (2) winter snow events limited vehicle parking at a few open parking lots and meters. Revenues from the lots were reduced by 27% when compared to same time period in the prior year.
  - ✚ Steadily increased revenues back to pre-pandemic levels. Currently, the Authority is at about 88% of pre-pandemic totals. Expenditures for the Authority are adjusting in parallel to revenues.
  - ✚ Received \$96,000 in COVID-19 relief funds in FY 2021. The funds were reimbursement for approved COVID-19 relief related expenses: cleaning supplies, office cleaning services, vehicle cleaning services, telework supplies and enhancements to the computer network.
  - ✚ COVID-19 related expenditures for FY 2023 will be approximately \$40,000.

- ✚ The Authority plans to continue to track this type of spending. The Authority does not anticipate receiving any COVID-19 relief funds in FY 2022 or FY 2023.
  - ✚ The Authority plans on revising its projections on revenues and expenditures as the impact of the pandemic progresses.
- In FY 2023, the Revenue Authority’s revenues are proposed at approximately \$41.4 million, and are comprised of the following major items:
    - o Fine Revenue Enforcement /PVN Processing ~\$12.5 million
    - o School Bus Camera ~6.5 million
    - o County Debt Service ~6.2 million
    - o Red Light Camera Enforcement Program ~5.2 million
    - o Speed Enforcement Program ~ 5.1 million
    - o Meter Fees ~1.3 million
    - o Management Fee Income ~1.3 million
  - The revenue table (see *Appendix D2* of this report for a complete list) compares the FY 2023 Proposed Budget revenues with the FY 2022 Approved Budget revenues. The most significant dollar reduction between the FY 2023 Proposed Budget and the FY 2022 Approved Budget, was the reduction in the Daily Lot Fees (~\$72,000 reduction) due to the effects of the ongoing Pandemic.
  - In FY 2023, the Authority is anticipating Fine Revenue-Enforcement PVN to increase by \$917,402, to \$12.5 million.
  - In FY 2023, the Authority is anticipating Monthly Permit Income to increase by \$270,000 to \$810,000.
  - In FY 2022 the Authority anticipates earning approximately \$1.8 million in parking revenues from locations New Carrollton East, Hyattsville Justice Center, Department of Corrections, National Harbor, Upper Marlboro Courthouse and the Authority’s Meters. This is projected to increase by \$264,000 in FY 2023 to approximately \$2.10 million.
  - The expenditure table (see *Appendix C* of this report) compares the FY 2023 Proposed Budget operating expenditures with the FY 2022 Approved Budget operating expenditures. The most significant dollar reduction between the FY 2023 Proposed Budget and the FY 2022 Approved Budget, is the reduction in expenditures related to the cost for the Red-Light Camera Program of approximately \$2.5 million.
  - In FY 2023, the Revenue Authority’s facilities and operating expenses are proposed at approximately \$41.4 million, and are comprised of the following major items:
    - o School Bus Camera ~\$6.5 million
    - o Bad Debt Expense ~4.9 million
    - o Speed Enforcement ~ 4.1 million
    - o Interest Expense ~3.6 million
    - o Red Light Camera Program ~3.4 million
    - o Debt Services ~2.7 million

o Anticipated Economic Development ~1.2 million

- The \$6.5 million increase in the School Bus Stop Arm program expenditures in FY 2022, is a result of the agreement between the Prince George’s County Public School System and BusPatrol (the vendor). BusPatrol is paid a contracted fixed “Technology Fee” of \$400 per month for each School bus that is equipped with a BusPatrol Camera. The fee is continuous with the operation of the program.
- Economic Development is proposed to decrease by \$2.1 million in FY 2023 to \$1.2 million, in anticipation of the sale of the land at Bulk Hill, with the proceeds being put into the reserve fund.
- In FY 2023 Omni Systems (computer maintenance vendor) is the largest proposed contract increase at \$136,000. The largest contract decrease is Ford Motor Credit (vehicle leases) in the amount of \$125,000 for the cessation of the New Carrollton East lot lease.
- For a complete list of contracts, see *FY 2023 Budget Response First Round Q.22, Attachment F – Contracts*.

**Capital Improvement Program (CIP) and Economic Development**

The Capital Budget of the Revenue Authority is separate and distinct from the County’s Capital Improvement Program (CIP).

- The Authority has participated in several CIP and Economic Development Projects in FY 2022 and plans for FY 2023 and beyond. See table the table below for FY 2022 and 2023 Proposed Funded CIP projects. Note: One (1) deleted project, Hamilton Street Garage. The Hyattsville Justice Center project is delayed.

Capital Improvement Program, FY 2022 and FY 2023						
	Description	FY 2022 Approved	FY 2022 Estimate	FY 2023 Proposed Budget	Total Project Cost	Status of Project
1	Capital Regional Medical Ctr	\$ 6,800,000	\$ 6,800,000	\$ -	\$ 40,000,000	Complete
2	Suitland Phase I	\$ 53,475,000	\$ 3,475,000	\$ 50,000,000	\$ 138,000,000	Ongoing
3	Hyattsville Justice Center	\$ 6,800,000	\$ -	\$ 6,800,000	\$ 6,800,000	started March 2, 2022
	<b>Total</b>	<b>\$ 67,075,000</b>	<b>\$ 10,275,000</b>	<b>\$ 56,800,000</b>	<b>\$ 184,800,000</b>	

Source: First Round Responses Q. 10

- Highlights:
  - ✚ Proposed FY 2023 Expenditures and Funding Sources: Total: \$56.8 million
    - Revenue Bonds – \$2.775 million; 4.6%
    - Other – \$57.50 million; 95.4%
  - ✚ One (1) project completed: Capital Regional Medical Center construction was completed in FY 2021 and is in closeout phase.
  - ✚ One (1) project delayed: Hyattsville Justice Center Garage
  - ✚ One (1) project deleted: Hamilton Street Garage

**Capital Improvement Program (CIP) – Suitland/Naylor Road Project (ID#4.91.0003)**

**Proposed FY 2023 Expenditure:** \$50 million

**Proposed FY 2023 Funding Source(s):** Revenue Bonds (\$2.775 million); Other (\$50.7 million)

**Councilmanic:** District 7

**Project Class/Status:** New Construction/Under Construction

- For the purpose of acquisition, relocation, demolition and clearance of approximately 33 acres of commercial and residential properties for redevelopment.
- This project is a component of a broader Suitland revitalization initiative to improve the business climate and residential community in the area adjacent to the Suitland Federal Center.
- Acquisition of over \$28 million worth of land with the completed development project estimated to have a value of \$300+ million.
- In FY 2017, the Authority finalized the participation in the Suitland/Naylor Road project by issuing \$28 million of Tax Increment Financing (TIF) Bond (revenue bonds).
- Additionally, the Authority has had to create an economic reserve fund of \$2 million related to the issuance of the TIF Bond as a contingency for the bond issuance.
- Other funding includes \$10 million of PAYGO funds allocated in FY 2017.
- Highlights:
  - ✚ The Construction phase continues.
  - ✚ Planning for the mixed-use development is scheduled to begin in FY 2022 and will begin once the Redevelopment Authority has sold a majority of the new home units.
  - ✚ The project is expected to be completed in FY 2024 at a total cost of \$138 million.

**Capital Improvement Program (CIP) – Hyattsville Justice Center (HJC) Garage (ID#4.91.0004)**

**Proposed FY 2023 Expenditure:** \$6.8 million

**Proposed FY 2023 Funding Source(s):** Other (\$6.8 million)

**Councilmanic:** District 2

**Project Class/Status:** Rehabilitation/Design Not Begun

- The parking structure is over 30 years old and has begun to experience deterioration. The deterioration is having a negative impact on garage operations and public safety.
- After reviewing the physical assessment performed by an outside consultant, the Revenue Authority is proposing a \$6.8 million total garage renovation that will address the structural integrity of the building and public safety concerns.
- Highlights:
  - ✚ The renovation project continues.
  - ✚ In FY 2023, 'Other' funding is from debt proceeds that will be acquired by the Revenue Authority.

**Capital Improvement Program (CIP) – UM Capital Region Medical Center (CRMC) Garage (ID#4.91.0005)**

**Proposed FY 2023 Funding Expenditure:** \$-0-

**Project Funding Source(s):** Revenue Bonds (\$40 million)

**Councilmanic:** District 6

**Project Class/Status:** New Construction/Under Construction



- The University of Maryland Capital Region Medical Center Parking Facility 1,100 space garage is completed. The completed project will provide sufficient parking for hospital staff and visitors.
- The garage was constructed to support the new hospital and adjacent medical office building.
- Contributed the land parcels (67 acres) at the Boulevard (Capital Centre), towards the development plans for the new regional medical center.
- Highlights:
  - ✚ This project is in fiscal closeout phase in FY 2022.
  - ✚ In University of Maryland Capital Region Medical Center Parking Facility is projected to be completed.
  - ✚ Total Estimated Project Cost: \$40 million.

### Economic Development Projects

The Authority has provided the list of its planned Capital Improvement Projects and Economic Development Projects currently in process for FY 2023 and beyond (*see Appendix D of this report*).

- **Suitland Phase I**
  - ✚ The Authority is involved in the financing of the Suitland Phase I capital improvement project. The expected total project cost is approximately \$100 million dollars. The Authority will fund approximately \$3.5 million towards the project. Estimated timeframe to complete is FY 2025. The estimated return on the investment is \$365 million.
  - ✚ The Authority is presenting a proposal for \$100 million bond issuance to resolve the funding shortfall.
- **Brentwood I and II**
  - ✚ Provided \$3.7 million to become an equity investor in the Brentwood I development project in FY 2019.
  - ✚ The Authority contributed an additional \$2.086 million of equity in FY 2020 for the Brentwood II development project.
- **Showplace Arena Study**
  - ✚ Partnered with Maryland-National Capital Park and Planning Commission (M-NCPPC) to explore repurposing of the Showplace Arena. Spent \$223,000 to date to procure a consultant on behalf of the M-NCPPC, who then reimburses the Authority, and anticipates total funding of \$500,000, with a completion date of FY 2022.

### Reserves

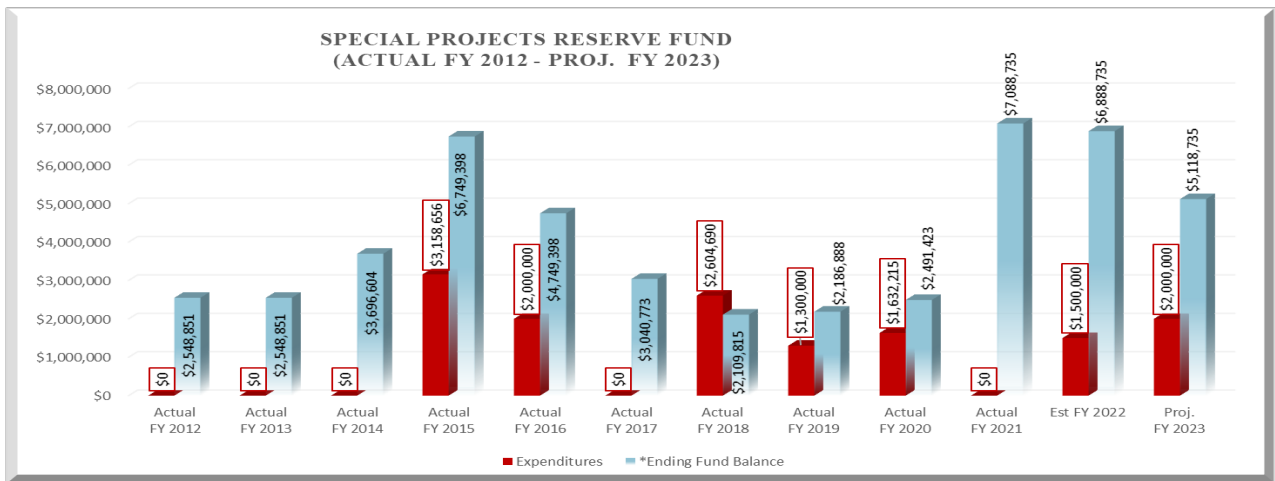
- In Fiscal Year 2007, the Authority established reserves for special projects and for future maintenance, repair and replacement costs.
  - ✚ The **Reserve for Special Projects** is to fund future projects, which promote the public interest and economic development of the County.
  - ✚ The **Reserve for Future Maintenance, Repair and Replacement Costs** is for non-recurring maintenance, repair and replacement costs of capital facilities and equipment.
- In Fiscal Year 2015, the Authority established an **Operating Reserve** to fund short-term agency operating cash needs in case of limited cash balances. The operating reserve balance is calculated at 5% of the current fiscal year approved operating budget.

- Based on the audited financial statements for the period ended June 30, 2021, the reserves are reported as a designated unrestricted fund balance for a total of approximately \$10 million. *See table below:*

Designated Reserve Funds	
Special Projects	\$ 7,088,735
Maintenance	1,770,960
Operating	963,700
401k NEC	200,000
<b>Total designated reserve funds</b>	<b>\$ 10,023,395</b>

Source: Financial Statements and Independent Auditor's Report

- The Authority utilizes its reserve funds and economic development funds which required several years of accumulated contributions to reach an amount that was adequate enough for major renovations and to participate in economic development projects.
- Accumulated amounts in the reserve funds provides the Authority with the resources for major renovations and economic development projects without the need to acquire debt or burden the County financially.
  - The Authority utilized both funds in FY 2015.
  - The Economic Development Fund was the source, in FY 2016, of a bond requirement reserve.
  - In FY 2018 Economic Development funds were used for the second phase of the Brentwood project and participation in the Capital Region Medical Center (CRMC) garage planning.
  - In FY 2019-2020, Economic Development reserve funds were used for the Suitland development and Pre-construction for the CRMC.
  - FY 2020 maintenance fund was used for the major renovation of the New Carrollton Garage (\$4.2 million).
  - The FY 2021 increase in special projects balance is due to the cash proceeds received from the sale of a parcel of land in the Largo area. (\$1.5 million)
  - Anticipated growth in the Reserve Maintenance fund balance is estimated to be at \$1.5 million by the end of FY 2022, and \$1.4 million in FY 2023, in addition to the Authority's contribution to the fund balance. In FY 2022 and FY 2023, maintenance funds of \$1.4 million will be used to renovate Hyattsville Justice Center Garage; special project funds will be used to fund pre-development cost in Suitland.
- In FY 2022, the Authority estimates that approximately \$1.5 million will be used from the Special Projects Reserve Fund for Economic Development, leaving a balance of approximately \$6.9 million. In FY 2023, the Authority is anticipated to generate revenues from operations which it will use to contribute to fund balance, and expend \$2 million for Suitland pre-development, leaving a projected fund balance of \$5.1 million. *See the chart below.*



Source: First Round Response Q.30 \* The Ending Fund Balance in FY 2015 includes the transfer of \$6M from the Reserve for Maintenance Fund

## HIGHLIGHTS

- The Revenue Authority is reporting that it continues to expand its role in the areas of real estate development and development finance. The County will benefit from this expansion by increases in job opportunities and growth in both sales and property taxes. The Authority will contribute resources from its fund reserves and use bond issuance capabilities and revenues from parking enforcement programs to accomplish this goal.
- As a result of the pandemic the Authority is reporting the following on its operations:

  - ✚ The Authority is steadily increasing revenues back to pre-pandemic levels. Currently, they are at 88% of pre-pandemic totals.
  - ✚ Is still operating under Covid-19 protocols but is able to effectively operate and serve the public for parking enforcement.
  - ✚ The pandemic has not affected the current year budget. The Authority is operating based on trends which are increasing.
- The Parking Enforcement program accounts for the majority of budgetary resources. The Authority has over 36 parking enforcement officers that patrol the County during day, evening, and overnight assignments. The officers utilize agency issued cell phones, handheld printers, and a fleet of 20+ vehicles to perform their jobs.
- The Booting Program, which is a segment of the parking enforcement program, was able to identify any vehicle that was recorded in the citation database that had two (2) or more traffic violations that were over 90 days outstanding. The officers then placed a boot on the vehicle to immobilize it until the debt with the County was settled. The success of the program helped the Authority with cash inflows and reducing aged citations. It is reported that the program will be expanded with the purchase of additional boots and expansion of the program to large trucks, buses, and trailers. The program will target violators flagged in the database across all of the enforcement programs. In FY 2022, the program costs will increase from \$11.6 million to \$12.5 million.

- The residential parking program was established in 2011 to prevent non-resident violators from parking during restricted hours. The program empowers communities to set parking restriction times and days for their neighborhood.
  - ✚ The program is a petition-driven initiative with a focus on quality of life for residents in Prince George's County. The program is comparable to a gated community without the gates. The premise is that residential program participants should be able to park on the street where they live. Authorized residents with active parking permits will be able to park on the street during restricted hours.
  - ✚ The program is free and voluntary and requires a 60% consensus acceptance in the proposed parking zone. The program promotes safety and discourages parking by residents who do not live in that community.
  - ✚ Digital permits and license plate recognition are the enforcement tools that are utilized. The license plate serves as the parking permit.
  - ✚ The Authority added two (2) parking zones in FY 2022, with one (1) zone pending approval. Current zones by Councilmanic District are listed *in the table below*:

DISTRICT 1	15 ZONES
DISTRICT 2	32 ZONES
DISTRICT 3	12 ZONES
DISTRICT 4	5 ZONES
DISTRICT 5	9 ZONES
DISTRICT 6	3 ZONES
DISTRICT 7	16 ZONES
DISTRICT 8	11 ZONES
DISTRICT 9	3 ZONES
TOTAL ZONES	106
ACTIVE ZONES	105
PENDING ZONES	1

Source: First Round Responses Q. 33a

- In FY 2023, the Authority proposed to purchase three (3) electric vehicles and one (1) electric SUV for a total of \$144,000. These vehicles will be used for enforcement.
- In FY 2022 year-to-date, the Revenue Authority received 3,073 cases via 3-1-1, with a 99.96% on-time closure rate. The most common parking complaint issues were vehicles with out of state tags, vehicles being parked over 72 hours and commercial vehicles being stored on a county roadway. On time closure is defined as within 45 days according to the Motorola system.
- Some contributing factors for the case not being closed on time include:
  - ✚ The case started with another agency and was transferred to RAPGC after the on time due date.
  - ✚ Limited staff in FY 2022 due to leave and/or COVID-19.
- The Authority is exploring a merger with other County service agencies for administrative office space as the current lease at the existing administrative office space at 1300 Mercantile Lane terminates in October 2022.

Edward P. Burroughs, III, Chair

GFOP Committee

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- The current Board of Directors is shown in *Attachment C of the First Round Responses*. Currently there are four (4) Executive appointee members who are serving under expired terms, including the Chair and Vice-Chair. Angie Rodgers and Stanley Earley are both serving as Ex-Officio Members to the Authority's Board.

*Appendix A*

## Budget Comparison Actual FY 2021, Approved FY 2022 and Proposed FY 2023

REVENUE AUTHORITY						
	FY 2021 Actual	FY 2022 Budget	FY 2022 Estimate	FY 2023 Proposed	Change \$	Change %
<b>Revenues</b>						
Interest Income	\$ 41,833	\$ 172,500	\$ 46,000	\$ 39,400	\$ (133,100)	-77.2%
Use of Funds Balance	\$ 944,476	\$ 5,000,000	\$ 1,200,000	\$ -	\$ (5,000,000)	-100.0%
Facilities Operating Income	\$ 16,950,000	\$ 21,442,700	\$ 21,704,000	\$ 23,762,400	\$ 2,319,700	10.8%
Use of Capital Assets Proceeds	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	N/A
Managed Program Operating Income (Enforcement)	\$ 8,968,000	\$ 8,950,000	\$ 16,576,000	\$ 17,592,000	\$ 8,642,000	96.6%
<b>TOTAL REVENUES</b>	<b>\$ 27,904,309</b>	<b>\$ 35,565,200</b>	<b>\$ 39,526,000</b>	<b>\$ 41,393,800</b>	<b>\$ 5,828,600</b>	<b>16.4%</b>
<b>Expenditures</b>						
<b>~Administrative Expenses~</b>						
Compensation	\$ 3,772,000	\$ 3,937,900	\$ 4,062,000	\$ 4,324,600	\$ 386,700	9.8%
Fringe Benefits	\$ 1,115,600	\$ 1,078,300	\$ 1,096,700	\$ 1,147,700	\$ 69,400	6.4%
<b>Subtotal- Administrative Expenses</b>	<b>\$ 4,887,600</b>	<b>\$ 5,016,200</b>	<b>\$ 5,158,700</b>	<b>\$ 5,472,300</b>	<b>\$ 456,100</b>	<b>9.1%</b>
<b>~Operating Expenses~</b>						
Facilities Operating Expenses	\$ 16,686,718	\$ 17,824,800	\$ 25,503,300	\$ 18,536,900	\$ 712,100	4.0%
Managed Program Expenses	\$ 4,107,997	\$ 5,794,200	\$ 4,232,000	\$ 13,762,500	\$ 7,968,300	137.5%
Reserve for Maintenance and Economic Development	\$ -	\$ 3,774,200	\$ 500,000	\$ 502,800	\$ (3,271,400)	-86.7%
<b>Subtotal- Operating Expenses</b>	<b>\$ 20,794,715</b>	<b>\$ 27,393,200</b>	<b>\$ 30,235,300</b>	<b>\$ 32,802,200</b>	<b>\$ 5,409,000</b>	<b>19.7%</b>
<b>~Other Expenses~</b>						
Managed Program Funds to County	\$ 2,222,000	\$ 3,155,800	\$ 4,132,000	\$ 3,119,300	\$ (36,500)	-1.2%
<b>Subtotal- Other Expenses</b>	<b>\$ 2,222,000</b>	<b>\$ 3,155,800</b>	<b>\$ 4,132,000</b>	<b>\$ 3,119,300</b>	<b>\$ (36,500)</b>	<b>-1.2%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 27,904,315</b>	<b>\$ 35,565,200</b>	<b>\$ 39,526,000</b>	<b>\$ 41,393,800</b>	<b>\$ 5,828,600</b>	<b>16.4%</b>

## Appendix B Operating Revenues

REVENUES						
Sorted by \$ Change (FY 2022-FY2023)						
Line Item	FY 2021 Actuals	FY 2022 Approved	FY 2022 Estimates	FY 2023 Proposed	(\$) Change FY 2022 to FY 2023	(%) Change FY 2022 to FY2023
School Bus Camera	\$416,000	-	\$6,000,000	\$ 6,542,000	\$ 6,542,000	0.0%
Red Light	3,685,000	3,500,000	5160000	5,200,000	1,700,000	48.6%
Fine Revenue - Enforcement/PVN Processing	8,146,000	11,582,598	12000000	12,500,000	917,402	7.9%
County Debt Service	5,633,000	5,676,342	5676000	6,218,000	541,658	9.5%
Other Income	230,000	30,000		350,000	320,000	1066.7%
Monthly Permit Income	56,100	540,000	\$784,200	810,000	270,000	50.0%
Speed Enforcement	4,302,000	4,900,000	4,920,000	5,100,000	200,000	4.1%
False Alarm	565,000	550,000	496,000	750,000	200,000	36.4%
AVU Program	445,000	405,000	405,000	543,800	138,800	34.3%
Management Fee Income	1,185,000	1,100,000	1,000,000	1,204,000	104,000	9.5%
Lease Income	50,000	125,760	85,000	194,000	68,240	54.3%
Meter Fees - TOTAL	729,000	1,250,200	1,100,000	1,281,800	31,600	2.5%
Interest Income - Econ Development	6,000	2,000	2,000	2,800	800	40.0%
CCTV Reserve	2,800	2,800	2,800	2,800	-	0.0%
Fed Ex Events Enforcement	2,500	12,000	13,000	12,000	-	0.0%
DPWT - Fringe Lot Maintenance	418,000	418,000	418,000	418,000	-	0.0%
Use of Cap Asset Proceeds	1,000,000	-	-	-	-	-
Interest Income - Other	800	2,500	2,000	600	(1,900)	-76.0%
Interest Income - Bonds	35,000	18,000	12,000	1,000	(17,000)	-94.4%
Daily Lot Fees	52,600	300,000	220,000	228,000	(72,000)	-24.0%
Interest Income - MLGIP	33	150,000	30,000	35,000	(115,000)	-76.7%
Use of fund Balance	944,476	5,000,000	1,200,000	-	(5,000,000)	0.0%
<b>TOTAL REVENUE</b>	<b>\$ 27,904,309</b>	<b>\$ 35,565,200</b>	<b>\$ 39,526,000</b>	<b>\$ 41,393,800</b>	<b>\$ 5,828,600</b>	<b>16.4%</b>

Source: FY 2023 Budget Review Questions First Round Responses, Attachment D2, Revenues

## Appendix C Operating Expenses

EXPENDITURES						
Sorted by \$ Change Largest to Smallest (FY 2022-2023)						
Line Item	FY 2021 Actuals	FY 2022 Approved	FY 2022 Estimates	2023 Proposed	(\$ Change FY 2022 to FY 2023)	(%) Change FY 2022 to FY2023
School Bus Camera			6,000,000	6,542,000	6,542,000	.
Interest Expense	2,529,000	2,500,000	3,800,000	3,608,600	1,108,600	44%
Red Light Program	2,329,608	2,700,000	2,766,000	3,375,400	675,400	25%
Speed Enforcement Program	3,647,250	3,400,000	3,358,000	4,053,800	653,800	19%
County Technology			364,200	387,000	387,000	NA
Contractual Services Operations	384,000	109,000	115,000	495,000	386,000	354%
Bad Debt Expense	3,910,000	4,591,825	4,534,960	4,900,000	308,175	7%
Collections/Deposits	117,000	12,000	12,000	167,000	155,000	1292%
Amortization Lease Improve	210,000	45,000	190,000	180,000	135,000	300%
False Alarm Program	353,133	400,000	320,000	501,500	101,500	25%
Software & Computer Supplies	75,500	40,000	60,000	122,300	82,300	206%
Postage	65,000	20,000	50,000	51,700	31,700	159%
Repair & Maintenance	206,000	160,000	375,000	191,000	31,000	19%
Dues, Subs, and Pubs/Donations	45,900	10,000	40,000	38,900	28,900	289%
Signs & Markings	39,000	20,000	30,000	39,800	19,800	99%
Snow Removal	53,017	30,000	35,000	49,400	19,400	65%
Fuel - Vehicles	41,000	25,000	34,000	36,000	11,000	44%
Utilities- Total	110,000	130,000	140,000	141,000	11,000	8%
Reserve Maintenance	-	500,000	500,000	502,800	2,800	1%
Advertising	10,000	3,000	6,000	5,600	2,600	87%
Training & Conferences	12,800	6,000	5,000	8,400	2,400	40%
Shipping Charges	5,000	2,000	4,000	3,700	1,700	85%
Payment for Shared Revenue	-	-	-	-	-	NA
Printing	10,000	8,500	8,000	8,500	-	0%
Property Tax Expenses	-	-	-	-	-	NA
County Lease Expense	-	-	-	-	-	NA
WMATA Reimbursement - NCG	-	-	-	-	-	NA
Operating Reserve	-	-	-	-	-	NA
Passcard Refunds	37	200	100	-	(200)	-100%
Miscellaneous	-	500	-	-	(500)	-100%
Monitoring	1,139	1,000	1,000	-	(1,000)	-100%
Towing & Booting Fees	31,400	4,500	5,000	2,700	(1,800)	-40%
Bank Service Charges	30,625	32,000	30,000	30,000	(2,000)	-6%
Temporary Services - Admin	12,000	4,500	11,000	1,600	(2,900)	-64%
Meals & Entertainment	6,400	5,500	4,000	2,500	(3,000)	-55%
Office Supplies - Total	31,500	32,000	26,000	28,200	(3,800)	-12%
Payroll Processing	42,000	46,300	45,000	42,000	(4,300)	-9%
Fee Refunds - Enforcement	10,000	15,000	8,000	10,000	(5,000)	-33%
Tele CCTV - DPWT	-	7,900	-	-	(7,900)	-100%
Professional Fees - Audit	47,000	55,000	47,000	47,000	(8,000)	-15%
Telephone	112,000	110,000	100,000	100,000	(10,000)	-9%
401k Processing Fees	-	13,000	-	-	(13,000)	-100%
Supplies - Total	48,000	55,000	40,000	41,400	(13,600)	-25%
Property & Liability	266,000	315,000	299,000	298,000	(17,000)	-5%
Professional Fees - Legal	1,800	95,000	31,000	1,400	(93,600)	-99%
Depreciation	467,000	1,500,000	1,200,000	1,381,700	(118,300)	-8%
Lease - Total	380,000	535,000	375,000	407,000	(128,000)	-24%
Fine Processing Fees	2,140,000	1,125,805	700,000	982,000	(143,805)	-13%
Consultant Fees	432,000	200,000	75,000	35,200	(164,800)	-82%
Professional Fees - Planning	112,600	275,000	71,000	68,300	(206,700)	-75%
Anticipated Economic Development	-	3,274,200	1,920,000	1,174,100	(2,100,100)	-64%
Debt Services	2,470,000	5,684,281	2,500,000	2,740,000	(2,944,281)	-52%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 20,794,709</b>	<b>\$ 28,099,011</b>	<b>\$ 30,235,260</b>	<b>\$ 32,802,500</b>	<b>\$ 4,703,489</b>	<b>16.7%</b>
Compensation	\$ 3,772,000	\$ 3,937,900	\$ 4,062,000	\$ 4,324,600	\$ 386,700	9.8%
Fringe	1,115,600	1,078,300	1,096,740	\$ 1,147,700	\$ 69,400	6.4%
Operating	20,794,709	24,324,811	27,815,260	\$ 31,279,000	\$ 6,954,200	28.6%
PGPD Program funding to County	2,222,000	2,450,000	4,132,000	3,119,300	\$ 669,300	27.3%
Reserve Maintenance/Econ Dev/Debt Reserve	-	3,774,200	2,420,000	\$ 1,523,200	\$ (2,251,000)	-59.6%
<b>TOTAL EXPENDITURES</b>	<b>\$ 27,904,309</b>	<b>\$ 35,565,211</b>	<b>\$ 39,526,000</b>	<b>\$ 41,393,800</b>	<b>\$ 5,828,600</b>	<b>16.4%</b>

Source: FY 2023 Budget Review First Round Attachment D1, Operating Expenses





## FY 2022-2023 Economic Development

<u>Existing Projects</u>	<u>Funding by RAPGC</u>	<u>Funds Spent to Date</u>	<u>Est. Start Date</u>	<u>Est. Comp. Date</u>
Brentwood I	\$3.7MM	\$3.7MM	FY 2018	FY 2019
Brentwood II	\$3.1MM	\$3.1MM	FY 2019	FY 2020
New Carrollton Garage	\$6.5MM	\$3.9MM	FY 2019	FY 2020
Regional Medical Center	\$36.0MM	\$34.0MM	FY 2020	FY 2021
Suitland I (Shopping Center)	\$9.6MM	\$9.6MM	FY 2018	FY 2021
Suitland II (Hunter Memorial)	\$5.3MM	\$5.3MM	FY 2018	FY 2021
Suitland III	\$20.1MM	\$19.1MM	FY 2018	FY 2021
Amphitheater Study	\$576K	\$576K	FY 2020	FY 2021
Showplace Arena Study	\$500K	\$223K	FY 2020	FY 2022
Good Foods Market	\$250K	\$250K	FY 2020	FY 2021

<u>Potential Projects</u>	<u>Funding by RAPGC</u>	<u>Funds Spent to Date</u>	<u>Est. Start Date</u>	<u>Est. Comp. Date</u>
Hyattsville Justice Garage	\$6.8MM	\$0MM	FY 2022	FY 2023
Suitland Phase I	\$100.0MM	\$100K	FY 2022	FY 2024
Suitland Workforce*	\$150.0MM	\$0MM	FY 2022	FY 2025

\*Pending

Source: FY 2023 Budget Review First Round Response Q.23h, Attachment F – FY 22-FY 23 Planned Project