



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of Audits and Investigations

September 7, 2022

FISCAL AND POLICY NOTE

TO: Robert J. Williams, Jr.
Council Administrator

William M. Hunt
Deputy Council Administrator

THRU: Josh Hamilton
Director of Budget and Policy Analysis

FROM: Lavinia A. Baxter
Senior Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-066-2022 Parking (DRAFT 2)

CB-66-2022 (*sponsored by: Councilmember Taveras*)

Assigned to the Transportation, Infrastructure, Energy and Environment Committee

AN ACT CONCERNING RESIDENTIAL PARKING for the purpose of providing designation of parking permits areas; restricting eligibility for certain residential parking permits; providing certain pilot program for an intelligent parking asset management platform App and requiring a certain study by the Maryland National Capital Park and Planning Commission; providing the number of residential parking permits,; providing for a certain petition to change the standard number of residential parking permits; providing for signs; providing for residential parking permit fees for every two years in Residential County Parking Permit Areas and Residential Parking Permit Areas designated by petition; providing for certain exceptions; providing for certain parking area violations; providing for the use of parking permit fees; providing for application within a municipality providing the definition and applicability of certain commercial vehicles,; providing for the parking of certain commercial vehicles and generally relating to residential and commercial parking.

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Fiscal Summary

Direct Impact:

Expenditures: Increased expenditures by the Revenue Authority to conduct study.

Revenues: Potential modest increase in revenues from permit issuance.

Indirect Impact:

Potentially favorable.

Bill Summary:

CB-066-2022, sponsored by Councilmember Taveras, was presented on July 5, 2022 and referred to the Transportation, Infrastructure, Energy and Environment (TIEE). Council Member Taveras plans to offer a Draft 2 of the Bill at Committee. If Draft 2 of the Bill is enacted, the Bill would:

1. revise language giving the County Council, along with the County Executive authority to terminate or establish a parking area.
2. give the County Council the authority to determine the requirements of traffic engineering survey to assure that a parking area may be established.
3. replace the County Executive with the Revenue Authority (*the Authority*) as the grantor for parking permits.
4. increase the number of parking permits from three to a maximum of five per household unless otherwise authorized by the Revenue Authority.
5. limit guests permit validation for up to seventy-two (72 hours) and not to exceed 75 per year.
6. impose permit fees for the third (\$75.00), the fourth (\$100.00) and fourth (\$75.00) and any subsequent parking permits (\$100.00).
7. add the definition of commercial vehicles pursuant to the Maryland Annotated Code, Transportation Article, §21-1010 and restrict parking of commercial vehicles in residential zones.
8. provide for a one - year pilot program to be conducted upon the established of the Northern Gateway Business Improvement District (BID). The program will focus on Permit and Residential Parking Areas in the Northern Gateway of Prince George’s County. The program will begin on January 1, 2025. Included in the pilot program is the use of a free intelligent parking asset management platform (APP) to help residents find available parking on public or private property. Users would rent the space from the owner. A report will be submitted to the County Council six months following the effective date of this legislation.
9. dedicate revenues from the pilot APP program to maintenance and service provided by the Northern Gateway Business Improvement District (the BID).

10. mandate the Authority to conduct a study on the definition of commercial vehicles and the impact of these vehicles have in Residential Parking Permit areas. A report will be submitted to the County Council six months following the effective date of this legislation.
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Current Law/Background:

Section §26-141.01 of the County Code provides authority for the Revenue Authority to designate special parking permit areas in which certain vehicles are restricted from parking during certain times unless otherwise designated by a residential parking permit. Creation, management and enforcement of these parking zones has been delegated to the Prince George’s County Revenue Authority. To date, since 2011, there are approximately 107 total residential parking zones. Currently, three two-year parking permits are free to residents along with one visitor permit. Also available is a service permit for service workers who may be coming to a residence. License plates serve as the permit.

Section §26-137 provides that permits for parking may be granted under objective criteria to residents of an area for every vehicle owned. Commercial vehicles titled heavy commercial trucks (10,000 pounds or more) and inoperable vehicles are excluded unless in use for delivery or to provide services to residents in an area as well as handicap persons.

Fines are set at \$100.00 for each violation. The Police Department has the authority to impound and remove any vehicle found in violation of the code. Provisions of the code do not apply to municipalities.

Resource Personnel:

- Mark Graves, Executive Director, Revenue Authority
 - Anthony Poteat, COO, Revenue Authority
 - Diane O. Harris, Revenue Authority
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Discussion/Policy Analysis:

The aim of the bill is to alleviate the ongoing issue of limited street parking in congested areas and create a parking solution for passenger and commercial vehicles, whereby residents can locate available parking for a fee. CB-066-2022 calls for a pilot program to study the creation of a special parking zone in the northern part of the County. Upon the establishment of the Northern Gateway BID, the pilot program calls for the utilization of parking app platform to assist residents with locating rental parking in the zone. Revenues from the app would be dedicated to the BID. Currently, there is only one special parking zone, located at National Harbor. The zone is managed by the Revenue Authority on a contractual basis. For convenience, customers may use a parking app called Park Mobile at metered spaces.

In 2018, the County Council considered a similar bill, CB-058-2018. That bill would have restricted residential parking permit areas and required the Revenue Authority to undertake a study, provide for guests parking not to exceed 100 per year and allow 60% of households in a residential area to petition to change the standard to have fewer or more than three residential parking permits. The current bill, as drafted imposes parking permit fees for three or more permits, but caps the maximum at five. Currently, the County grants three (3) free parking permits with one (1) free guest parking permit.

The Authority stated that this bill raises a number of conflicts for them including allowing municipalities to opt-in to the program, providing a parking program for hire on public and private property, and the utilization of a parking app with dedicated revenues to the BID among other issues. They have stated that they do not wish to be involved in such a program.

Neighboring Jurisdictions Parking Permits & Commercial Vehicles Policy

- *How are other jurisdictions handling commercial vehicles?*

The District of Columbia

The District of Columbia has a residential parking program. Permit fees range for \$50 for the first vehicle, \$75 for the second vehicle, \$100 for the third vehicle and \$150 each vehicle beyond the first three vehicles. Commercial vehicles, buses, vehicles longer than 22 feet, and sightseeing vehicles are not eligible for residential parking permits. Any motor vehicle that displays un-removable commercial advertising or insignia is considered a commercial vehicle.¹

Montgomery County

Montgomery County's Division of Parking Management operates the residential parking permit (RPP) through a vendor. The program enacted over 40 years ago, is only for single-family dwelling units. Under this program, a one-year residential permit is \$20 and a one year visitor permit is \$20. Thirty-day temporary permits are free. The County also issues seven (7) and thirty-day temporary permits for free and six-month contractor permits start at \$10. Heavy commercial vehicles, recreational vehicles, utility trailers or buses are not permitted on any public roadway except if work is being done at a property, the operator is loading and unloading or the vehicle is inoperable for up to 48 hours. Parking is allowed on streets where the property is zoned for commercial or industrial use, unless prohibited by an official sign or other law applicable to all motor vehicles.²

Alexandria City

¹ [Residential Parking Permits | dmv \(dc.gov\)](https://www.dmv.dc.gov)

² [Sec. 31-14. Parking of heavy commercial vehicles, recreational vehicles, utility trailers, or buses. \(amlegal.com\)](https://www.amlegal.com)
[RESIDENTIAL PARKING PERMIT \(montgomerycountymd.gov\)](https://www.montgomerycountymd.gov)

Alexandria City has designated certain areas in the City as residential permit parking districts. Only those who maintain a residence may apply for a residential parking permit at the cost of \$40 for the first vehicle, \$50 for the second vehicle and \$150 for each additional vehicle. Business permits are issued for contractors doing business at residents. No more than three permits are issues for the same residence at no charge.³

Baltimore City

Baltimore City has 47 designated residential permit program areas. Permits are valid for one year from the designated annual renewal date for each year, but residents must re-apply every year. Commercial vehicles are defined as every vehicle except passenger car, that has commercial advertising on the exterior of the vehicle or on equipment attached to the vehicle and under the maximum gross weight of 7,000 pounds or ¾ ton is eligible to park. The city advertises an app called SPOT ANGEL to help residents find free parking and receive reminders on street cleaning.⁴

Issues for Committee Consideration:

- Every other jurisdiction with a residential parking permit program charges a nominal fee for permit parking.
- What are the cost implications for low-income residents? Will allowing more permitted parking help to alleviate parking congestion?

Fiscal Impact:

Direct Impact

Enactment of CB-066-2022 will likely have both favorable and adverse fiscal impacts. It will:

- potentially increase revenue from the registration of residential permits for the 3rd, 4th and subsequent permits.
- cost the Revenue Authority an unknown amount to conduct the study on the definition and impact of commercial vehicles.

Indirect Impact

Enactment of CB-66-2022 may have a favorable indirect fiscal impact on the County by enhancing the revenue for the BID and attracting more use of vacant parking space for users of commercial vehicles. This program may help to alleviate street parking and open up more parking for residents in the northern area.

³ [Residential Parking Permit Program Facts | City of Alexandria, VA \(alexandriava.gov\)](https://alexandriava.gov/residential-parking-permit-program-facts)

⁴ [Required Customer Documents | Parking Authority \(baltimorecity.gov\)](https://baltimorecity.gov/required-customer-documents)

Appropriated in the Current Fiscal Year Budget

No.

Effective Date of Proposed Legislation

The proposed Act shall take effect forty-five (45) calendar days after it becomes law.

If you require additional information, or have any questions about this fiscal impact statement, please call me.