

Exhibit 209

To: Werner, Ruth (COUNCIL)[RWerner@DCCOUNCIL.US]
From: Evans, Jack (COUNCIL)
Sent: Thur 5/28/2015 3:08:39 PM (UTC)
Subject: FW: 4_20_15 Parking Tax Talking Points (4)
[4_20_15 Parking Tax Talking Points \(4\).docx](#)
[ATT00001.htm](#)

Just in case you never saw this....

From: Jack Evans [mailto:]
Sent: Wednesday, May 20, 2015 9:23 AM
To: Evans, Jack (COUNCIL)
Subject: Fwd: 4_20_15 Parking Tax Talking Points (4)

Sent from my iPhone
Begin forwarded message:

From: RC Lindner <rlindner@forgecompany.com>
Date: May 20, 2015 at 7:56:57 AM EDT
To: "jackevans1@ " < >
Subject: 4_20_15 Parking Tax Talking Points (4)

Here's a copy of the "talking points" memo I slid to you a month or so ago. I do so principally because of the opening (and, highlighted) quote.

Also, if the City is truly concerned about competitiveness, then they should be looking at the suburban jurisdictions as the relevant "competitive set". Using Pittsburgh, Chicago or Fargo, North Dakota to justify tax rates is specious. Muriel should keep this in mind, since this is one issue where she could get on the wrong side of Tony Williams.

Raising the Parking Tax – *Again* – Will Lead to Increased Street Congestion and Higher CO² Emissions in the District of Columbia

"[E]mployees who work at a local salon she patronizes say they regularly park in residential areas without a permit and don't mind paying for a ticket or two they receive each month."

– Georgetown Current, April 8, 2015

The Mayor's FY2016 budget proposal includes another increase in the District's tax on off-street parking – from 18% to 22%. This tax is being proposed despite recent statements from the District's Department of Transportation that parking garages are a key element of an "optimal" parking solution in certain neighborhoods.¹

The proposed 22 percent increase comes on the heels of a 50 percent increase in the parking tax in FY2012. Together, if approved, these two actions would constitute an **83 percent increase** in the last 4 years.

The District Maintains High Off-Street Parking Taxes and Low Penalties for Illegal Street Parking

Jurisdiction	Central Business District Parking Rates (per hour)	Lapsed Meter Penalty	Penalty in Residential Parking Permit Zone
District of Columbia	\$2.00	\$25.00	\$30.00
Alexandria	1.25	40.00	40.00
Arlington	1.25	35.00	50.00
Montgomery County (Bethesda)	2.00	45.00	50.00
New York City	\$3.50 (Manhattan below 96th Street)	65.00	NYC does not issue residential parking permits
Chicago	\$4.00 (outside Loop) to \$6.00 (inside Loop)	65.00	75.00
Philadelphia	2.50	36.00	---

¹ "Agency Floats Parking Options for Georgetown," Georgetown Current, April 8, 2015.

- Compared to surrounding and similar jurisdictions, the District of Columbia is characterized by **high** garage parking taxes and **low** penalties for illegal street parking.
- None of the District’s surrounding jurisdictions – Alexandria, Arlington, Montgomery County, and Prince Georges County – maintain a separate (higher) tax rate for off-street parking.
- The District’s penalties for expired parking meters and violations of residential parking restrictions are *significantly lower* than in surrounding jurisdictions and in similarly situated cities.

Studies Show that Low-Cost Curb Parking and High Cost Garage Parking Increases Traffic Congestion in Cities

- A 2007 study of 20 cities by Donald Shoup, professor of urban planning at UCLA, found that, “Where [street] parking is underpriced, drivers cruise for a curb space rather than pay to park off-street.”²
 - Shroup found that policies that burden off-street parking and privilege curb parking *decrease* traffic coming to a city but *increase* traffic within a city, precisely the opposite of what good economic policy would desire.
- Economists Richard Arnott (University of California, Riverside) and John Rowse (University of Calgary) also recognize that when garage parking is more expensive than curbside parking, it “provides an incentive for individuals to cruise for the cheaper, curbside parking, leading not only to cruising-for-parking-costs but also increased traffic congestion.”³
- In his book, Walkable City: How Downtown Can Save America One Step at a Time, former Ward 1 resident Jeff Speck writes that studies of six urban areas have shown that about a third of city traffic is caused by people looking for parking. According to Speck, this hurts local merchants by keeping shoppers (and their income) in their cars for longer periods of time. It also creates additional traffic, which results in greater consumption of gasoline and resulting CO² emissions.⁴

District of Columbia’s Backwards Parking Proposal

- The proposed tax on off-street is not a carefully considered transportation, environmental, and economic development policy.
 - The tax increase will **increase** street congestion and CO² emissions in the city.

² <http://shoup.bol.ucla.edu/CruisingForParkingAccess.pdf>

³ http://cssd.ucr.edu/Papers/PDFs/curbside_parking_time_limits_03.26.09.pdf

⁴ Speck, Jeff, Walkable City: How Downtown Can Save America One Step at a Time, 2012.

- It will further incentivize non-resident drivers to park in residential neighborhoods.
- It will keep potential customers in their cars, rather than in local commercial establishments, for longer periods of time.
- The Mayor has proposed earmarking revenue from the increased parking tax to make a payment to the Washington Metropolitan Area Transportation Authority (WMATA) *above and beyond* the District's required amount. To date, neither Virginia nor Maryland have made pledges of additional taxpayer support. Without similar commitments by these jurisdictions, the entirety of WMATA's inability operate within appropriated funds will fall on District-owned businesses. [REDACTED] to verify]

A More Thoughtful Policy: Raising Penalties for Illegal Street Parking

- Penalties for expired meters and residential parking violations in the District rank *at or near the bottom* when compared to surrounding and similar jurisdictions.
- If District policymakers believe that additional appropriations to WMATA will help solve some of its entrenched problems, they should seek these resources in a more thoughtful way.
- Adjusting penalties for illegal parking in the District to be more closely aligned with relevant jurisdictions will help solve the imbalance that currently exists, without the need to further raise taxes on off-street parking.
- Drivers would have a greater incentive to park in off-street spaces and would spend less time in their cars cruising for curbside spaces.
- This would decrease wasted gasoline and result in decreased CO² emissions in the District.