

## Revenue Authority - Fiscal Year 2022 Budget Review Summary

### Proposed FY 2022 Operating Budget

	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimated	FY 2022 Proposed	\$ Change	% Change
<b>Revenues</b>						
Interest Income	\$ 224,433	\$ 171,100	\$ 198,100	\$ 172,500	1,400	0.8%
Use of Fund Balance	3,200,000.00	5,000,000.00	-	5,000,000	-	0.0%
Facilities Operating Income	18,790,872	24,958,800	18,056,000	21,442,700	(3,516,100)	-14.1%
Managed Program Operating Income	9,931,956	12,685,000	8,693,300	8,950,000	(3,735,000)	-29.4%
<b>TOTAL REVENUES</b>	<b>\$ 32,147,261</b>	<b>\$ 42,814,900</b>	<b>\$ 26,947,400</b>	<b>\$ 35,565,200</b>	<b>(7,249,700)</b>	<b>-16.9%</b>
<b>Expenditures</b>						
<b>Administrative Expenses</b>						
Compensation	\$ 3,872,397	\$ 4,213,400	\$ 3,761,500	\$ 3,937,900	(275,500)	-6.5%
Fringe Benefits	1,155,901	1,139,000	1,007,400	1,078,300	(60,700)	-5.3%
<b>SUBTOTAL - ADMINISTRATIVE EXPENSES</b>	<b>\$ 5,028,298</b>	<b>\$ 5,352,400</b>	<b>\$ 4,768,900</b>	<b>\$ 5,016,200</b>	<b>(336,200)</b>	<b>-6.3%</b>
<b>Operating Expenses</b>						
Facilities Operating Expenses	\$ 19,949,984	\$ 19,212,600	\$ 13,485,280	\$ 17,824,800	(1,387,800)	-7.2%
Managed Program Operating Expenses	4,406,003	8,036,900	6,031,400	5,794,200	(2,242,700)	-27.9%
Reserve for Maintenance and Economic Development	-	5,565,000	-	3,774,200	(1,790,800)	-32.2%
<b>SUBTOTAL - OPERATING EXPENSES</b>	<b>\$ 24,355,987</b>	<b>\$ 32,814,500</b>	<b>\$ 19,516,680</b>	<b>\$ 27,393,200</b>	<b>(5,421,300)</b>	<b>-16.5%</b>
<b>Other Expenses</b>						
Managed Program Funds to County	\$ 2,762,976	\$ 4,648,000	\$ 2,661,820	\$ 3,155,800	(1,492,200)	-32.1%
<b>SUBTOTAL - OTHER EXPENSES</b>	<b>\$ 2,762,976</b>	<b>\$ 4,648,000</b>	<b>\$ 2,661,820</b>	<b>\$ 3,155,800</b>	<b>(1,492,200)</b>	<b>-32.1%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$32,147,261</b>	<b>\$42,814,900</b>	<b>\$26,947,400</b>	<b>\$35,565,200</b>	<b>(7,249,700)</b>	<b>-16.9%</b>

### Authorized Staffing – All Classifications

	FY 2021 Approved	FY 2022 Proposed	Change Amount	Percentage Change
Full-Time	65	65	0	0.0%
Part-Time	42	37	-5	-11.9%
On-Call	0	0	0	N/A
<b>Total</b>	<b>107</b>	<b>102</b>	<b>-5</b>	<b>-4.7%</b>

### FY 2022 Proposed Budget – Key Highlights

- Decreased Compensation: (\$275,500) due to reduction of five (5) part-time enforcement staff.
- Decreased Fringe Benefits: (\$60,700) due to reduction of part-time enforcement staff.
- Decreased Operating Costs: Managed Programs (~2.2 million), Facilities (~1.4 million), and Reserve for Maintenance and Economic Development (~\$1.8 million) primarily due to decreases for bad debt and economic development projects.
- Decreased Managed Program Funds to the County: (~\$1.5 million) due to decreases in revenues associated with the Red-Light Camera and Automated Speed Enforcement Programs.
- Staffing: Full-Time remains unchanged (65); Part-Time reduction by five (5) positions to (37).
- Vacancies (As of 3/2021): Four (4) positions consisting of two (2) Information Processors and two (2) Parking Enforcement Officers (PEOs).
- Key Programs/Initiatives:
  - Parking Enforcement and facilities;
  - Real estate development and public-private financing opportunities (CIP, Good Food Market Project, Amphitheatre Project and Show Place Arena Project); and,

- Managed Programs various entities such as the Police Department (Red Light Camera, Automated Speed Enforcement, False Alarm Unit), Department of Public Works and Transportation (CCTV, Fringe Lots), Department of the Environment (Abandoned Vehicles Unit), and PGCPs (School Bus Camera Program).

### Highlights and COVID-19 Impact

A more comprehensive list of the effects of the COVID-19 pandemic on the Authority's staffing, revenues, expenditures and operations is included in the attached report.

- Successfully secured \$40 million worth of revenue bonds to finance the construction of the Capital Region Medical Center (CRMC) Garage.
- Successfully maintained its financial self-sufficiency in FY 2021 during the pandemic.
- The travel mandates issued by Federal, State and Local governments impacted utilization of the commuter parking lots and meters which reduced the Authority's revenues by more than 80%.
- During the pandemic the State of Maryland waived the motor vehicle tag registration flag for violators of any traffic infractions, impacting the number of payments collected.
- The Authority was informed that the New Carrollton Garage facility is scheduled to be demolished, as a result an impairment (which is a reduction in the value of an asset) to leasehold improvements was recorded in the FY 2020 Audited Financial Statements.
- Commenced management of the PGCPs School Bus Camera Program.

### Proposed FY 2022 -FY 2027 Capital Improvement Program

	Estimate to be Expended thru FY21	Proposed FY22 Capital Budget	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Proposed CIP Funding
4 Projects	\$ 15,091,000	\$ 67,075,000	\$ 30,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ 184,800,000

### Highlights

- Funded by Revenue Bonds (14.3%) and Other (85.7%).
- Four (4) Key Projects: Suitland Naylor Road (Bonds, Other, Reserves), Renovation Hyattsville Justice Center Garage (Loans), UM Capital Regional Medical Center (CRMC) Garage (Bonds), Hamilton Street Garage
- No proposed new or deleted projects.
- One (1) project estimated to be completed in FY 2021, with closeout in FY 2022: CRMC Garage.
- Two (2) projects delayed: Hamilton Street Garage and Hyattsville Justice Center Garage.



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

## Office of Audits and Investigations

May 3, 2021

### MEMORANDUM

TO: Calvin S. Hawkins, II, Chair  
Committee of the Whole (COW)

THRU: David H. Van Dyke, County Auditor

FROM: Sylvia S. Singleton, Audit Manager

RE: Revenue Authority  
Fiscal Year 2022 Budget Review

#### Budget Overview

The FY 2022 Proposed Budget for the Revenue Authority (the "Authority") is approximately \$35.6 million. This is a decrease of approximately \$7.2 million, or 16.9%, under the FY 2021 Approved Budget. The decrease is primarily due to a reduction in the costs related to managed programs as a result of reductions in fine processing, costs for economic development projects, and a decrease in bad debt.

The Revenue Authority serves to provide real estate development and public-private financing opportunities, parking enforcement and parking facilities, as well as administration of records and finances of various programs and facilities in partnership with other County agencies.

#### Budget Comparison – FY 2020 Audited Financials and Approved Fiscal Year 2021 to Proposed Fiscal Year 2022 Budget

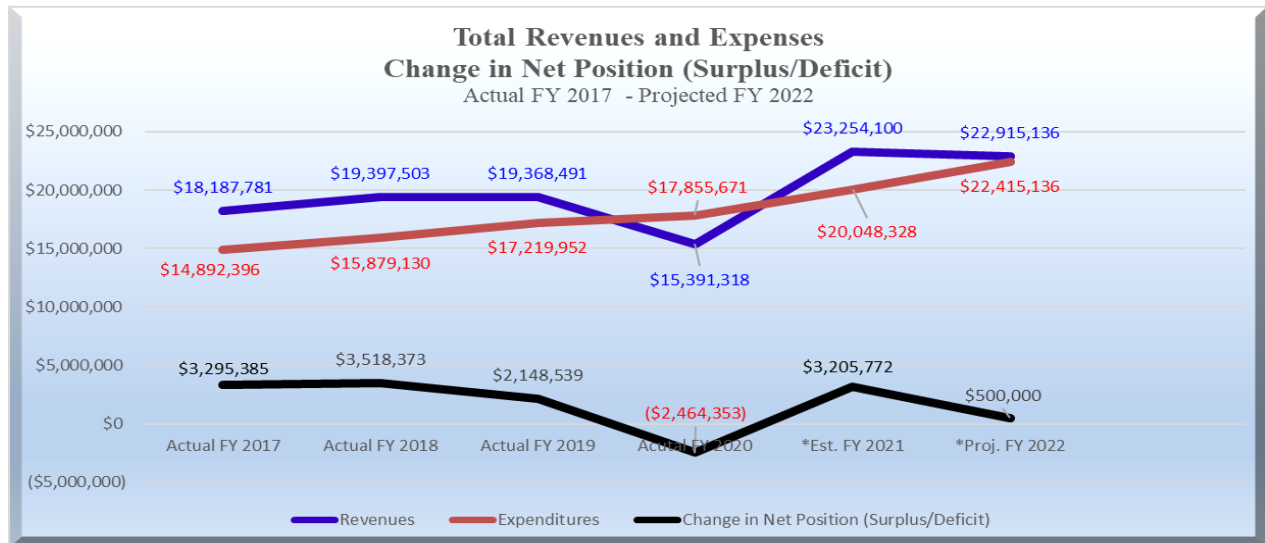
Category	AUDITED <sup>1</sup>	BUDGETED			
	Actual FY 2020	Approved FY 2021	Proposed FY 2022	Change Amount	Percentage Change
<b><u>Revenues</u></b>					
Net Operating Income (Facilities)	\$32,685,880	\$24,958,800	\$21,442,700	(\$3,516,100)	(14.1)%
Net Managed Program Income (Enforcement)	-	12,685,000	8,950,000	(\$3,735,000)	(29.4)%
Net Interest Income (Expense)	(538,619)	171,100	172,500	1,400	0.8%
Use of Fund Balance	-	5,000,000	5,000,000	-	0.0%
<b>Total Net Revenues</b>	<b>\$32,147,261</b>	<b>\$42,814,900</b>	<b>\$35,565,200</b>	<b>(\$7,249,700)</b>	<b>(16.9)%</b>
<b><u>Expenditures</u></b>					
Net Compensation and Benefits	\$5,028,298	\$5,352,400	\$5,016,200	(\$336,200)	(6.3)%
Managed Program Operating Expenses	7,168,979	8,036,900	5,794,200	(2,242,700)	(27.9)%
Facilities Operating Expenses	19,949,984	19,212,600	17,824,800	(1,387,800)	(7.2)%
Capital Outlay	-	-	-	N/A	N/A
<b>Subtotal Normal Operations</b>	<b>\$32,147,261</b>	<b>\$32,601,900</b>	<b>\$28,635,200</b>	<b>(\$3,966,700)</b>	<b>(12.2)%</b>
Managed Program Funds to County	-	4,648,000	3,155,800	(1,492,200)	(32.1)%
Reserve for Maintenance & Economic Development <sup>2</sup>	-	5,565,000	3,774,200	(1,790,800)	(32.2)%
<b>Total Net Expenditures</b>	<b>\$32,147,261</b>	<b>\$42,814,900</b>	<b>\$35,565,200</b>	<b>(\$7,249,700)</b>	<b>(16.9)%</b>

<sup>1</sup> Actual FY 2020 column is the RAPGC's audited financial statement amounts and do not include revenues/expenditures for the managed programs (ASE, RLC, FARU, School Bus Camera & Abandoned Vehicles).

<sup>2</sup> Reserve for Maintenance & Economic Development is a reallocation of cash, and although it is budgeted as an operating expense item, it is not recorded on the books as expense until utilized.

## 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. Net position decreased by approximately \$3.4 million for fiscal year 2020. *See chart below* which excludes managed programs.



Source: FY 2022 First Round Response Q.5 (excludes managed programs)

- The largest portion of the Authority's assets is capital assets not being depreciated, consisting of land and construction in process, which makes up approximately \$51.6 million of total assets. The largest portion of the Authority's liabilities are bonds payable, which represents approximately \$97.2 million of the total liabilities.
- The issuance of the Series 2020 Bonds for \$40 million by the Authority increased both total current assets and total current liabilities during year ended June 30, 2020. In addition, the Authority was informed that the New Carrollton Garage facility was scheduled to be demolished, as a result an impairment (which is a reduction in the value of an asset) to leasehold improvements was recorded.
- Cash, cash equivalents and investments as of June 30, 2020 was \$37.5 million.
- As of June 30, 2020, the Revenue Authority's assets exceeded liabilities by approximately \$41.3 million. A significant component of the Authority's net position, about 44.56%, or approximately \$18.4 million, was recorded as Unrestricted-Undesignated funds. Of the \$18.4 million, approximately \$14.5 million, or 79% was Accounts Receivable (money owed to the Authority for unpaid citations), and approximately \$3.9 million, or 21%, was cash and cash equivalents.
- The Authority's FY 2021 budget was greatly impacted by the pandemic. The FY 2021 budget was modified with a 40% reduction in both revenues and expenditures after review of the 6-month actuals for same year. The Proposed FY 2022 budget will reflect a 30% reduction in revenues and expenses compared to budgets prior to the pandemic.

- The Authority's revenue stream for parking citations and meters were reduced by 60% and 80% respectively during the pandemic. In turn, the Authority had to limit or terminate operating expenses to maintain the net position of the Agency. As State and County mandates are minimized, the Authority expects to return to parking operating revenues of 80% of its FY 2020 totals, and meters to return to 70% of its FY 2020 totals.

#### **Authorized Staffing Count**

	<b>FY 2021 Approved</b>	<b>FY 2022 Proposed</b>	<b>Change Amount</b>	<b>Percentage Change</b>
Full-Time	65	65	0	0.0%
Part-Time	42	37	-5	-11.9%
On-Call	0	0	0	N/A
<b>Total</b>	<b>107</b>	<b>102</b>	<b>-5</b>	<b>-4.7%</b>

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

- In FY 2022, compensation is proposed at approximately \$3.9 million, which represents a decrease of \$275,500, or 6.5%, under the FY 2021 Approved Budgeted level. Funding is proposed for 65 full-time, and 37 part-time positions in FY 2022. This represents a decrease of five (5) part-time Parking Enforcement Officer (PEO) positions, under the FY 2021 approved level.
- The Authority is reporting that as of March 2021, there are four (4) vacancies which is expected to continue into FY 2022, two (2) for Information Processors and two (2) for Parking Enforcement Officers (PEOs).
- In FY 2021, the Revenue Authority did not issue a cost-of-living adjustment (“COLA”), and does not plan to do so in FY 2022.
- In FY 2021, overtime is projected at \$1,200, and proposed at \$12,500 for FY 2022. 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 2022 Proposed Budget also includes funding for 16 off-duty part-time Police Officer positions from the Prince George’s County Police Department’s (PGCPD) Automated Speed Enforcement (ASE) program and remains unchanged from the FY 2021 approved levels. FY 2022 Proposed Budget for these positions is \$225,800, for 4,500 service hours, and is included under the ASE program’s operating expenses.
- In response to the COVID 19 Pandemic the Authority is reporting the following related to staffing:
  - ✚ It functioned in a hybrid work mode.
  - ✚ Effective March 20, 2020, the County instituted a reduction in operations to only essential functions and County agencies were closed to the public. Although the Authority remained closed to the public, the Agency remained functional and transitioned employees to telework/office, field, and administrative leave statuses depending on the nature of their work.
  - ✚ 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 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%.
- ✚ It has not had to address any reduction in personnel availability and decided early on to maintain its staffing complement without any reduction in force or layoffs for staff that worked in the field. Natural attrition and turnover occurred, and positions were backfilled accordingly.
  - ✚ Measures were put in place to ensure a safe working environment for employees driving agency vehicles as well as to prepare the office for employees to return to work.
  - ✚ Hiring was suspended in accordance with the County's directive and resumed in September 2020 based on the agency 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.
  - ✚ Challenges consisted of revamping the Agency's telework policy, providing technology and equipment to employees facing working from home, and revising how vehicles were dispatched for sanitary purposes and fueling (electric), getting the necessary personal protective equipment through the Agency's own suppliers as well as the County resources and financial stability through monitoring spending.

### **Related Party Transactions**

- The Revenue Authority reported its "Related Party Transactions" and contractual agreements in *the table on the following page*.
- In FY 2022, 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 2022, 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 one million dollars (\$1,000,000) 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.
- ✚ 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.
- ✚ The estimated amount due to WMATA for FY 2021 is \$109,304.

RELATED PARTY TRANSACTIONS					Footnote for Description
Transaction Entity (TE)- Agreement Description	Funds (paid to)/ received from TE				
	FY2020 Actual	FY2021 Approved	FY2021 Est.	FY2022 Proposed	
Prince George's County-Annual Fines Distribution	\$0	\$0	\$0	\$0	1
Prince George's County-Facilities Lease	\$0	\$0	\$0	\$0	2
Prince George's County-HJC Annual rent	\$660,000	\$660,000	\$660,000	\$660,000	3
Prince George's County-HJC Garage Mgmt Fee	\$115,000	\$115,000	\$115,000	\$115,000	4
Prince George's County-HJC Annual Fee	\$50,000	\$50,000	\$50,000	\$50,000	5
Prince George's County-Dept. of Corrections	\$11,591	\$12,000	\$7,000	\$10,000	6
WMATA - New Carrollton Garage	(\$107,161)	(\$109,304)	(\$109,304)	\$0	7
DPW&T-CCTV Monitoring	\$3,700	\$2,800	\$2,800	\$2,800	8.1
DPW&T-CCTV-Mtce ReservePr. Geo. Cty	\$60,389	\$139,820	\$60,000	\$24,200	8.2
DPW&T-Fringe Lot Maintenance	\$250,481	\$302,380	\$252,770	\$418,000	8.3
Payments from DPW&T	\$314,570	\$445,000	\$315,570	\$445,000	
PGPD - Automated Speed	\$17,828	\$39,236	\$19,000	\$36,000	9
PGPD - False Alarm (FARU)	\$81,437	\$49,163	\$55,000	\$68,750	9
PGPD - Red Light	\$599,923	\$425,000	\$423,650	\$600,000	9
PGPD - School Bus Camera	\$0	\$0	\$0	\$0	9
Prince George's County - Other - FedEx Events	\$9,662	\$15,000	\$1,200	\$12,000	10
Prince George's Fuel Agreement	(\$66,000)	(\$74,000)	(\$35,000)	(\$25,000)	11
Abandoned Vehicle Unit	\$501,265	\$455,025	\$455,025	\$455,025	12
Footnote Legend					

#0:	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

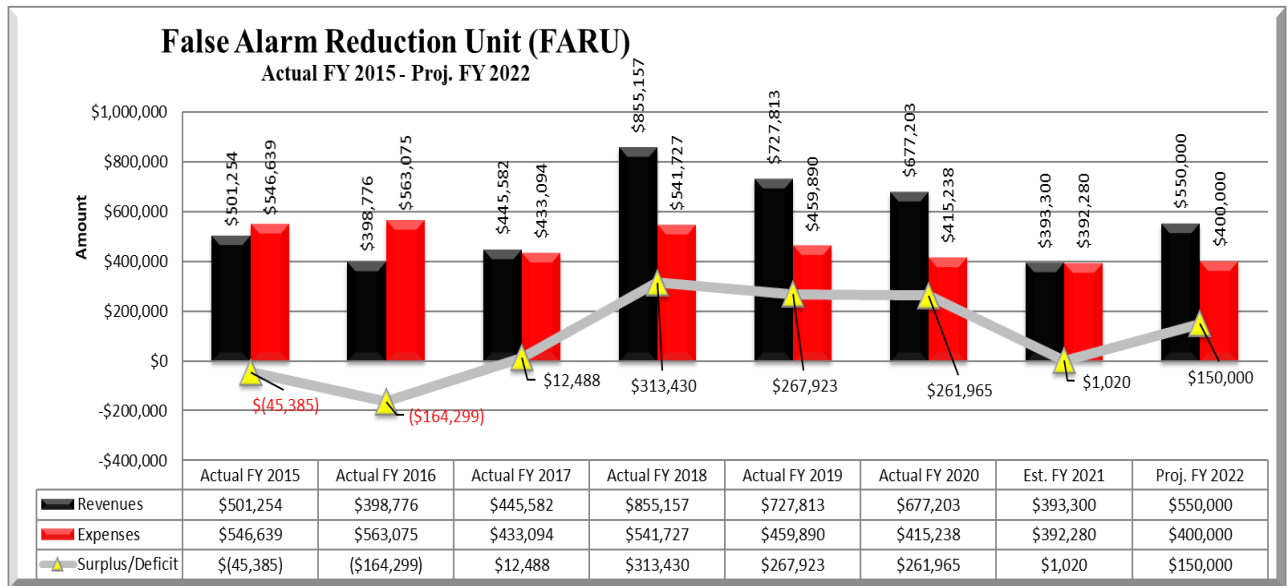


### Police Department and Prince George's County Public School (PGCPS) Managed Programs

- The Authority will continue to manage several Police Department programs in FY 2022 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 2017, 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 \$550,000 in FY 2022, with expenses of \$400,000, which would result in \$150,000 surplus. The False Alarm Unit's surpluses are remitted to the County, and deficits are billed to the County. *Please see chart below.*
  - ✚ Outstanding receivables for the FARU program in FY 2021 is approximately \$1.3 million, with a collection rate of 92%.



Source: FY 2022 Budget Response First Round Q.38 - Attachment K

#### Automated Speed Enforcement (ASE) Program

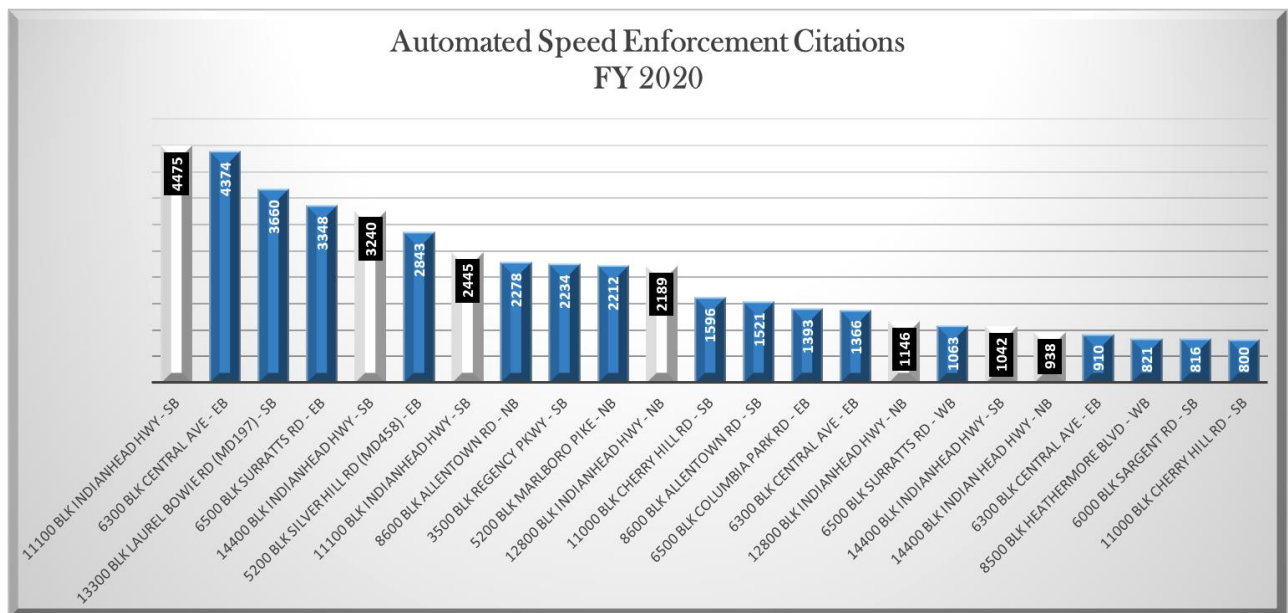
- The County's Automated Speed Enforcement (ASE) program is a joint effort between the Revenue Authority, the Prince George's County Police Department (PGCPD or Police Department), and the Department of Public Works and Transportation (DPW&T). The Revenue Authority manages the Program on behalf of the 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 ASE contract with Conduent Solutions, signed February 26th, 2019, is still in the initial term of the agreement and has two (2) additional one-year options.



- As of March 2021, the ASE program had 66 operational mobile speed cameras deployed, and six (6) replica (dummy) cameras.
- 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.
- MD Route 210 legislation allows for the 24-hour operation which resulted in a higher volume of citations compared to school zone locations. In FY 2020, cameras located on Indian Head Highway generated 15,775 citations. The South-Bound 11100 Block of Indianhead Highway had the highest number of citations issued for the period reviewed with 4,475 citations. *See chart below.*

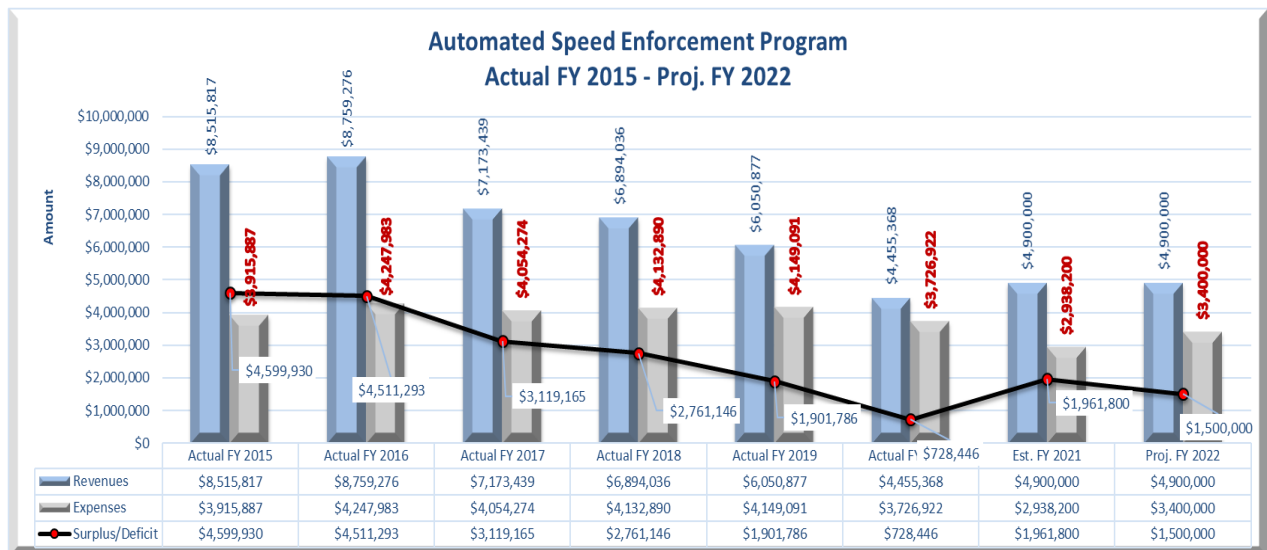
Location & Direction					Citations
14400 Blk	Indianhead	Hwy	NB		938
11100 Blk	Indianhead	Hwy -	SB		4475
14400 Blk	Indianhead	Hwy -	SB		3240
11100 Blk	Indianhead	Hwy -	SB		2445
12800 Blk	Indianhead	Hwy -	NB		2189
12800 Blk	Indianhead	Hwy -	NB		1146
14400 Blk	Indianhead	Hwy -	SB		1042
12800 Blk	Indianhead	Hwy -	NB		300
					15,775

- The Authority's *Response to First Round Q.42d - Attachment M* includes the full list of camera locations and incidents generated as of in FY 2020 (80,541). *See the chart below* for locations with 800+ citations issued in FY 2020.



Source: FY 2022 Budget Response First Round Q.42d- Attachment M

- The program has two (2) dragon cams in use. The locations are chosen by PGCPD 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 no citations. *See Appendix E attached* of locations which generated less than 10 citations in FY 2020, with some locations generating zero citations.
- The Approved Budgeted FY 2021 revenues is \$6 million; however, the estimated revenues are anticipated to be \$1.1 million lower than projected, at \$4.9 million. FY 2021 estimated program surplus is \$1.5 million. *See chart below.*



Source: FY 2022 Budget Response First Round Q.38- Attachment K

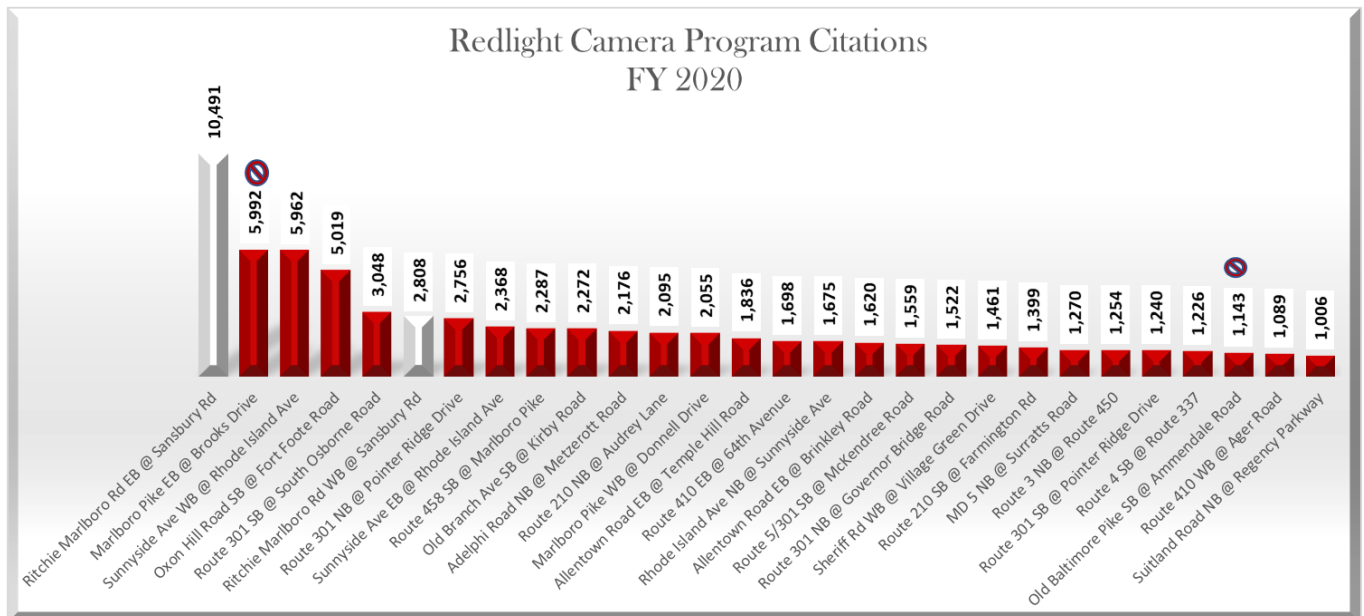
- In FY 2020, the Authority earned management fees related to the ASE program of \$20,894.
- The ASE program has 375,000 violations, valued at approximately \$15 million in outstanding, uncollected revenues in FY 2021 to date, of which approximately \$10.5 million, or 70.1%, are in-State, and approximately \$4.5 million, or 29.8%, are out-of-State. The estimated collection rate in FY 2021 is 85%.
- 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 on a clean slate initiative by partnering with Pay lock, to provide a frontline booting and towing collection effort, as well as with Penn Credit for a collection effort beyond county limits.
- The ASE program revenues are not on target as the pandemic heavily impacted production in FY 2021.

### 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:

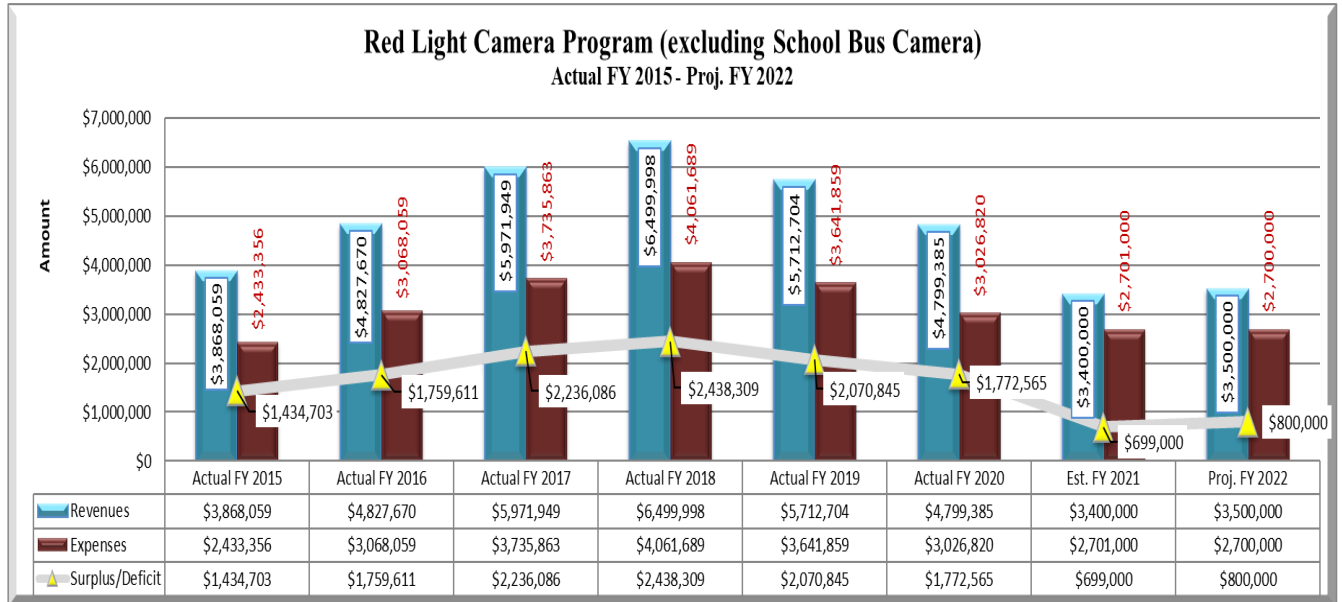
- ✚ Is currently partnered with Conduent Solutions, and the contract was extended to July 29, 2021.
- ✚ The original contract was signed January 29, 2014, for a term of three (3) years with the option to extend for three (3) additional one-year periods, and one additional year in the event 39 cameras were not installed by year one (1) for reasons outside of the vendor's control.
- ✚ 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, 44 cameras remain.
- ✚ There will be no additional implementations while in the final stages of the current contract, and the County is currently reviewing all options on moving forward. Red light locations are fixed and cannot be relocated. If a location shows no need for continued enforcement, it is not considered on a new contract.
- ✚ The cameras located at the Ritchie Marlboro Rd East-Bound (EB) and West-Bound (WB) @ Sansbury Road generated a combined total of 13,299 citations FY 2020. Marlboro Pike EB @ Brooks Drive and Old Baltimore Pike SB @ Ammendale Road, both had over 1,000 citations and were removed/repaired in FY 2021. See the chart below for locations which had over 1,000 citations in FY 2020 and *Appendix F of this report* for the full list of camera locations and citations issued in FY 2020.



Source: FY 2022 Budget Response First Round Q.41j - Attachment L

- ✚ The FY 2021 estimated revenues are anticipated to be \$3.4 million, with an estimated program surplus of \$699,000. Program revenues are not on target in FY 2021, as the pandemic has heavily impacted production in FY 2021. *See chart on the following page.*
- ✚ In FY 2020, the Authority earned management fees related to the RLC program of \$599,923.
- ✚ The RLC program has 202,667 violations, valued at \$15.2 million, in outstanding uncollected revenues in FY 2021 to date, of which approximately \$9.9 million, or 65.2%, are in-State, and approximately \$5.3 million, or 34.8%, are out-of-State. The estimated collection rate in FY 2021 is 90%.

- The Revenue Authority is working on a clean slate initiative by partnering with Pay lock, to provide a frontline booting and towing collection effort. As well as with Penn Credit for a broader reach collection effort that pursues collections nationwide.



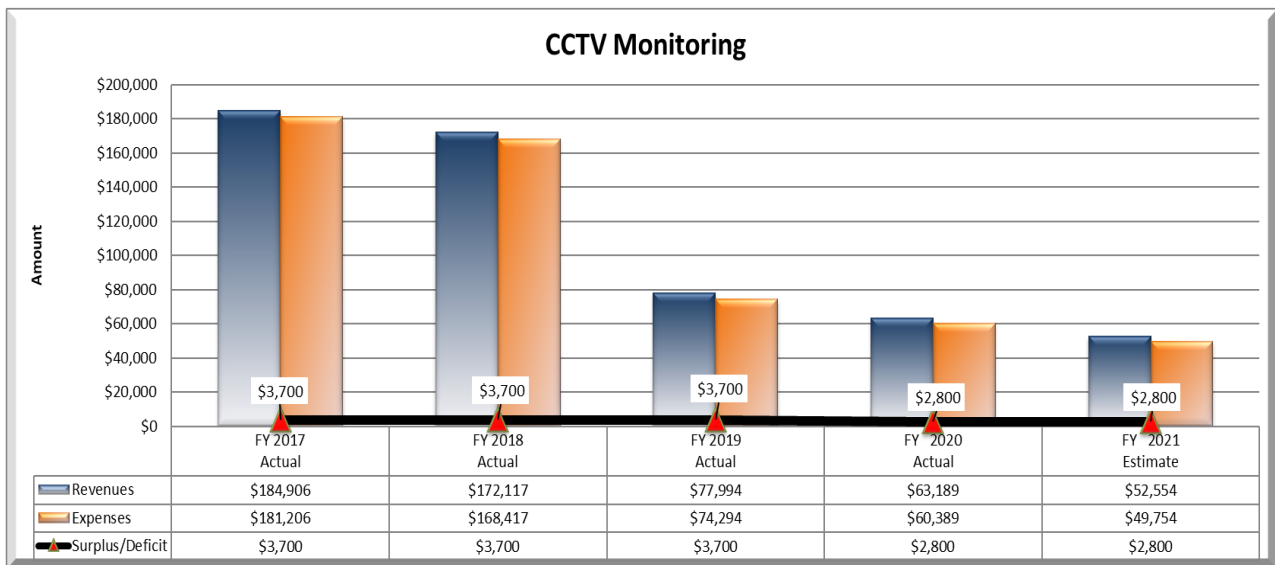
Source: FY 2022 Budget Response First Round Q.38 - Attachment K

### School Bus Camera Program

- The School Bus Program went live on August 26, 2014, and there were 20 school bus cameras installed on buses, which remained unchanged since the program's inception in 2015. The School Bus Camera Program concluded as of March 5, 2020. There were no violations reported in FY 2021 prior to the cancellation of the Program.
- In Spring 2021, the Prince George's County Public Schools (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 automatically mail them a \$250 ticket.
- The new system 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.
- Neither PGCPS nor taxpayers have to pay for the technology. The initiative will fund itself through its own fine revenue.
- The Program is operated by BusPatrol.
- The new bus camera program is a managed program for the Revenue Authority, with compensation to the Authority of 12.5% of the Program fund's gross revenues. The Authority will perform the back-office processing of citations and accounting services for the Program. The terms of this engagement are included in a Memorandum of Understanding (MOU) dated July 1, 2020 between the Authority and PGCPS. This agreement was not included in the interagency agreement schedule due to the fact that COVID 19 postponed school activity during FY 2021.

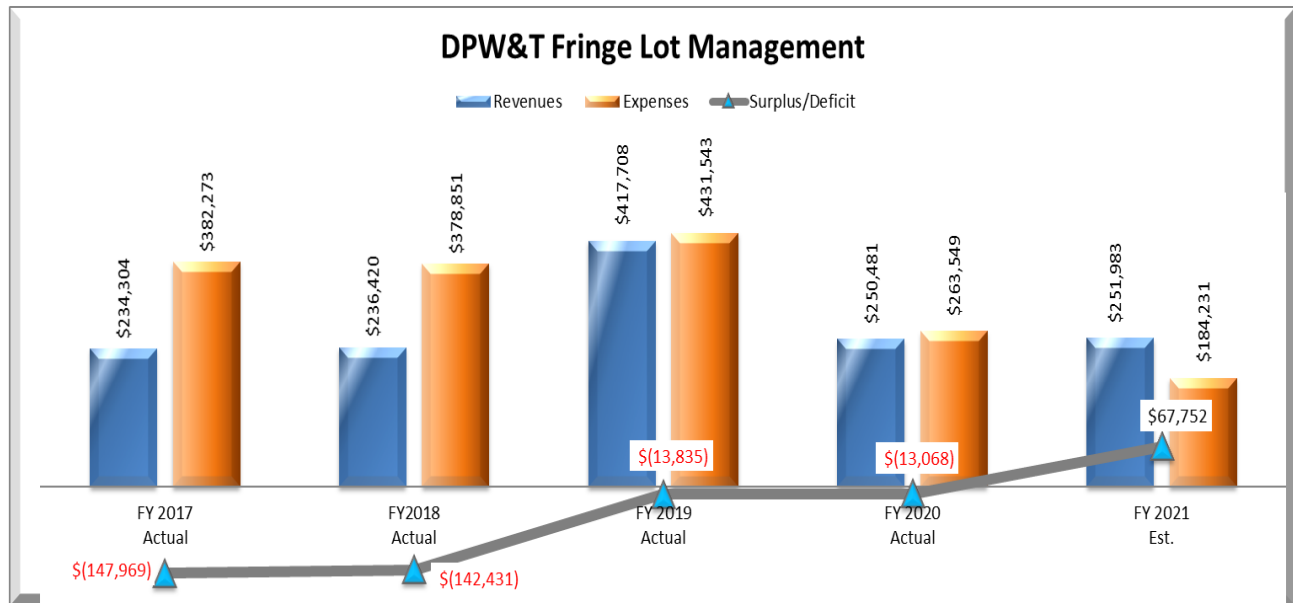
**Department of Public Works and Transportation (DPW&T) Managed Programs**

- The Revenue Authority estimates that \$445,000 will be received in FY 2022 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 CCTV monitoring function has been operating at a surplus of \$3,700 from FY 2017 – FY 2019, which has decreased to a surplus of \$2,800 in FY 2020 and is expected to remain the same in FY 2021. *See chart below.*



- 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 \$76.43/per space rate).
  - ✚ The current costs to maintain these lots have increased faster than the CPI (\$146.93/per space rate) and represent a 91.21% shortage in funding.
  - ✚ The Authority did not incur increases in snow removal, landscaping, light repairs, or surface repairs in FY 2021.
- The Authority has explored several possible revenue opportunities to help absorb some of the annual cost overruns associated with operating these lots. The leased parking meters and parking facilities that are managed by the Authority have experienced revenue shortfalls for the past 12 months due to reduced commuter traffic within the County. The Authority will explore the Largo area as a potential parking district.

- Expenditures have outpaced the revenues for this program for several years, and the deficit was \$13,068 in FY 2020. In FY 2021, the program is projected to generate a surplus of \$67,752. *See chart below.*



#### **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.
- Highlights:**
  - DOE's AVU impounded abandoned vehicles until May 31, 2019, with the last abandoned vehicle auction being held on September 13, 2019. There are no plans for future auctions.
  - The Police Department's (PD) Tow Coordination Unit is also located on the property of the former AVU, and vehicles impounded by the PD for VIN violations are stored on the lot while under investigation by the WAVE unit.
  - Any abandoned vehicles impounded by DOE's AVU; that remain on the lot are either: under auto theft investigation, "no bids" from the last auction, or held until their investigation is completed, but they must be disposed of through a licensed scrap processor.



- ✚ The initial term for the contracts executed by DOE between the tow vendors and DOE expires 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 to be by and between the current tow vendors and DOE pending authorization from DOE/Office of Central Services (OCS).
- ✚ The Revenue Authority is reporting that it would like clarity around its ability to execute contracts on behalf of the program independent of DOE/OCS, as this would speed the process of procurement and ensure no breaks in service.
- ✚ The Revenue Authority earned revenues from the County of \$438,300 (FY 2020), and \$455,000 (FY 2021), 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:
  - ✚ Been challenged with maintaining cash incomes from operating activities since parking meters and commuter parking facilities have been underutilized during the pandemic by more than 75%. Through careful monitoring of our revenue and expenses, the Authority has maintained adequate cash and as a result, has avoided tapping into its operating reserves.
  - ✚ Successfully applied for COVID 19 related expense reimbursement from Federal funds received by the County. A majority, if not all of the office renovations, personal protective equipment and additional cleaning services costs were all covered by the federal funding.
  - ✚ Plans to continue to track this type of spending if additional funds are offered from the County, State or Federal levels.
  - ✚ Plans on revising its projections on revenues and expenditures as the impact of the pandemic progresses.
- In FY 2022, the Revenue Authority's revenues are proposed at approximately \$35.6 million, and are comprised of the following major items:

o Fine Revenue Enforcement /PVN Processing	~\$11.6 million
o County Debt Service	~5.7 million
o Use of Fund Balance	5.0 million
o Red Light Camera Enforcement Program	3.5 million
o Meter Fees	~1.3 million
o Management Fee Income	1.1 million
- The revenue table (see **Appendix B** of this report for a complete list) compares the FY 2022 Proposed Budget revenues with the FY 2021 Approved Budget revenues. The most significant dollar reductions between the FY 2022 Proposed Budget and the FY 2021 Approved Budget, was the reduction in the Fine Revenue Enforcement/PVN Processing (~\$2.6million reduction) due to the effects of the ongoing Pandemic.
- In FY 2022, the Authority is anticipating that Monthly Permit Income to increase by \$190,000, to \$540,000, in anticipation of more monthly permit fees due to the Capital Regional Medical Center (CRMC) garage coming on line.



- In FY 2021 the Department anticipates earning approximately \$1.706 million in parking revenues from locations at New Carrollton Garage and East Lots, Hyattsville Justice Center, Department of Corrections, National Harbor, Upper Marlboro Courthouse and the Authority's Meters. This is projected to increase by \$32,500 in FY 2022 to approximately \$1.738 million.
- The expenditure table (*see Appendix C of this report*) compares the FY 2022 Proposed Budget operating expenditures with the FY 2021 Approved Budget operating expenditures. The most significant dollar reduction between the FY 2022 Proposed Budget and the FY 2021 Approved Budget, is the reduction in expenditures related to the cost for the Red-Light Camera Program of approximately \$2.5 million.
- In FY 2022, the Revenue Authority's facilities and operating expenses are proposed at approximately \$30.5 million, and are comprised of the following major items:
  - o Debt Services ~\$5.7 million
  - o Speed Enforcement Program 4.9 million
  - o Bad Debt Expense ~ 4.6 million
  - o Red Light Camera Program 3.5 million
  - o Anticipated Economic Development ~3.3 million
  - o Interest Expense 2.5 million
- The \$2.5 million reduction in the Red Light Camera Program expenditures in FY 2022, is a result of a decrease in revenues due to the Pandemic. Anticipated Economic Development is proposed to be decreasing by \$2.5 million in FY 2022 to \$3.5 million, in anticipation of the sale of the land at Bulk Hill, with the proceeds being put into the reserve fund.
- In FY 2022, the largest increase in proposed contracts is for the lease of 28 electric vehicles for parking enforcement from GM Financial Services (\$125,700 increase). In FY 2022, the largest decrease in contracts is for the lease of vehicles from Ford Motor Credit in the amount of \$125,000, since the Authority will no longer be using Ford and is switching to GM.
- For a complete list of contracts, *see FY 2022 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 2021 and plans for FY 2022 and beyond. *See table on the following page* for FY 2021 and 2022 Proposed Funded CIP projects. Note: One (1) delayed project, Hamilton Street Garage, is not included in the table, as there is no Approved FY 2021 or Proposed FY 2022 funding.

Capital Improvement Program, FY 2021 and FY 2022 (Please note numbers are in Millions)						
	Description	FY 2021 Approved	FY 2021 Estimate	FY 2022 Proposed Budget	Total Project Cost	Status of Project
1	Suitland Naylor Road	\$ 4,194	\$ 200	\$ 50,000	\$ 138,000	Phase I - begins FY 2022
2	Capital Regional Medical	\$ 35,914	\$ 33,200	\$ 2,800	\$ 36,000	Completed FY 2021
3	Renovate Hyattsville			\$ 6,800	\$ 6,800	Exploring
	<b>Total</b>	<b>\$ 40,108</b>	<b>\$ 33,400</b>	<b>\$ 59,600</b>		

- **Highlights:**
  - ✚ Proposed FY 2022 Funding Sources: Total: \$67.075 million
    - Revenue Bonds – \$9.575 million;14.3%
    - Other – \$57.5 million;85.7%
    - Variance between the total proposed FY 2022 funding in the Proposed CIP Budget and the table above are attributed to amounts held in reserves for the Suitland Naylor Road and Capital Regional Medical Center Garage projects.
  - ✚ Four (4) projects - No proposed new or deleted projects
  - ✚ Two (2) projects delayed: Hamilton Street Garage and Hyattsville Justice Center Garage

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

**FY 2022 Funding Source:** 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 acquisition, relocation, demolition and clearance portion are 100% complete. Estimated funding in FY 2021 is \$200 million.
  - ✚ 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. Proposed funding in FY 2022 is approximately \$50 million.
  - ✚ In FY 2022, '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)**

**FY 2022 Funding Source:** Revenue Bonds (\$6.8 million)

**Councilmanic:** District 6

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

- The University of Maryland Capital Region Medical Center Parking Facility will be a 1,100 space garage.
- The garage will be constructed to support the new hospital and adjacent medical office building.
- In addition to transforming the health care environment in the County, the Medical Center will play a significant role in the redevelopment of Largo Town Center, one of the first areas designated to be Downtown Prince George's.
- Contributed the land parcels (67 acres) at the Boulevard (Capital Centre), towards the development plans for the new regional medical center.
- Started the build phase of the CRMC garage in January 2020. The completed project will provide sufficient parking for hospital staff and visitors.
- Financed the construction of the CRMC Garage series 2020 bond issuance of \$40 million. Estimated to spend \$33.2 million in FY 2021, and \$2.8 million in FY 2022. The bonds are backed by a general revenue pledge of the Authority.
- Increases in project costs were related to the external material used on the façade to match the surrounding infrastructure of the main hospital and to add an underground pedestrian walkway (\$5 million increase), bond issuance costs, and revised amounts for architectural plans and materials.
- Highlights:
  - ✚ There has been very little disruption in the construction of the CRMC garage. There were two (2) work-stoppages because of Coronavirus exposure, but the project has managed to maintain construction schedule overall.
  - ✚ There were minor weather-related delays in the CRMC garage construction schedule: approximately 13 days in total; however, the General Contractor had "weather days" built into the project schedule.
  - ✚ Construction to be completed by end of FY 2021, with fiscal closeout in FY 2022.
  - ✚ Total Estimated Project Cost: \$38 million.

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

**FY 2022 Funding Source:** 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.
- A structural analysis of the HJC garage was performed in 2016 to determine if a \$200+ million development project could be built over the garage.
- Highlights:
  - ✚ This project was delayed as the proposed plans for the structure and the area are still being finalized. The project will begin in FY 2022.

- ✚ In FY 2022, 'Other' funding is from debt proceeds that will be acquired by the Revenue Authority.

### **Capital Improvement Program (CIP) – Hamilton Street Garage (ID#4.91.0001)**

**FY 2022 Funding Source:** N/A

**Councilmanic:** District 2

**Project Class/Status:** New Construction/Design Not Begun

- The Hamilton Street Garage will be located adjacent to the Hyattsville Arts District.
- The demand for parking currently exceeds the availability of parking at the shopping center.
- A parking study was commissioned, and the findings justified the need for structured parking.
- The Revenue Authority has engaged the City of Hyattsville and Cedar Realty, the owner of the Hyattsville Arts District, on developing a partnership to build the parking garage.
- Highlights:
  - ✚ The Authority was successful in securing the Community Legacy grant from the Maryland Department of Housing and Community Development in FY 2015. The \$400,000 was intended to be used in the development of the Hamilton Street Garage in conjunction with the City of Hyattsville.
  - ✚ To date, the Authority has received \$261,000 in funding from the City of Hyattsville, in addition to the \$400,000 grant.
  - ✚ To date, the Authority has not utilized the funds from this grant. The City of Hyattsville and private sector partners are still exploring financing options.
  - ✚ The Authority is exploring an expedient process for transferring the unspent funds to the City of Hyattsville.
  - ✚ Project postponed until further notice.

### **Economic Development Projects**

- The Authority has provided the list of its planned Capital Improvement Projects and Economic Development Projects currently in process for FY 2021 and beyond (*see Appendix D of this report*).
- **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.
- **Good Foods Market Project**
  - ✚ Provided \$250,000 short term loan to the Good Food Market project - a nonprofit organization, on Addison Plaza as a new grocery store option for residents.
- **Amphitheater Study**
  - ✚ Partnered with Maryland National Capital Park and Planning Commission (M-NCPPC) to explore the development of an Amphitheater in Prince George's County. Spent \$576,000 to date to procure a Consultant on behalf of the M-NCPPC who then reimbursed the Authority. The project is completed as of March 2021.
- **Showplace Arena Study**
  - ✚ Partnered with 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.

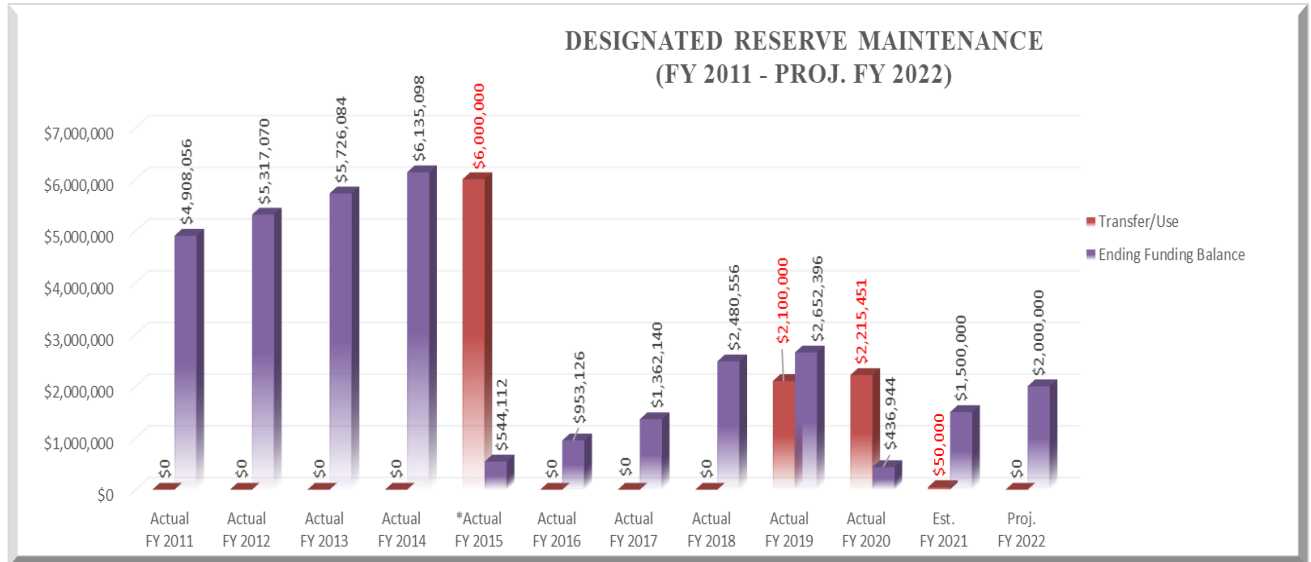
## Reserves

- 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 June 30, 2020, the reserves are reported as a designated unrestricted fund balance for a total of approximately \$3.9 million. *See table below:*

Designated Reserve Funds	2020
Special Projects	\$ 2,491,423
Maintenance	436,944
Operating	963,700
<b>Total designated reserve funds</b>	<b>\$ 3,892,067</b>

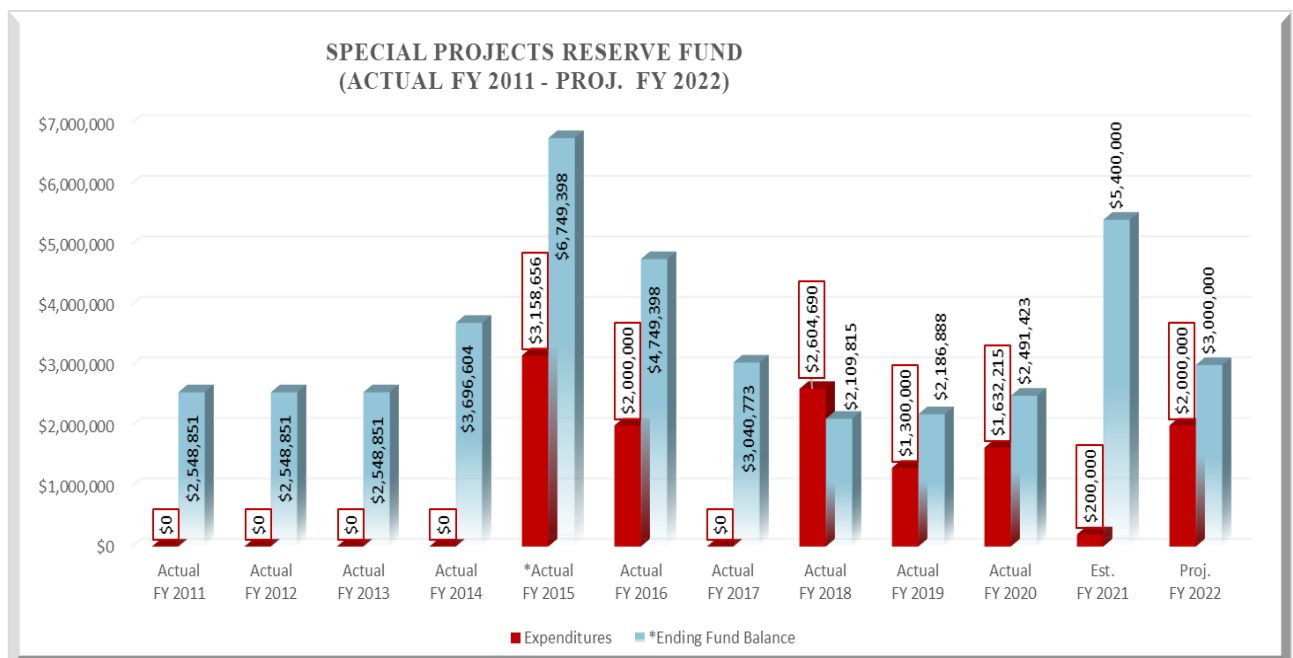
- The Authority utilizes its reserve funds and economic development funds which required several years of accumulated contributions to reach an amount that was adequate enough for major renovations and to participate in economic development projects.
- Accumulated amounts in the reserve funds provides 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 was 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 the cash proceeds received from the sale of a parcel of land in the Largo area.
- Anticipated growth in the Reserve Maintenance fund balance is estimated to be at \$1.5 million by the end of FY 2021, and \$2.0 million in FY 2022, in addition to the Authority's contribution to the fund balance. The use of \$2.1 million in FY 2020 – FY 2021, was for New Carrollton Garage renovations, and for

efficient lighting upgrades, security camera upgrades and elevator repairs. In FY 2021, \$50,000 is planned to be used. *See the chart below.*



Source: First Round Response Q.36 \*FY 2015 - Board Approved Transfer for Economic Development

- In FY 2021, the Authority estimates that approximately \$200,000 will be used from the Special Projects Reserve Fund for Economic Development, leaving a balance of \$5.4 million. In FY 2022, the Authority is anticipated to generate revenues from operations which it will use to contribute to, and expend \$2 million for economic development from this fund, leaving a projected fund balance of \$3.0 million. *See the chart below.*



Source: First Round Response Q.36 \* 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 sale of capital assets in order to accomplish this goal.
- As a result of the pandemic the Authority is reporting the following on its operations:
  - ✚ Currently experiencing the effect of the COVID-19 pandemic in 2021 and are exploring ways to keep operations active and to keep its workforce productive.
  - ✚ Did not restructure any services that it provides in any of the programs or facilities.
  - ✚ Followed the County's mandate to reduce face to face interaction(s) with the public by closing our customer service walk-up window.
  - ✚ Adopted a work from home policy as a result of the pandemic, and followed the guidelines offered from the County in managing staff and changes in workflow.
  - ✚ Provided all office staff with access to the Agency network and also provided the necessary office supplies to work from home in an efficient manner.
  - ✚ Enrolled in several software and website formats which allowed for meetings internally and externally to continue.
  - ✚ Adopted new procedures as result that will continue to be practiced once the pandemic has subsided.
- The Parking Enforcement program accounts for the majority of budgetary resources. The Authority has over 30 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, had a very successful FY 2021. The program was able to identify any vehicle that was recorded in the citation database that had two or more traffic violations that were over 90 days outstanding. The officers then placed a boot on the vehicle to immobilize until the debt with the County was settled. The success of the program helped the Authority with cash inflows and reducing aged citations.
- The Authority will continue to provide parking enforcement, parking services, and program management as its other core functions. In addition to the five (5) commuter parking lots discussed earlier, the Revenue Authority also manages public parking spaces located throughout the County. *See chart below:*

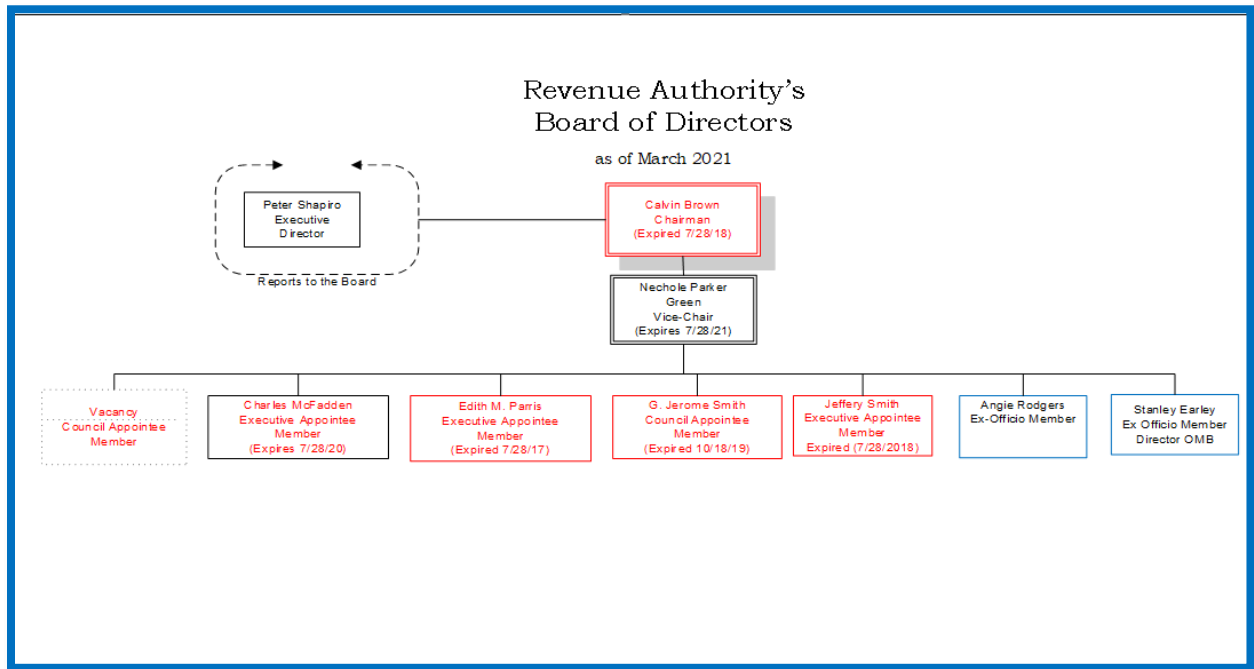
Location	FY 2021	FY 2022
New Carrollton Garage	\$ 60,000	\$ 0.00
Hyattsville Justice Garage	\$ 850,000	\$ 860,000
Department of Corrections	\$ 8,500	\$ 12,000
New Carrollton East Lot	\$ 15,000	\$ 30,000
National Harbor	\$ 540,000	\$ 600,000
Revenue Authority Meters	\$ 210,000	\$ 210,000
Upper Marlboro Courthouse (west lot)	\$ 22,000	\$ 26,000



- 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 restriction 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 20 parking zones in FY 2021, with two (2) zones pending approval. Current zones by Councilmanic District is listed *in the table below*:

DISTRICT 1	14 ZONES
DISTRICT 2	34 ZONES
DISTRICT 3	11 ZONES
DISTRICT 4	9 ZONES
DISTRICT 5	8 ZONES
DISTRICT 6	3 ZONES
DISTRICT 7	13 ZONES
DISTRICT 8	12 ZONES
DISTRICT 9	3 ZONES
TOTAL ZONES	107
ACTIVE ZONES	105
PENDING ZONES	2

- In FY 2021 to date, three (3) electric vehicles and one (1) dump truck were purchased for a total of \$127,045, with plans to purchase two (2) electric vehicles in FY 2022 for \$68,030.
- In FY 2021 year-to-date, the Revenue Authority received 3,991 cases, with a 99.94% on-time closure rate. The most common parking complaint issues were: vehicles with out-of-state and/or expired tags, vehicles being sold in a residential area, and vehicles being parked over 72 hours. On time closure is defined as within 45 days according to the Motorola system. The most common factor contribution to cases not being closed on time for FY 2021 was the limited staff in the field due to COVID19.
- 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.
- The current Board of Directors is depicted in the organizational *on the following page* and indicates that except for the Vice-Chair's position, Nechole Parker Green, whose term expires on July 28, 2021, all of the other Board members and the Chairman are currently serving under expired terms. There is one (1) vacant County Council appointee position on the Board due to the departure of Juanita Miller as of March 2021. Angie Rodgers and Stanley Earley are both serving as Ex-Officio Members to the Authority's Board.



**Appendix A**

**Budget Comparison Actual FY 2020, Approved FY 2021 and  
Proposed FY 2022**

**REVENUE AUTHORITY**

	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimated	FY 2022 Proposed	\$ Change	% Change
<b>Revenues</b>						
Interest Income	\$ 224,433	\$ 171,100	\$ 198,100	\$ 172,500	1,400	0.8%
Use of Fund Balance	3,200,000.00	5,000,000.00	-	5,000,000	-	0.0%
Facilities Operating Income	18,790,872	24,958,800	18,056,000	21,442,700	(3,516,100)	-14.1%
Managed Program Operating Income	9,931,956	12,685,000	8,693,300	8,950,000	(3,735,000)	-29.4%
<b>TOTAL REVENUES</b>	<b>\$ 32,147,261</b>	<b>\$ 42,814,900</b>	<b>\$ 26,947,400</b>	<b>\$ 35,565,200</b>	<b>(7,249,700)</b>	<b>-16.9%</b>
<b>Expenditures</b>						
<b>Administrative Expenses</b>						
Compensation	\$ 3,872,397	\$ 4,213,400	\$ 3,761,500	\$ 3,937,900	(275,500)	-6.5%
Fringe Benefits	1,155,901	1,139,000	1,007,400	1,078,300	(60,700)	-5.3%
<b>SUBTOTAL - ADMINISTRATIVE EXPENSES</b>	<b>\$ 5,028,298</b>	<b>\$ 5,352,400</b>	<b>\$ 4,768,900</b>	<b>\$ 5,016,200</b>	<b>(336,200)</b>	<b>-6.3%</b>
<b>Operating Expenses</b>						
Facilities Operating Expenses	\$ 19,949,984	\$ 19,212,600	\$ 13,485,280	\$ 17,824,800	(1,387,800)	-7.2%
Managed Program Operating Expenses	4,406,003	8,036,900	6,031,400	5,794,200	(2,242,700)	-27.9%
Reserve for Maintenance and Economic Development	-	5,565,000	-	3,774,200	(1,790,800)	-32.2%
<b>SUBTOTAL - OPERATING EXPENSES</b>	<b>\$ 24,355,987</b>	<b>\$ 32,814,500</b>	<b>\$ 19,516,680</b>	<b>\$ 27,393,200</b>	<b>(5,421,300)</b>	<b>-16.5%</b>
<b>Other Expenses</b>						
Managed Program Funds to County	\$ 2,762,976	\$ 4,648,000	\$ 2,661,820	\$ 3,155,800	(1,492,200)	-32.1%
<b>SUBTOTAL - OTHER EXPENSES</b>	<b>\$ 2,762,976</b>	<b>\$ 4,648,000</b>	<b>\$ 2,661,820</b>	<b>\$ 3,155,800</b>	<b>(1,492,200)</b>	<b>-32.1%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$32,147,261</b>	<b>\$42,814,900</b>	<b>\$26,947,400</b>	<b>\$35,565,200</b>	<b>(7,249,700)</b>	<b>-16.9%</b>

Source: FY 2022 Proposed Operating Budget Page705

## Appendix B Revenues

REVENUES						
Sorted by \$ Change (FY 2021 - FY 2022) - Largest to Smallest						
					FY 2021 to FY 2022	
Category	FY 2020 Actuals	FY 2021 Approved	FY 2021 Estimated	FY 2022 Proposed	(\$ ) Change	(% ) Change
Monthly Permit Income	\$ 254,440	\$ 350,000	\$ 50,000	\$ 540,000	190,000	54.3%
Lease Income	76,625	20,000	6,000	125,760	105,760	528.8%
County Debt Service	2,888,799	5,633,000	5,633,000	5,676,342	43,342	0.8%
Interest Income - MLGIP	62,924	130,000	170,000	150,000	20,000	15.4%
Interest Income - Econ Development	1,385	1,100	1,100	2,000	900	81.8%
CCTV Reserve	2,800	2,800	2,800	2,800	-	0.0%
DPWT - Fringe Lot Maintenance	469,880	418,000	418,000	418,000	-	0.0%
Use of Cap Asset Proceeds	-	-	-	-	-	0.0%
Use of fund Balance	3,200,000	5,000,000		5,000,000	-	0.0%
AVU Program	389,600	405,000	405,000	405,000	-	0.0%
Interest Income - Other	9,429	5,000	5,000	2,500	(2,500)	-50.0%
Washington Redskins Enforcement	9,662	15,000	1,200	12,000	(3,000)	-20.0%
Interest Income - Bonds	150,695	35,000	22,000	18,000	(17,000)	-48.6%
Management Fee Income	3,180,782	1,150,000	975,000	1,100,000	(50,000)	-4.3%
False Alarm	677,203	685,000	393,300	550,000	(135,000)	-19.7%
Other Income	535,760	230,000	230,000	30,000	(200,000)	-87.0%
Meter Fees - TOTAL	1,224,572	1,700,000	768,000	1,250,200	(449,800)	-26.5%
Daily Lot Fees	621,752	835,000	215,000	300,000	(535,000)	-64.1%
Speed Enforcement	4,455,368	6,000,000	4,900,000	4,900,000	(1,100,000)	-18.3%
Red Light	4,799,385	6,000,000	3,400,000	3,500,000	(2,500,000)	-41.7%
Fine Revenue - Enforcement/PVN Processing	9,136,200	14,200,000	9,352,000	11,582,598	(2,617,402)	-18.4%
<b>TOTAL REVENUES</b>	<b>\$ 32,147,261</b>	<b>\$ 42,814,900</b>	<b>\$26,947,400</b>	<b>\$ 35,565,200</b>	<b>\$ (7,249,700)</b>	<b>-16.9%</b>

Source: FY 2022 Budget Review Questions First Round Responses Q.10, Attachment D, Revenues

## Appendix C

### Operating Expenses

OPERATING EXPENSES						
Sorted by \$ Change (FY 2021 - FY 2022) - Largest to Smallest						
Line Item	FY 2020 Actuals	FY 2021 Approved	FY 2021 Estimated	FY 2022 Proposed	FY 2021 - FY 2022	
					(\$ ) Change	(% ) Change
Depreciation	\$ 851,795	\$ 600,000	\$ 585,000	\$ 1,500,000	900,000	150.0%
Interest Expense	2,991,852	2,000,000	2,000,000	2,500,000	500,000	25.0%
Fine Processing Fees	956,500	956,500	678,200	1,125,800	169,300	17.7%
Property & Liability	251,855	266,600	266,600	315,000	48,400	18.2%
Software & Computer Supplies	20,270	33,500	33,500	40,000	6,500	19.4%
Professional Fees - Audit	47,538	51,000	51,000	55,000	4,000	7.8%
Tele CCTV - DPWT	6,800	6,800	6,800	7,900	1,100	16.2%
401k Processing Fees	12,000	12,000	12,000	13,000	1,000	8.3%
Monitoring	1,000	1,000	1,000	1,000	-	0.0%
Telephone	101,354	110,000	95,000	110,000	-	0.0%
Miscellaneous	500	500	-	500	-	0.0%
Payroll Processing	46,300	46,300	46,300	46,300	-	0.0%
Advertising	1,120	3,000	3,000	3,000	-	0.0%
Dues, Subs, and Pubs/Donations	35,085	10,000	10,000	10,000	-	0.0%
Temporary Services - Admin	6,977	4,500	5,800	4,500	-	0.0%
Amortization Lease Improve	210,255	45,000	45,000	45,000	-	0.0%
Reserve Maintenance	-	500,000	-	500,000	-	0.0%
Passcard Refunds	500	500	200	200	(300)	-60.0%
Towing & Boating Fees	33,201	5,000	2,000	4,500	(500)	-10.0%
Contractual Services Operations	109,000	110,500	90,000	109,000	(1,500)	-1.4%
Shipping Charges	2,582	4,000	2,000	2,000	(2,000)	-50.0%
Printing	9,152	12,500	8,500	8,500	(4,000)	-32.0%
Fee Refunds - Enforcement	20,000	20,000	12,000	15,000	(5,000)	-25.0%
Signs & Markings	27,000	27,000	27,000	20,000	(7,000)	-25.9%
Office Supplies - Total	36,510	40,000	20,000	32,000	(8,000)	-20.0%
Bank Service Charges	33,182	40,000	40,000	32,000	(8,000)	-20.0%
Supplies - Total	53,200	64,000	35,000	55,000	(9,000)	-14.1%
Utilities- Total	110,345	145,000	130,000	130,000	(15,000)	-10.3%
Training & Conferences	31,547	24,000	4,000	6,000	(18,000)	-75.0%
Meals & Entertainment	24,500	24,500	4,500	5,500	(19,000)	-77.6%
Snow Removal	10,000	50,000	30,000	30,000	(20,000)	-40.0%
Property Tax Expenses	-	30,000	-	-	(30,000)	-100.0%
Postage	65,489	65,000	24,000	20,000	(45,000)	-69.2%
Lease - Total	560,600	582,800	582,800	535,000	(47,800)	-8.2%
Fuel - Vehicles	82,000	74,000	35,000	25,000	(49,000)	-66.2%
Collections/Deposits	55,000	75,000	12,000	12,000	(63,000)	-84.0%
Professional Fees - Planning	739,183	340,000	165,800	275,000	(65,000)	-19.1%
Operating Reserve	-	65,000	-	-	(65,000)	-100.0%
WMATA Reimbursement - NCG	48,000	125,000	-	-	(125,000)	-100.0%
False Alarm Program	415,238	685,000	393,252	550,000	(135,000)	-19.7%
Repair & Maintenance	786,468	300,000	160,000	160,000	(140,000)	-46.7%
Professional Fees - Legal	194,077	285,000	95,000	95,000	(190,000)	-66.7%
Debt Services	4,848,200	5,973,300	5,973,300	5,684,300	(289,000)	-4.8%
Consultant Fees	793,068	560,000	155,000	200,000	(360,000)	-64.3%
Speed Enforcement Program	3,726,922	6,000,000	4,900,000	4,900,000	(1,100,000)	-18.3%
Bad Debt Expense	4,191,782	6,088,700	3,832,128	4,591,800	(1,496,900)	-24.6%
Anticipated Economic Development	3,200,000	5,000,000	-	3,274,200	(1,725,800)	-34.5%
Red Light Program	3,026,820	6,000,000	3,400,000	3,500,000	(2,500,000)	-41.7%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 28,774,767</b>	<b>\$ 37,462,500</b>	<b>\$ 23,972,680</b>	<b>\$ 30,549,000</b>	<b>\$ (6,913,500)</b>	<b>-18.5%</b>

Source: FY 2022 Budget Review First Round Q.11, Attachment E, Operating Expenses

**Appendix D**  
**FY 2021-2022 Economic Development**



**REVENUE  
AUTHORITY  
OF PRINCE  
GEORGE'S  
COUNTY**

**FY 2021-2022 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	\$0MM	FY 2022	FY 2024

*Source: FY 2022 Budget Review First Round Response Q.34, Attachment J – Economic Development Projects*

*Appendix E*

**FY 2020 Automated Speed Enforcement Camera Citations less than 10**

Count	Location&Direction	Citations
1	9100-9400 Blk Ardwick Ardmore Rd - WB	9
2	8600 Blk Allentown Rd - SB	8
3	200-800 Blk Watkins Park Dr (MD193) - NB	7
4	001-800 Blk Harry S Truman Dr - SB	7
5	11600-11900 Blk Old Baltimore Pike - NB	7
6	6200 Blk Ager Rd - NB	7
7	1500 - 1800 Blk Iverson St - WB	6
8	2500-2900 Blk Iverson St - EB	5
9	900-1100 Blk Nalley Rd - SB	4
10	7700-8400 Blk Dyson Rd - WB	4
11	2000 Blk Shadyside Ave - NB	4
12	6700-7100 Blk Columbia Park Rd - EB	3
13	9800-10000 Blk Allentown Rd - SB	3
14	900 Blk Hill Rd - WB	2
15	2100 Blk County Rd - NB	2
16	6500 Blk Columbia Park Rd - EB	1
17	11700-11800 Blk Duley Station Rd - WB	1
18	300-500 Blk Largo Rd (MD202) - NB	1
19	9800-10000 Blk Allentown Rd - NB	1
20	8300-8600 Blk Contee Rd - WB	1
21	7700 Blk Hill Oaks Rd - NB	1
22	1400-1500 Blk Brown Station Rd - NB	0
23	1400-1500 Blk Brown Station Rd - SB	0
24	10000-10500 Blk Lake Arbor Way - EB	0
25	500-1100 Blk Brightseat Rd - SB	0
26	200-800 Blk Watkins Park Dr (MD193) - SB	0
27	300-500 Blk Largo Rd (MD202) - SB	0
28	600 Blk Harry S Truman Dr - NB	0
29	9400-9500 Blk Annapolis Rd (MD450) - EB	0
30	9400-9500 Blk Annapolis Rd (MD450) - WB	0
31	5200 Blk Silver Hill Rd (MD458) - SB	0
32	11600-11900 Blk Old Baltimore Pike - SB	0
33	9600-10100 Blk Brandywine Rd - NB	0
34	9800-9900 Blk Good Luck Rd - NB	0
35	600 Blk Brightseat Road - SB	0
36	5800 Blk of Temple Hill Rd - NB	0
37	400 Blk Watkins Park Dr (MD193) - NB	0
38	14500 Blk Sweitzer Rd - SB	0
39	7700 Blk Hill Oaks Rd - NB	0
40	5200 Blk Marlboro Pike - NB	0
41	2000 Blk Shadyside Ave - NB	0
42	11000 Blk Cherry Hill Rd - NB	0
43	11000 Blk Cherry Hill Rd - NB	0
44	9800 Blk Allentown Rd - NB	0
45	3400-3600 Blk Powder Mill Rd - WB	0
46	3400-3600 Blk Powder Mill Rd - WB	0
CITATIONS		84



## FY 2020 Red Light Camera Locations &amp; Citations

Location	Removal/Repair	Issued
Ritchie Marlboro Rd EB @ Sansbury Rd		10,491
Marlboro Pike EB @ Brooks Drive	12/1/2020	5,992
Sunnyside Ave WB @ Rhode Island Ave		5,962
Oxon Hill Road SB @ Fort Foote Road		5,019
Route 301 SB @ South Osborne Road		3,048
Ritchie Marlboro Rd WB @ Sansbury Rd		2,808
Route 301 NB @ Pointer Ridge Drive		2,756
Sunnyside Ave EB @ Rhode Island Ave		2,368
Route 458 SB @ Marlboro Pike		2,287
Old Branch Ave SB @ Kirby Road		2,272
Adelphi Road NB @ Metzert Road		2,176
Route 210 NB @ Audrey Lane		2,095
Marlboro Pike WB @ Donnell Drive		2,055
Allentown Road EB @ Temple Hill Road		1,836
Route 410 EB @ 64th Avenue		1,698
Rhode Island Ave NB @ Sunnyside Ave		1,675
Allentown Road EB @ Brinkley Road		1,620
Route 5/301 SB @ McKendree Road		1,559
Route 301 NB @ Governor Bridge Road		1,522
Sheriff Rd WB @ Village Green Drive		1,461
Route 210 SB @ Farmington Rd		1,399
MD 5 NB @ Surratts Road		1,270
Route 3 NB @ Route 450		1,254
Route 301 SB @ Pointer Ridge Drive		1,240
Route 4 SB @ Route 337		1,226
Old Baltimore Pike SB @ Ammendale Road	1/10/2021	1,143
Route 410 WB @ Ager Road		1,089
Suitland Road NB @ Regency Parkway		1,006
Route 458 NB @ Marlboro Pike	2/18/2021	964
Rhode Island Ave SB @ Sunnyside Ave		956
Old Baltimore Pike NB @ Ammendale Road		863
Route 210 NB @ Route 228		833
Allentown Road WB @ Brinkley Road	11/20/2020	815
Route 450 WB @ Princess Garden Pkwy		784
Marlboro Pike WB @ Capitol Heights Blvd		723
Route 210 SB @ Route 373		614
Marlboro Pike @ Capitol Heights Blvd - EB		612
Route 223 WB @ Old Branch Avenue		596
Suitland Road SB @ Regency Parkway		523
Adelphi Rd NB @ Route 212		519
Oxon Hill Road NB @ Fort Foote Road		442
Adelphi Road SB @ Metzert Road		404
Route 5/US301 NB @ Cedarville Road		387
Iverson Street WB @ 23rd Place		353
Route 1 NB @ Cherry Hill Road	1/17/2021	288
Route 301 NB @ Old Indian Head Road		212
MD 5 SB @ Surratts Road		191
Route 410 NB @ Route 450	2/20/2020	113
Rhode Island Ave NB @ Edgewood Road	10/1/2017	-
Edgewood Road EB @ Rhode Island Ave	10/1/2017	-
Edgewood Road WB @ Rhode Island Ave	10/1/2017	-
<b>TOTAL</b>		<b>81,519</b>