#### MEMORANDUM

February 3, 2025

TO: Transportation & Environment Committee

FROM: Ludeen McCartney-Green, Legislative Attorney

Stephen Kenny, Legislative Analyst

SUBJECT: Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service

Providers – Established

PURPOSE: **Worksession** – to receive a Committee recommendation

#### **Expected Attendees:**

Christopher Conklin, Director, Montgomery County Department of Transportation (MCDOT)

Emil Wolanin, Deputy Director, MCDOT

Jose Thommana, Acting Chief, Division of Transportation Engineering, MCDOT Vivian Ikoro, Fiscal and Policy Analyst, Office of Management and Budget (OMB)

Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers – Established, sponsored by Council President Stewart, and cosponsored by Councilmembers Luedtke, Katz, Mink, Sayles, Balcombe, Albornoz, Fani-González, Jawando, and Friedson was introduced on December 10, 2024. A public hearing was held on January 21, 2025 at 1:30 p.m. <sup>1</sup> A Transportation and Environment Committee worksession is scheduled for February 3.

#### Expedited Bill 29-24 would:

- (1) establish a parking permit rate for specialized service providers;
- (2) authorize the Department of Transportation to review eligibility criteria and administer certain parking permits in the Silver Spring area; and
- (3) generally amend the County law regarding parking privileges in a central business district.

#### PURPOSE

The purpose of this bill is to create a discounted parking permit for childcare providers and organizations that provide social services to the unhoused population in the Silver Spring Central Business District area. See, Sponsor's memorandum at  $\bigcirc$  6.

<sup>&</sup>lt;sup>1</sup>#specializedserviceproviders#ssparkingpermit

#### BACKGROUND

Setting of Fees, Fares, and Rates in the County

The County Council enacted Bill 16-04, amending the process by which the County Executive set transportation fees, fines, and charges under Method (3) regulations (i.e., without Council approval), to require that the Council establish transportation fees through resolutions instead. Specifically, under County Code Section 2-67A, all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive. The Executive has the authority to veto the resolution and Council may override the veto by a majority.

Further, the Council has retained its authority to establish discounted transportation rates by legislative enactment as allowed under the Express Powers Act, Md. Ann. Code art. 25A and the County Charter.

Parking Lot Districts (PLDs)

Since the mid-20th century, the County has operated three Parking Lot Districts: Bethesda, Silver Spring, and Wheaton. The purpose of the districts is to construct, maintain, and operate shared public parking facilities, and by doing so, limits the cost and land consumption devoted to parking.

Today, each PLD includes several structured parking garages and surface parking lots. The PLDs are an enterprise funded primarily by parking fees and fines. PLDs historically received revenue from an ad valorem property tax which property owners could pay in lieu of providing on-site parking. The Council voted to eliminate this tax in 2016 in a broad fiscal restructuring of the PLDs.

The PLDs are operated by the Montgomery County Department of Transportation (MCDOT) and are funded entirely by the fees and fines they collect. MCDOT uses most of this revenue to operate and maintain PLD parking facilities, transferring some additional revenue to each respective area's Urban District.

Silver Spring Parking Lot District

The Silver Spring PLD consists of 10 structured parking garages and 6 surface parking lots. Aside from Lot 12 and Lot 48, all the Silver Spring PLD facilities are within the core Silver Spring Central Business District.

The fees, charges, and fares, which include parking fees, are set annually by the Council through the budget process via the "transportation fares, fees, and charges resolution." The most recent resolution, Resolution 20-506, was approved by the Council on May 16, 2024.

The following table outlines the Silver Spring parking fees approved by Council resolution on May 16, 2024:

Activity type	Fee amount				
1. Meters on-street from 9 am to 10 pm, Monday through					
Saturday, and in lots and garages from 7 am to 10 pm, Monday					
through Saturday.					
a. Parking in spaces within right of way of public streets	\$2.25 or Less Per Hr.				
b. Parking in spaces on a surface parking lot	\$1.25 or Less Per Hr.				
c. Parking in spaces in a parking garage	\$1.25 or Less Per Hr.				
2. All Gated Garages					
Daily Maximum	\$18.75 Per Day				
Lost Ticket	\$18.75 Per Day				
3. Parking Permits					
a. Monthly Permit (PCS) except Garages 60 and 61	\$132.00 or less Per Month				
b. Monthly Access Card for Garages 60 and 61	\$195.00 or less Per Month				
c. Daily Parking Permit	\$15.00 Per Day				
d. AM/PM Parking Permit	\$20.00 Per Month				
e. AM/PM/Weekend Parking Permit	\$70.00 Per Month				
4. Carpool Permits					
a. 2 Person	\$87.00 Per Month				
b. 3 and 4 Persons	\$49.00 Per Month				
c. 5 or More Persons	\$11.00 Per Month				
5. Townhouse Residential Permits	\$2.00 Per Month				
6. Permit in Garages 9 and 16 for residents in the area bounded	\$95.00 Per Month				
by Blair Mill Road, Eastern Avenue, and Georgia Avenue					

#### Other Jurisdictions

The District of Columbia offers a similar type of special parking permit for home health aides.<sup>2</sup> Home health aides can apply for a permit to park in a residential zone – this ensures they can travel closer to their client's home and provide necessary care without the parking disruptions or incurring a parking fee or fine.

#### **BILL DESCRIPTION**

Under Expedited Bill 29-24, a specialized service provider would be eligible for a discounted parking permit in any garage located in the Silver Spring Parking Lot District. (See map at © 11). A specialized service provider is defined as:

<sup>&</sup>lt;sup>2</sup> Curbside Digital Permits | ParkDC

- (1) a non-profit organization, in good standing, who is a grantee or recipient of a County grant that provides services for individuals experiencing homelessness in Silver Spring CBD area. Services may include prepared meals, shelter, clothing, or job placement; or
- (2) a licensed childcare provider that:
  - receives State or County childcare subsidies; or
  - accepts subsidized childcare placement; and
  - the facility is located within the Silver Spring CBD or within 0.1 mile radius of the Silver Spring CBD boundary line; or
- (3) a full-time employee of the County's Department of Health and Human Services (DHHS).

The bill seeks to define Silver Spring Central Business District (CBD) as the boundary area adopted in the 2024-2028 Growth and Infrastructure policy (GIP). See, Map of Silver Spring CBD Policy Area at © 10 and Resolution 20-651 (Map #41).

The Montgomery County Department of Transportation (MCDOT) would be authorized to review eligibility criteria, and if approved, provide a maximum of up to 25 "specialized service permits" for each provider. At the time of application, on a form prescribed by MCDOT, the provider must include proof of the following:

- a non-profit organization must include a copy of the current executed grant or service contract with the County;
- a childcare center or in-home daycare must include a copy of the license or certificate of registration issued by the Maryland State Department of Education; and a copy of active certificate of general liability insurance; or
- a DHHS employee must include a copy of the employee's identification badge; approval from DHHS director, and a copy of the operating agency agreement that describes services being provided in the Silver Spring CBD.

The parking rate for specialized service providers would be discounted to a nominal fee. Specifically, the Bill requires the rate to be 5% of the monthly permit rate. For example, 5% of \$132 (current Silver Spring monthly permit rate), would be \$6.60 per permit. Any revenue collected must be deposited into the Silver Spring parking lot district fund, as required by County law. Specialized services permits would expire annually and must be renewed each year.

The bill includes a sunset provision, meaning it would expire and would no longer be in effect after 7 years (December 31, 2032), or 5 years after the Maryland Transit Administration opens the Purple Line for revenue service, whichever is first.

#### **SUMMARY OF IMPACT STATEMENTS**

Fiscal Impact Statement

Office of Management and Budget projects this bill would reduce revenues in the Silver Spring Parking Lot District (PLD) by an estimated \$357,000 annually, totaling approximately \$2,142,000 over six fiscal years. Additionally, the bill introduces personnel costs estimated at \$57,000 in FY26, increasing incrementally to \$66,079 in FY31, with a total personnel expenditure of \$368,699 across the six-year period. This includes 0.5 FTE annually to review eligibility and administer the program. The total fiscal impact of the bill is estimated at \$414,000 in FY26, rising to \$423,079 in FY31, with a cumulative impact of \$2,510,699 over the six fiscal years. See page © 12.

The projected impact to PLD revenues assumes 100% utilization by every eligible entity, meaning that all 225 possible new discounted permits would be issued. It also assumes that these discounted permits are replacing customers who would otherwise pay in full, therefore resulting in a net loss of 95% of the cost of all 225 permits, which comes out to the \$368,699 loss.

Racial Equity and Social Justice Impact Statement (RESJ)

According to Office of Legislative Oversight (OLO), it anticipates Expedited Bill 29-24 will have a **small positive impact on RESJ in the County**. Black community members are likely overrepresented among specialized service providers who would receive a discounted parking permit in the Silver Spring PLD. As workers in the childcare and homeless services fields often struggle with financial insecurity, a discount on parking could help eligible service providers to improve their financial security by freeing up a small number of resources to pay for other basic needs. OLO also expounds on empirical data it used to come to its conclusion, see page © 14.

Climate Assessment

OLO anticipates that Expedited Bill 29-24 will have no impact on the County's contribution to addressing climate change as the bill would create discounted parking permits in the Silver Spring Central Business District (CBD) area for childcare providers and organizations that serve the unhoused population. See © 17.

Economic Impact Statement

The Office of Legislative Oversight (OLO) anticipates that Expedited Bill 29-24 would have a **positive impact on economic conditions in the County** in terms of the Council's priority economic indicators. The Bill would reduce work-related transportation costs for certain residents, which could increase household income and encourage a more stable workforce. See © 20.

#### **SUMMARY OF PUBLIC HEARING**

A public hearing for Expedited Bill 29-24 was held on January 21, 2024. One speaker testified in support of the Bill, Manny Hildago of Shepard's Table. Manny testified that due to construction of Metropolitan Branch trail there has been an increase disruption of operations.

Shepard Table's parking spaces have been limited and volunteers are without ample parking spaces. Full-time staff have used other available lots, but it has been cost-prohibitive. Expedited Bill 26-24 would provide the appropriate solution for discounted parking permits. See testimony at © 26.

#### **ISSUES FOR COMMITTEE'S DISCUSSION**

#### 1. How many organizations would be eligible under this bill?

Based on current publicly available data, the number of organizations that would be eligible for a specialized service provider permits include: 3 social services and 7 daycare providers. See Appendix A at © 8.

#### 2. Parking garage utilization rates in Silver Spring.

Based on weekday parking utilization data from MCDOT (© 9), 70% of long-term parking spots and 50% of short-term parking spots in the Silver Spring downtown area are vacant on an average weekday. Garage 4 had the highest 2024 utilization of any garage in downtown Silver Spring, reaching occupancy rates of 65% for long-term spots and 68% for short-term.

#### 3. Impact on the parking lot districts (PLDs) fund.

OMB's Fiscal Impact Statement estimates a total fiscal impact to the Silver Spring PLD at \$357,000 annually, totaling approximately \$2,142,000 over six fiscal years. This impact would reduce the Silver Spring PLD's FY26 fund balance from \$2,538,231, which is already below the target balance of \$2,992,670, to just \$2,181,231. This would decrease the PLD reserve percentage from 21% to 17%, reducing its ability to cover unexpected mid-year costs.

The limited fiscal capacity of the PLDs has been addressed by this Committee as a structural issue and will require corrective fiscal measures with or without this Bill, though the impact of the Bill will require those measures to be more substantial.

#### 4. Clarifying/technical amendments.

a. <u>Definition of Specialized Service Provider</u>. To correct an oversight regarding the definition of "specialized service provider" by: 1) include that a non-profit organization must be compliant under **Maryland law; 2)** applies to **service contracts**; and 3) on line 16, it should revised to "**CBD**" for Central Business District.

Amend lines 13-16, as follows:

*Specialized service provider (provider)* means:

(1) <u>a non-profit organization, in good standing under Maryland law, who is a grantee, [[or]] recipient of a County grant, or service contract that provides services for individuals experiencing homelessness in Silver Spring [[CDB]]</u>

<u>CBD</u> area. Services may include prepared meals, shelter, clothing, or job placement; or

b. <u>Enforcement.</u> Council staff received a recommendation from the Office of County Attorney to use the following clarification:

Amend lines 66-70, as follows:

- (1) [[No vehicle other than those assigned for the applicable permit may park in the designated parking garage.]] A permit assigned to a particular vehicle may not be transferred to another vehicle without the approval of the Director.
- (2) The Department has the authority to revoke a permit if it finds a violation of this Chapter or Section.

**Decision Point:** Whether to approve the clarifying/technical amendments as described above (a and b)?

**Next Steps:** Whether the Committee recommends for enactment Expedited Bill 29-24?

This packet contains:	Circle #
Expedited Bill 29-24	1
Sponsor's Memorandum	6
Map of Silver Spring CBD (adopted from 2024-2028 GIP)	10
Map of Silver Spring Parking Lot District	11
Fiscal Impact Statement	12
Racial Equity and Social Justice Impact Statement	14
Climate Assessment	17
Economic Impact Statement	20
Correspondence from Shepherd's Table	26
Correspondence from Quality Time Learning Center	28

Expedited Bill No	29-24
Concerning: Trans	portation – Parking
Permit for Specializ	ed Service Providers
- Established	
Revised: <u>12/5/24</u>	Draft No. <u>2</u>
ntroduced:	
Enacted:	
Executive:	
Effective:	
Sunset Date: De	cember 31, 2032
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## COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

Lead Sponsor: Council President Stewart Cosponsors: Councilmembers Luedtke, Katz, Mink, Sayles, Balcombe, Albornoz, Fani-González, Jawando, and Friedson

#### AN EXPEDITED ACT to:

- (1) establish a parking permit rate for specialized service providers;
- (2) authorize the Department of Transportation to review eligibility criteria and administer certain parking permits in the Silver Spring area; and
- (3) generally amend the County law regarding parking privileges in a central business district.

#### By amending

Montgomery County Code Chapter 31, Motor Vehicles and Traffic Section 31-47

Boldface Heading or a defined term.

<u>Underlining</u>
[Single boldface brackets]
Added to existing law by original bill.

Deleted from existing law by original bill.

<u>Double underlining</u>

Added by amendment.

[[Double boldface brackets]] Deleted from existing law or the bill by amendment.

\* \* Existing law unaffected by bill.

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

1	Sec	l. Sect	ion 31	-47 is amended as follows:
2			Ar	ticle VI. Parking-Special Provisions.
3	31-47. [Res	served	<u> .</u>   <u>Parl</u>	king permit for specialized service providers.
4	<u>(a)</u>	<u>Defii</u>	nitions	In this Section, the following terms have the meanings
5		indic	eated:	
6		<u>Depo</u>	artmen	t means the Department of Transportation.
7		<u>Dire</u>	ctor m	eans the Director of the Department of Transportation or the
8		Dire	ctor's c	lesignee.
9		<u>Silve</u>	<u>r Sprin</u>	g Central Business District (CBD) means the boundary area
10		<u>that</u>	was ac	lopted in the 2024-2028 Growth and Infrastructure policy
11		(Res	olution	20-651), or any subsequent adoption of the Growth and
12		<u>Infra</u>	structu	re policy by Council resolution.
13		<u>Spec</u>	<u>ialized</u>	<u>service provider (provider)</u> means:
14		<u>(1)</u>	a nor	n-profit organization, in good standing, who is a grantee or
15			recip	ient of a County grant that provides services for individuals
16			expe	riencing homelessness in Silver Spring CDB area. Services
17			may	include prepared meals, shelter, clothing, or job placement;
18			<u>or</u>	
19		<u>(2)</u>	a lice	ensed childcare provider that:
20			<u>(A)</u>	receives State or County childcare subsidies; or
21			<u>(B)</u>	accepts subsidized childcare placement; and
22			<u>(C)</u>	the facility is located within the Silver Spring CBD or
23				within 0.1 mile radius of the Silver Spring CBD boundary
24				<u>line;</u> or
25		<u>(3)</u>	a ful	-time employee of the County's Department of Health and

26			<u>Hum</u>	an Services (DHHS).
27		<u>Spect</u>	<u>ialized</u>	services permit means a unique identification assigned to a
28		speci	ific vel	nicle, which allows that vehicle to park in a garage located
29		in the	e Silve	Spring parking lot district. The permit could be in the form
30		of a	placar	d, sticker or electronically matched to a vehicle's license
31		plate	numbe	er or some other form of identification method.
32	<u>(b)</u>	<u>Park</u>	ing pe	rmit for specialized service provider - established. The
33		Depa	ırtment	is authorized to provide a parking permit for a specialized
34		servi	ce pro	vider. Before a specialized services permit is issued, the
35		Depa	ırtment	must review and certify that the specialized service
36		provi	ider me	eets the eligibility criteria under subsection (c).
37	<u>(c)</u>	<u>Eligi</u>	bility.	A specialized service provider may apply for a parking
38		perm	<u>it on a</u>	form prescribed by the Director. At the time of application,
39		the p	rovide	r must include, at minimum, proof of the following:
40		<u>(1)</u>	<u>if a n</u>	on-profit organization, a copy of the current executed grant
41			or sei	rvice contract with the County; or
42		<u>(2)</u>	if a c	hildcare center or in-home childcare:
43			<u>(A)</u>	a copy of the license or certificate of registration issued by
44				the Maryland State Department of Education; and
45			<u>(B)</u>	a copy of active certificate of general liability insurance;
46				<u>or</u>
47		<u>(3)</u>	<u>if a D</u>	OHHS County employee:
48			<u>(A)</u>	a copy of the employee's identification badge;
49			<u>(B)</u>	authorization from the Director of DHHS or the Director's
50				designee; and

51		(C) if any, a copy of the operating agency agreement that
52		describes services being provided in the Silver Spring
53		<u>CBD.</u>
54	<u>(d)</u>	Discounted permit rate. The specialized services permit rate must be 5
55		percent of the monthly permit rate, which is set by Council resolution.
56		for any County garage located in the Silver Spring parking lot district.
57	<u>(e)</u>	Number of discounted permits – maximum allowed. The Department
58		must not issue more than 25 specialized services permits at the
59		discounted rate for each provider per calendar year.
60	<u>(f)</u>	Expiration of parking permit. A specialized services permit is valid in
61		the calendar year in which it was issued to the provider. A provider
62		must apply to renew a permit each calendar year.
63	<u>(g)</u>	Revenue collected. Any revenue collected must be deposited into the
64		Silver Spring Parking Lot District fund, as required under Section 60-
65		<u>16.</u>
66	<u>(h)</u>	Enforcement.
67		(1) No vehicle other than those assigned for the applicable permit
68		may park in the designated parking garage.
69		(2) The Department has the authority to revoke a permit if it finds a
70		violation of this Chapter or Section.
71	<u>(i)</u>	Regulations. The County Executive may develop Method (2)
72		regulations to administer and enforce this Section.
73	Sec 2	. Expedited Effective Date. The Council declares that this legislation is
74	necessary for	or the immediate protection of the public interest. This Act takes effect
75	on the date	on which it becomes law.

Sec 3. <u>Sunset date.</u> This Act must sunset and must have no further force or effect at the end of December 31, 2032, or 5 years after the Maryland Transit

Administration opens the Purple Line for revenue service, whichever is first.



KATE STEWART
PRESIDENT
MONTGOMERY COUNTY COUNCIL

December 5, 2024

Fact Sheet: Specialized Services Providers Parking Permit – Expedited Bill 29-24

<u>Purpose:</u> To create a **new monthly parking permit for unhoused service providers and childcare providers** within 0.1 mi of the Silver Spring Growth and Infrastructure Policy (GIP) area known as the "Specialized Services Permit." This permit would be for long term parking spots and would sunset at the end of 2032, or five years after the Purple Line opens for revenue service, whichever is first.

**Background:** The Downtown Silver Spring area is a thriving, vibrant business district which is experiencing a great deal of upheaval from ongoing construction of major transportation projects. Those who live, work, and volunteer in the downtown area face challenges to accessing businesses, nonprofits, and other facilities.

Specifically, Purple Line construction, which has been delayed over the years and is now expected to open by the end of 2027, has been negatively impacting the area. We also have the construction to extend the Metropolitan Branch Trail across Georgia Ave which is significantly impacting Progress Place and nearby childcare facilities. At the same time, we are seeing a 71 percent increase in people experiencing homelessness in Montgomery County with much of that in our Silver Spring area and as has been noted in many sessions of the Council we are facing challenges with staffing of childcare facilities.

As a county government, we are in position to help address the obstacles staff and volunteers are facing to provide essential services to those in need in the community and to families in need of childcare. One way to immediately address the situation faced by staff and volunteers to ensure continued operations of homeless services and childcare facilities is to provide discounted monthly permit parking in nearby county garages which are currently underutilized.

**<u>Eligibility:</u>** Organizations eligible for the permits are either:

- a grantee/service contract recipient of the county government for unhoused services or prepared meal service for unhoused individuals inside or within 0.1 mi of the Silver Spring GIP policy area; or
- 2. **a licensed childcare provider** (of any size) that has state or county subsidized spots and/or accepts childcare subsidies (ex: has at least one subsidized spot) on property with any part of

the property located inside or within 0.1 mi radius of the edge of the Silver Spring Central Business District; or

3. the county **DHHS** itself

The organization would prove its eligibility with a copy of their most recent:

- 1. Executed grant/service contract with the County; or
- 2. Childcare license with the Maryland State Dept of Education and insurance; or
- 3. County employee ID, with proof of authorization for providing social service work in the Silver Spring CBD (ex: SEPH director, Behavioral and Crisis Services director, DHHS director, etc.).

MCDOT could implement a process to verify documentation either by email to the MCDOT parking mailbox, or in person at the MCDOT permit sales office on Ellsworth Drive. See Appendix A for current list of eligible providers.

<u>Rate:</u> The rate would be **five percent of the current monthly permit rate** for garages in the area which would be \$6.60 per month per permit as opposed to the current rate of \$132 a month for a single permit. For garages 60 and 61 which have a higher monthly permit fee, the monthly rate would be \$9.75 per month per permit compared to the current rate of \$195.

<u>Capped quantity:</u> Each organization may apply for a **maximum of 25 spots** at the Specialized Services Permit rate. This translates to a cost of \$1,980 / yr for 25 spots, or \$2,925 / yr for 25 spots in garages 60 and 61.

<u>Sunset:</u> The legislation sunsets at the end of 2032, or five years after the Purple Line opens for revenue service, whichever is first.

<u>Current supply of long-term spots in the most proximal garages:</u> Based on weekday parking utilization data from MCDOT, there is a large quantity of parking spots available across the downtown area (about 70% of long-term spots in the Silver Spring downtown area are vacant on an average weekday during the day). We believe more than enough long-term spots exist, including at the most nearby garages to these nine providers. See Appendix B for details.

#### **Appendix A: Eligible organizations**

#### Service providers:

- 1. Montgomery County DHHS
- 2. Shepherd's Table
- 3. Interfaith Works

#### Childcare providers in the Downtown Silver Spring area:

Name	Location	Seats
Kiddie Academy of Silver Spring	811 Sligo Ave, Silver Spring, MD 20910	
Young Explorers at United Therapeutics	1110 Spring Street, Silver Spring MD 20910	54
The Goddard School in Silver Spring	8611 Second Avenue, Silver Spring, Maryland 20910	
Easter Seals CDC Silver Spring	1420 Spring Street, Silver Spring, MD 20910	
Quality Time Learning Center	8101 Georgia Avenue, Silver Spring, MD 20910	247
CentroNía @ Martha Gudelsky Child Development Center	8901 Colesville Rd, Silver Spring, MD 20910	127

#### **Appendix B: Current parking utilization and vacant spots**

Source: MCDOT Parking

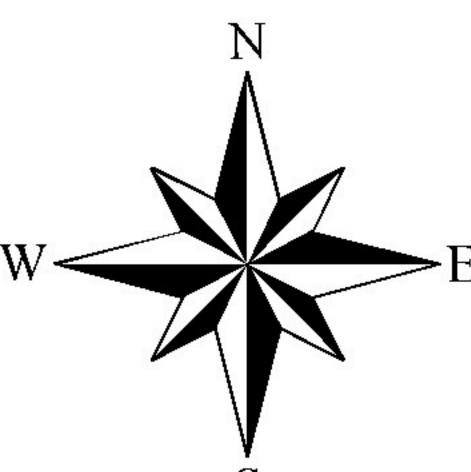
		Short-T	erm			Long-Te	erm			Totals	otals				
				Occupie	Occupie		Number	Occupie	Occupie		Number	Occupie	Occupie		
	Date	Capacity		d	d	Capacity	Vacant	d	d	Capacity	Vacant	d	d		
Garage 3	24-Jul	40	34	6	15%	115	83	32	28%	155	117	38	25%		
Thayer-Spring	24-Aug	40	23	17	43%	115	75	40	35%	155	98	57	37%		
garage	24-Sep	40	35	5	13%	115	84	31	27%	155	119	36	23%		
	24-Oct	40	27	13	33%	115	83	32	28%	155	110	45	29%		
	24-Nov	40	27	13	33%	115	84	31	27%	155	111	44	28%		
			Number	Occupie	Occupie		Number	Occupie	Occupie		Number	Occupie	Occupie		
	Date	Capacity	Vacant	d	d	Capacity	Vacant	d	d	Capacity	Vacant	d	d		
Garage 4	24-Jul	124	76	48	39%	191	115	76	40%	315	191	124	39%		
Fenton St Village	24-Aug	124	66	58	47%	191	86	105	55%	315	152	163	52%		
garage	24-Sep	124	48	76	61%	191	86	105	55%	315	134	181	57%		
-	24-Oct	124	40	84	68%	191	82	109	57%	315	122	193	61%		
	24-Nov	124	48	76	61%	191	67	124	65%	315	115	200	63%		
			Number	Occupie	Occupie		Number	Occupie	Occupie		Number	Occupie	Occupie		
	Date	Capacity	Vacant	d	d	Capacity	Vacant	d	d	Capacity	Vacant	d	d		
Garage 7	24-Jul	118	69	49	42%	1210	626	379	31%	1328	695	428	32%	*205 spots	currently
Cameron-Second	24-Aug	118	73	45	38%	1210	623	382	32%	1328	696	427	32%	chained o	
garage	24-Sep	118	72	46	39%	1210	624	381	31%	1328	696	427	32%	available t	o park in
	24-Oct	118	62	56	47%	1210	571	434	36%	1328	633	490	37%		
	24-Nov	118	68	50	42%	1210	572	433	36%	1328	640	483	36%		
			Number	Occupie	Occupie		Number	Occupie	Occupie		Number	Occupie	Occupie		
	Date	Capacity	Vacant	d .	d .	Capacity	Vacant	d .	d .	Capacity	Vacant	d .	d .		
Garage 61	24-Jul	0	0	0	0%	1241	882	359	29%	1241	882	359	29%		
Town Square	24-Aug	0	0	0	0%	1241	885	356	29%	1241	885	356	29%		
garage .	24-Sep	0	0	0	0%	1241	884	357	29%	1241	884	357	29%		
	24-Oct	0	0	0	0%	1241	828	413	33%	1241	828	413	33%		
	24-Nov	0	0	0	0%	1241	903	338	27%	1241	903	338	27%		
			•							•					
						Totals for t	he Downto	own Silver	Spring are	a					
Totals			Number	Number	Percent		Number	Number	Percent		Number	Number	Percent		
	Date	Capacity	Vacant	Occupied	Occupied	Capacity	Vacant	Occupied	Occupied	Capacity	Vacant	Occupied	Occupied		
Total	24-Jul	734	382			8866			29%			2926	30%	*1535 spot	s currently
	24-Aug	-	417	300	41%	8866							29%	chained o	
	24-Sep	734	383	334	46%	8866	4816	2532	29%	9600	5199	2866	30%	available t	o park in
	24-Oct	734	349	368	50%	8866	4822	2526	28%	9600	5171	2894	30%		
	24-Nov	-	365	352	48%	8866	4755	2593	29%	9600	5120	2945	31%		
		1													

PLANNING BOARD DRAFT JULY 2024


**APPENDICES** 

Policy Area

# Silver Spring Parking Lot District



Feet







#### **Bill 29-24E**

#### **Parking Permit for Specialized Service Providers**

#### **Bill Summary**

Bill 29-24 would create a discounted parking permit for childcare providers and organizations providing social services to the unhoused population in the Silver Spring Central Business District (CBD). The bill defines eligibility criteria, sets the permit rate at 5% of the standard monthly rate, limits the number of permits per organization, and requires annual renewal. It also grants the Department of Transportation authority to review applications and administer the program. The bill includes a sunset provision, expiring in 2032 or five years after the Purple Line opens, whichever comes first.

#### **Fiscal Impact Summary**

The bill is projected to reduce revenues in the Silver Spring Parking Lot District (PLD) by an estimated \$357,000 annually, totaling approximately \$2,142,000 over six fiscal years. Additionally, the bill introduces personnel costs estimated at \$57,000 in FY26, increasing incrementally to \$66,079 in FY31, with a total personnel expenditure of \$368,699 across the six-year period. This includes 0.5 FTE annually to review eligibility and administer the program. The total fiscal impact of the bill is estimated at \$414,000 in FY26, rising to \$423,079 in FY31, with a cumulative impact of \$2,510,699 over the six fiscal years

Fiscal Year	26	27	28	29	30	31	Total
Personnel Costs	\$57,000	\$58,710	\$60,471	\$62,285	\$64,154	\$66,079	\$368,699
Operating Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$57,000	\$58,710	\$60,471	\$62,285	\$64,154	\$66,079	\$368,699
Revenues	(\$357,000)	(\$357,000)	(\$357,000)	(\$357,000)	(\$357,000)	(\$357,000)	(\$2,142,000)
Total Impact	(\$414,000)	(\$415,710)	(\$417,471)	(\$419,285)	(\$421,154)	(\$423,079)	(\$2,510,699)
FTE	0.50	0.50	0.50	0.50	0.50	0.50	

#### **Revenue Impact:**

- For most garages, the standard rate is \$132/month or \$1,584/year. The discounted rate is \$6.60/month or \$79.20/year, representing a 95% discount.
- For premium garages (Garage 60/61), the standard rate is \$195/month or \$2,340/year. The discounted rate is \$9.75/month or \$117/year, which also reflects a 95% discount.
- The bill allows for up to 225 permits annually at the discounted rate.
- Without the discount, these permits would generate \$356,400/year in revenue (225 x \$1,584 for standard garages).
- At the discounted rate, these permits will generate only \$17,820/year (225 x \$79.20), resulting in an annual revenue loss of \$357,000.
- Over the proposed 7-year period through 2032, the total revenue loss is projected to be \$2,142,000.
- If more organizations become eligible and apply for permits, the actual revenue loss could exceed current projections.

#### **Fiscal Impact Analysis**



2025 | Montgomery County, MD

#### **Administrative Costs:**

- Managing this program, including reviewing eligibility and tracking issued permits, will require an additional 0.5 FTE (Administrative Specialist III) at a cost of \$57,000 in FY26, increasing incrementally to \$66,079 by FY31.
- Total personnel costs over six fiscal years are estimated at \$368,699.
- The Enforcement responsibilities will be handled by existing parking
  enforcement officers through the department's current contract, with no
  additional staff or costs anticipated at this time. However, as the number of
  eligible providers grows, this could change, potentially requiring additional
  resources and increasing costs beyond the current projection.

#### Impact on the Parking Lot District Fund:

- The Parking Lot District (PLD) operates as an enterprise fund, meaning it must generate enough revenue to cover its operating costs, maintenance, and debt obligations.
- A revenue loss of \$357,000 annually could strain the fund's ability to sustain operations without alternative revenue sources or cost-saving measures.

Staff Impact	The staff time impact would be addressed by the Division by using 0.5 FTE of an existing Administrative Specialist III (G23), or by bringing on a new part-time employee to handle the functions. The addition of these new staff responsibilities may reduce efficiency and response time to other customer or vendor inquiries if the additional work is addressed utilizing existing staff.
Actuarial Analysis	The bill is not expected to impact retiree pension or group insurance costs.
Information Technology Impact	The bill is not expected to impact the County Information Technology (IT) or Enterprise Resource Planning (ERP) systems.
Other Information	
Later actions that may impact revenue or expenditures if future spending is projected	This bill does not authorize future spending.
Ranges of revenue or expenditures that are uncertain or difficult to project	There are an unknown number of eligible providers and internal agencies that could apply for this discounted permit once this bill is passed. The fiscal impact is only calculated based on the current list of eligible providers.
Sources of information	Jose Thommana, Division of Parking Management, MDOT Jonson Lum, Division of Parking Management, MDOT
Contributors	



2025 | Montgomery County, MD page 2 of 2

# Racial Equity and Social Justice (RESJ) Impact Statement

Office of Legislative Oversight

**EXPEDITED** TRANSPORTATION — PARKING PERMIT FOR SPECIALIZED

BILL 29-24: Service Providers – Established

#### **SUMMARY**

The Office of Legislative Oversight (OLO) anticipates Expedited Bill 29-24 will have a small positive impact on racial equity and social justice (RESJ) in the County. Black community members are likely overrepresented among specialized service providers who would receive a discounted parking permit in the Silver Spring Parking Lot District. As workers in the childcare and homeless services fields often struggle with financial insecurity, a discount on parking could help eligible service providers to improve their financial security by freeing up parking resources to pay for other basic needs.

#### PURPOSE OF RESJ IMPACT STATEMENTS

The purpose of RESJ impact statements (RESJIS) is to evaluate the anticipated impact of legislation on racial equity and social justice in the County. Racial equity and social justice refer to a **process** that focuses on centering the needs, leadership, and power of communities of color and low-income communities with a **goal** of eliminating racial and social inequities.<sup>1</sup> Achieving racial equity and social justice usually requires seeing, thinking, and working differently to address the racial and social inequities that have caused racial and social disparities.<sup>2</sup>

#### Purpose of Expedited Bill 29-24

Montgomery County operates three Parking Lot Districts (PLDs) in Bethesda, Silver Spring, and Wheaton to provide shared public parking facilities and reduce costs and land use for parking. Managed by the Montgomery County Department of Transportation (MCDOT), these districts include parking garages and lots and are funded primarily by parking fees and fines set by the Council.<sup>3</sup>

The purpose of Bill 29-24, according to its sponsor, is to "create a new monthly parking permit for unhoused service providers and childcare providers" in the Silver Spring Central Business District (CBD).<sup>4,5</sup> The Bill would make "specialized service providers" eligible for a discounted parking permit in any garage located in the Silver Spring PLD. The rate would be five percent of the monthly permit rate. Eligible providers include non-profit organizations offering homelessness services, licensed childcare providers, and full-time employees of the County's Department of Health and Human Services.<sup>6</sup>

The policy would expire "after 7 years (December 31, 2032), or 5 years after the Maryland Transit Administration opens the Purple Line for revenue service, whichever is first."

The Council introduced Expedited Bill 29-24 on December 10, 2024.

#### ANTICIPATED RESJ IMPACTS

To consider the anticipated impact of Bill 29-24 on RESJ in the County, OLO recommends the consideration of two related questions:

# **RESJ Impact Statement**

### **Expedited Bill 29-24**

- Who would primarily benefit or be burdened by this bill?
- What racial and social inequities could passage of this bill weaken or strengthen?

For the first question, OLO considered the demographics of specialized service providers who would benefit from a discounted parking permit in the Silver Spring PLD. OLO could not find current demographics on specialized service providers by race and ethnicity. However, available data at the national level suggests Black, Indigenous, and other people of color (BIPOC) may be overrepresented among these workers.

Table 1 summarizes estimates of childcare center and homeless services workers in the U.S. by race and ethnicity. The data shows that nationally, Black people are overrepresented among both groups of workers. Conversely, White and Asian people are underrepresented among these workers, while Latinx people are proportionately represented. Of note, women dominate both fields, respectively comprising 96.7 percent and 77.0 percent of the childcare center and homeless services workforces, compared to 47.0 percent of the U.S. workforce.

Table 1. Percent of Childcare Center and Homeless Services Workers by Race and Ethnicity, U.S.

Race or ethnicity <sup>8</sup>	Childcare Center Workers (2019)	Homeless Services Workers (2023)	U.S. Workers (2021)
Asian	2.6	2.0	6.6
Black	17.2	18.0	12.3
White	59.1	60.0	77.5
Latinx	16.7	15.0	18.0

Source: Analysis of 2019 National Survey of Early Care and Education (NSECE), "Still Underpaid and Unequal," Center for American Progress; "Working in Homeless Services: A Survey of the Field" (2023), National Alliance to End Homelessness; Table 11, Labor Force Statistics from the Current Population Survey (2021), U.S. Bureau of Labor Statistics.

**For the second question,** OLO considered how Bill 29-24 could impact economic disparities in the County. While both childcare and homeless services work are essential, both are low-paying fields whose workers often struggle with financial insecurity. In particular, the overrepresentation of Black women in both fields further reflects the occupational segregation of BIPOC into low paying and undervalued positions. 10

One study by the Center for the Study of Child Care Employment found that "53 percent of childcare workers or their family members enrolled in at least one public support program" to help make ends meet. <sup>11</sup> Further, a study by the National Alliance to End Homelessness found that large portions of the homeless services workforce were concerned about being able to pay for basic necessities such as housing, food, and utilities. <sup>12</sup> A discount on parking could help improve financial security among specialized services workers in Silver Spring by allowing them to free up resources for basic needs that would otherwise be spent on parking.

OLO anticipates Bill 29-24 will have a small positive impact on RESJ in the County. Black community members are likely overrepresented among specialized service providers who would receive a discounted parking permit in the Silver Spring PLD. As workers in the childcare and homeless services fields often struggle with financial insecurity, a discount on parking could help eligible service providers to improve their financial security by freeing up a small amount of resources to pay for other basic needs.

# **RESJ Impact Statement**

**Expedited Bill 29-24** 

#### **RECOMMENDED AMENDMENTS**

The Racial Equity and Social Justice Act requires OLO to consider whether recommended amendments to bills aimed at narrowing racial and social inequities are warranted in developing RESJ impact statements.<sup>13</sup> OLO anticipates Expedited Bill 29-24 will have a positive impact on RESJ in the County. As such, OLO does not offer recommended amendments.

#### **CAVEATS**

Two caveats to this racial equity and social justice impact statement should be noted. First, predicting the impact of legislation on racial equity and social justice is a challenging analytical endeavor due to data limitations, uncertainty, and other factors. Second, this RESJ impact statement is intended to inform the legislative process rather than determine whether the Council should enact legislation. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the bill under consideration.

#### **CONTRIBUTIONS**

OLO staffer Janmarie Peña, Performance Management and Data Analyst, drafted this RESJ impact statement.

<sup>&</sup>lt;sup>1</sup> Definition of racial equity and social justice adopted from "Applying a Racial Equity Lens into Federal Nutrition Programs" by Marlysa Gamblin, et.al. Bread for the World, and from Racial Equity Tools. https://www.racialequitytools.org/glossary <sup>2</sup> Ibid.

<sup>&</sup>lt;sup>3</sup> Introduction Staff Report for Expedited Bill 29-24, Montgomery County Council, introduced December 10, 2024, PDF pg. 3.

<sup>&</sup>lt;sup>4</sup> "Fact Sheet: Specialized Services Providers Parking Permit – Expedited Bill 29-24," Introduction Staff Report for Expedited Bill 29-24, PDF pg. 11-12.

<sup>&</sup>lt;sup>5</sup> A map of the Silver Spring Central Business District is enclosed in the Introduction Staff Report for Expedited Bill 29-24, PDF pg. 15.

<sup>&</sup>lt;sup>6</sup> Introduction Staff Report for Expedited Bill 29-24, PDF pgs. 4-5.

<sup>&</sup>lt;sup>7</sup> Ibid, PDF pg. 5.

<sup>&</sup>lt;sup>8</sup> Disaggregated estimates for Native American and Pacific Islander people were not available for all data points. Estimates of Black and White childcare center workers are non-Latinx.

<sup>&</sup>lt;sup>9</sup> "COVID-19: Essential Workers in the States," National Conference of State Legislatures, January 11, 2021.

<sup>&</sup>lt;sup>10</sup> Kate Bahn and Carmen Sanchez Cumming, "<u>Factsheet: U.S. Occupational Segregation By Race, Ethnicity, and Gender</u>," Washington Center for Equitable Growth, July 1, 2020.

<sup>&</sup>lt;sup>11</sup> Maureen Coffey, "<u>Still Underpaid and Unequal</u>," Center for American Progress, July 19, 2022 citing Caitlin McLean, et. al., "<u>Early Childhood Workforce Index 2020</u>," Center for the Study of Child Care Employment, UC Berkeley, 2021.

<sup>&</sup>lt;sup>12</sup> "Working in Homeless Services: A Survey of the Field," National Alliance to End Homelessness, December 5, 2023.

<sup>&</sup>lt;sup>13</sup> Bill 27-19, Administration – Human Rights – Office of Racial Equity and Social Justice – Racial Equity and Social Justice Advisory Committee – Established, Montgomery County Council

# **Climate Assessment**

Office of Legislative Oversight

**Expedited** Transportation – Parking Permit for Specialized

Bill 29-24: Service Providers – Established

#### **SUMMARY**

The Office of Legislative Oversight (OLO) anticipates Expedited Bill 29-24 will have no impact on the County's contribution to addressing climate change as the bill would create discounted parking permits in the Silver Spring Central Business District (CBD) area for childcare providers and organizations that serve the unhoused population.

#### **BACKGROUND AND PURPOSE OF EXPEDITED BILL 29-24**

Montgomery County operates three Parking Lot Districts (PLDs) in Bethesda, Silver Spring, and Wheaton to provide shared public parking facilities and reduce costs and land use for parking. Managed by the Montgomery County Department of Transportation (MCDOT), these districts include parking garages and lots and are funded primarily by parking fees and fines set by the Council.<sup>1</sup>

The purpose of Bill 29-24, according to its sponsor, is to create a new monthly parking permit for service providers for the unhoused and childcare providers in the Silver Spring CBD.<sup>2,3</sup> The Bill would make "specialized service providers" eligible for a discounted parking permit in any garage located in the Silver Spring PLD. The rate would be five percent of the monthly permit rate. Eligible providers include non-profit organizations offering homelessness services, licensed childcare providers, and full-time employees of the County's Department of Health and Human Services.<sup>4</sup>

The policy would expire "after 7 years (December 31, 2032), or 5 years after the Maryland Transit Administration opens the Purple Line for revenue service, whichever is first." 5

The Council introduced Expedited Bill 29-24 on December 10, 2024.

#### **ANTICIPATED IMPACTS**

As the bill would create discounted parking permits in the Silver Spring CBD for childcare providers and organizations that serve the unhoused population, OLO anticipates Expedited Bill 29-24 will have little to no impact on the County's contribution to addressing climate change, including the reduction and/or sequestration of greenhouse gas emissions, community resilience, and adaptative capacity.

#### **RECOMMENDED AMENDMENTS**

The Climate Assessment Act requires OLO to offer recommendations, such as amendments or other measures to mitigate any anticipated negative climate impacts. OLO does not offer recommendations or amendments as Expedited Bill 29-24 is likely to have no impact on the County's contribution to addressing climate change, including the reduction and/or sequestration of greenhouse gas emissions, community resilience, and adaptative capacity.

#### **CAVEATS**

OLO notes two caveats to this climate assessment. First, predicting the impacts of legislation upon climate change is a challenging analytical endeavor due to data limitations, uncertainty, and the broad, global nature of climate change. Second, the analysis performed here is intended to inform the legislative process, not determine whether the Council should enact legislation. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the bill under consideration.

#### **PURPOSE OF CLIMATE ASSESSMENTS**

The purpose of the Climate Assessments is to evaluate the anticipated impact of legislation on the County's contribution to addressing climate change. These climate assessments will provide the Council with a more thorough understanding of the potential climate impacts and implications of proposed legislation, at the County level. The scope of the Climate Assessments is limited to the County's contribution to addressing climate change, specifically upon the County's contribution to greenhouse gas emissions and how actions suggested by legislation could help improve the County's adaptative capacity to climate change, and therefore, increase community resilience.

While co-benefits such as health and cost savings may be discussed, the focus is on how proposed County bills may impact GHG emissions and community resilience.

#### **CONTRIBUTIONS**

OLO staffer Kaitlyn Simmons drafted this assessment.

<sup>&</sup>lt;sup>1</sup> Ludeen McCartney-Green and Stephen Kenny, "Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers – Established," memorandum to the County Council, December 5, 2024, in the <u>Introduction Staff Report</u>.

<sup>&</sup>lt;sup>2</sup> Kate Stewart, "Fact Sheet: Specialized Services Providers Parking Permit – Expedited Bill 29-24," Montgomery County Council, December 5, 2024, in the <u>Introduction Staff Report</u>.

<sup>&</sup>lt;sup>3</sup> A map of the Silver Spring Central Business District is enclosed in the Introduction Staff Report.

<sup>&</sup>lt;sup>4</sup> Montgomery County Council, "Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers – Established," December 10, 2024, in the <u>Introduction Staff Report</u>.

<sup>6</sup> Bill 3-22, Legislative Branch –	- Climate Assessments -	– Required, Montgomery	County Council, Effective	e date October 24, 2022

# **Economic Impact Statement**

Montgomery County, Maryland

Expedited Bill 29-24

Transportation – Parking Permit for Specialized Service Providers – Established

#### **SUMMARY**

The Office of Legislative Oversight (OLO) anticipates that Expedited Bill 29-24 would have a positive impact on economic conditions in the County in terms of the Council's priority economic indicators. By reducing parking costs for certain employees of non-profit organizations offering homelessness services, licensed childcare providers, and the Department of Health and Human Services (DHHS) in the Silver Spring Central Business District (CBD), the Bill would reduce work-related transportation costs for certain residents, which could increase household income. Also, the policy may prevent certain employees from leaving their position, thereby reducing costs associated with temporary unemployment. The Bill would also economically benefit certain non-profit organizations in the affected area. Organizations that reimburse employees for parking may experience reduced operating expenses, which could increase business income. Additionally, the organizations may benefit from more stable workforces, such as reduced costs from hiring.

#### **BACKGROUND AND PURPOSE OF EXPEDITED BILL 29-24**

Montgomery County operates three Parking Lot Districts (PLDs) in Bethesda, Silver Spring, and Wheaton to provide shared public parking facilities and reduce costs and land use for parking. Managed by the Montgomery County Department of Transportation (MCDOT), these districts include parking garages and lots and are funded primarily by parking fees and fines set by the Council.<sup>1</sup>

The purpose of Bill 29-24, according to its sponsor, is to "create a new monthly parking permit for unhoused service providers and childcare providers" in the Silver Spring CBD.<sup>2,3</sup> The Bill would make "specialized service providers" eligible for a discounted parking permit in any garage located in the Silver Spring parking lot. The rate would be five percent of the monthly permit rate. Eligible providers would include non-profit organizations offering homelessness services, licensed childcare providers, and full-time employees of DHHS.<sup>4</sup>

The policy would expire "after 7 years (December 31, 2032), or 5 years after the Maryland Transit Administration opens the Purple Line for revenue service, whichever is first." 5

<sup>&</sup>lt;sup>1</sup> Ludeen McCartney-Green and Stephen Kenny, "Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers – Established," memorandum to the County Council, December 5, 2024, in the <a href="Introduction Staff">Introduction Staff</a> Report.

<sup>&</sup>lt;sup>2</sup> Kate Stewart, "Fact Sheet: Specialized Services Providers Parking Permit – Expedited Bill 29-24," Montgomery County Council, December 5, 2024, in the <u>Introduction Staff Report</u>.

<sup>&</sup>lt;sup>3</sup> A map of the Silver Spring CBD is enclosed in the <u>Introduction Staff Report</u>.

<sup>&</sup>lt;sup>4</sup> Montgomery County Council, "Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers – Established," December 10, 2024, in the <u>Introduction Staff Report</u>.
<sup>5</sup> Ibid.

The Council introduced Expedited Bill 29-24 on December 10, 2024.

#### INFORMATION SOURCES, METHODOLOGIES, AND ASSUMPTIONS

As required by 2-81B of the Montgomery County Code, this Economic Impact Statement evaluates the impacts of Expedited Bill 29-24 on residents and private organizations in relation to Council's priority economic indicators. In doing so, it examines whether the Bill would have a net positive or negative impact on overall economic conditions in the County.<sup>6</sup>

To evaluate the Bill's economic impacts, this analysis performs a cost analysis of the savings from the discounted parking. To do so, OLO draws on:

- parking cost figures in the introduction staff report;
- · wage data for workers in homeless and childcare services; and
- Census data on residence of workers in the West Silver Spring area, which encompasses the affected organizations.

#### **VARIABLES**

The primary variables that would affect the economic impacts of enacting Expedited Bill 29-24 are the following:

- Number of specialized service providers;
- Number of eligible employees; and
- Parking reimbursement

#### **IMPACTS**

WORKFORCE - TAXATION POLICY - PROPERTY VALUES - INCOMES - OPERATING COSTS - PRIVATE SECTOR CAPITAL INVESTMENT - ECONOMIC DEVELOPMENT - COMPETITIVENESS

#### Residents

OLO anticipates that Expedited Bill 29-24 would have a positive impact on certain residents in the County in terms of the Council's priority economic indicators.

The Bill would primarily affect certain employees of non-profit organizations offering homelessness services, licensed childcare providers, and DHHS.

**Table 1** presents data from Quarterly Census of Employment and Wages (QCEW) by the U.S. Bureau of Labor of Statistics on wages for workers in homeless services, childcare services, and all industries in Montgomery County for the second quarter of 2024. The table highlights those workers in homeless services and, especially, childcare services earned significantly less than the Countywide average. Homeless services workers earned an annual average of \$60,788, which was \$22,880 below the County average, while childcare services workers earned \$37,284 annually, a difference of \$46,384 compared to the average across all industries.

<sup>&</sup>lt;sup>6</sup> "Sec. 2-81B, Economic Impact Statements," Montgomery County Code..

Table 1. Wage Comparison for Workers in Homeless, Childcare Services, and All Industries in Montgomery County (2024 Second Quarter)<sup>7</sup>

Industry	Average Weekly Earnings	Difference From All Industries	Average Yealy Earnings	Difference From All Industries
NAICS 6242 Community food and housing, and emergency and other relief services (homeless services)	\$1,169	<b>-</b> \$440	\$60,788	-\$22,880
NAICS 6244 Childcare services	\$717	-\$892	\$37,284	-\$46,384
All Industries	\$1,609		\$83,668	

The sponsor of the Bill has identified at least eight qualifying organizations (excluding DHHS). Each qualifying organization would receive up to 25 permits per year.

The current monthly rate for a single parking permit in the Silver Spring PLD is \$132.8 For employees who pay for parking out-of-pocket and receive the discount, they would each pay \$6.60 per month, saving \$125.40 a month and \$1,504.80 annually in work-related transportation costs, as shown in **Table 2**. Lower transportation costs would reduce nondiscretionary household expenses, thereby increasing household income, holding all else equal. Also, studies have shown that pay increases for childcare workers reduce turnover. If the Bill prevents certain employees from leaving their position, it could reduce costs associated with temporary unemployment,

**Table 2. Savings from Discounted Parking Permit** 

Category	Monthly Cost	Subsidized Cost	Monthly Savings	Annual Savings
Per Employee	\$132.00	\$6.60	\$125.40	\$1,504.80
Per Organization (25 Permits)	\$3,300.00	\$165.00	\$3,135.00	\$37,620.00
Total (8 Organizations)	\$26,400.00	\$1,320.00	\$25,080.00	\$300,960.00

<sup>&</sup>lt;sup>7</sup> U.S. Bureau of Labor Statistics, *Quarterly Census of Employment and Wages: Employment and Wages Data Viewer*, "Private, NAICS 4-Digit Industries, Montgomery County, Maryland, 2024 Second Quarter, All Establishment Sizes," and "Private, High-Level Industries, Montgomery County, Maryland, 2024 Second Quarter, All Establishment Sizes," accessed January 17, 2025.

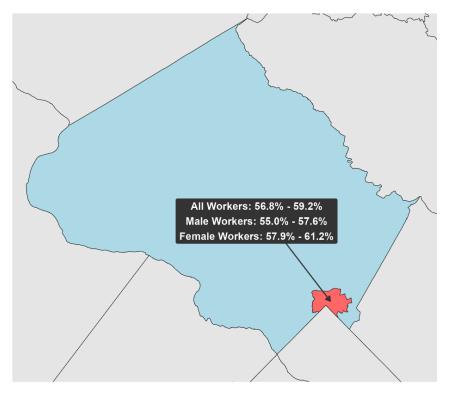
<sup>&</sup>lt;sup>8</sup> Stewart, "Fact Sheet," in the Introduction Staff Report.

<sup>&</sup>lt;sup>9</sup> Daphna Bassok et al., "<u>Reducing Teacher Turnover in Early Childhood Settings: Findings From Virginia's PDG B-5 Recognition Program</u>" (University of Virginia, 2020).

Although OLO does not have data on the County residence of employees from the impacted organizations, it is likely many reside locally. **Figure 1** uses data from the Census Bureau's American Community Survey (ACS) for 2019 to 2023 to estimate the percentage of individuals (aged 16 and older) who work in the West Silver Spring area and live in the County. <sup>11</sup> Since this area contains the Silver Spring CBD, the estimates provide a basis for projecting the portion of parking discount savings from that benefit County residents employed by the affected organizations.

As shown in the **Figure 1**, depending on the sex of workers, the percentage of workers residing in the County range from 55.0 to 61.2 percent. **Table 2** presents estimates of monthly and annual savings to County residents under the assumption that the organizations do not offer parking reimbursements. Across the eight impacted organizations, an estimated 110 to 123 residents may benefit from the

Figure 1. Percentage of Workers Aged 16 and Older Employed Within the County of Residence<sup>10</sup>



discount, resulting in monthly savings of \$13,794 to \$15,424 and annual savings of \$165,529 to \$185,090. If certain organizations provide parking reimbursements, the savings for residents would be lower.

Table 2. Estimated Savings from Discounted Parking Permit for Residents

Employees	Residents	Monthly Savings	Annual Savings
Per Organization: 25 employees	14 – 16	\$1,756 – \$2,006	\$21,067 <b>–</b> \$24,077
Total: 200 employees	110 – 123	\$13,794 – \$15,424	\$165,528 – \$185,090

Beyond this potential impact, OLO does not expect the Bill to affect residents in terms of the Council's other priority indicators.

<sup>&</sup>lt;sup>10</sup> U.S. Census Bureau, *American Community Survey*, *5-Year Estimates* (2023), Table B08007, "Sex of Workers by Place of Work--State and County Level," accessed January 3, 2025. For details on how the Census measures an individual's place-of-work, see "Journey to Work" section in "American Community Survey and Puerto Rico Community Survey 2022 Subject Definitions" (U.S. Census Bureau, 2022); and questions 30 and 31 in the "2024 American Community Survey Questionnaire" (U.S. Census Bureau).

<sup>&</sup>lt;sup>11</sup> For the boundaries of West Silver Spring, see Montgomery County Government, "<u>Silver Spring Community Analytics</u> <u>5.0.</u>" accessed January 16, 2025.

#### **Businesses, Non-Profits, Other Private Organizations**

OLO anticipates that Expedited Bill 29-24 would have a positive impact on certain private organizations in the County with respect to the Council's priority economic indicators.

Certain qualifying organizations may offer their employees parking reimbursement. For these organizations, they would pay up to \$165 per month for 25 parking permits, saving a maximum of \$3,135 a month and \$37,620 annually in operating expenses. Organizations that offer partial parking reimbursement to employees would save less. Reduced operating expenses would increase business income, holding all else equal.

Additionally, the Bill has the potential to reduce turnover in the affected organizations. If this occurs, the organizations would benefit from more stable workforces, such as reduced costs from hiring.

Beyond these potential impacts, OLO does not expect the Bill to affect private organizations in terms of the Council's other priority indicators.

#### **Net Impact**

OLO anticipates that Expedited Bill 29-24 would have a positive impact on economic conditions in the County in terms of the Council's priority economic indicators. By reducing parking costs for certain employees of non-profit organizations offering homelessness services, licensed childcare providers, and DHHS in the Silver Spring CBD, the Bill would reduce work-related transportation costs for certain residents, which could increase household income. Also, the policy may prevent certain employees from leaving their position, thereby reducing costs associated with temporary unemployment. The Bill would also economically benefit certain non-profit organizations in the affected area. Organizations that reimburse employees for parking may experience reduced operating expenses, which could increase business income. Additionally, the organizations may benefit from more stable workforces, such as reduced costs from hiring.

#### **DISCUSSION ITEMS**

Not applicable

#### **CAVEATS**

Two caveats to the economic analysis performed here should be noted. First, predicting the economic impacts of legislation is a challenging analytical endeavor due to data limitations, the multitude of causes of economic outcomes, economic shocks, uncertainty, and other factors. Second, the analysis performed here is intended to *inform* the legislative process, not determine whether the Council should enact legislation. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the Bill under consideration.

#### **AUTHOR**

Stephen Roblin (OLO) prepared this report.

#### **APPENDIX**

#### Methodological Detail for ACS Data

The ACS is an annual, nationwide survey with a representative sample of around 3.5 million households in the U.S.<sup>12</sup> The ACS attains a representative sample by selecting a random sample of household addresses to survey. This method, in addition to making statistical adjustments to address sample imbalances, <sup>13</sup> provide confidence that the ACS sample data produces estimates that accurately reflect a broad range of demographic, housing, social, and other characteristics of larger populations.<sup>14</sup> ACS data is available at the federal, state, County, and sub-County levels.

For each variable, the dataset includes a point estimate and margin of error. A **point estimate**, or **estimate**, is an approximate value of a population characteristic that is attained from a sample. **Margin of error** is a measure of the precision or variability of an estimate.<sup>15</sup> It indicates how far an estimate attained from a sample differs from the *real* population value. In other words, the margin of error can provide "a range of values within which the actual, 'real-world' value is likely to fall."<sup>16</sup> The Census includes margin of errors in the ACS sample data for users to measure the imprecision around its estimates. As stated in an ACS users guide for researchers, "[b]ecause the ACS is based on a sample, rather than all housing units and people, ACS estimates have a degree of uncertainty associated with them, called sampling error."<sup>17</sup>

This analysis uses 5-year ACS data at the Census tract level for Montgomery County, covering the 2019–2024 period, the most current estimates available. Compared to 1-year estimates, 5-year estimates are based on larger samples and have lower margins of error, resulting in greater statistical reliability and precision. This increased precision is especially valuable for analyzing data in smaller geographic areas.<sup>18</sup>

OLO uses the estimates and margin of error provided in the ACS data to calculate **range of values**, or **range**, for each place-of-work variable. <sup>19</sup> Margins of error in the ACS are calculated at the 90 percent confidence level. Accordingly, a range for a given estimate indicates that we can be 90 percent confident the true population value falls within this range.

<sup>&</sup>lt;sup>12</sup> "<u>Understanding and Using American Community Survey Data: What All Data Users Need to Know</u>" (U.S. Census Bureau, September 2020).

<sup>&</sup>lt;sup>13</sup> ACS uses weighting to address imbalances in the sample. For more on weighting, see Andrew Mercer Kennedy Arnold Lau and Courtney, "<u>1. How Different Weighting Methods Work</u>," *Pew Research Center* (blog), January 26, 2018.

<sup>&</sup>lt;sup>14</sup> "Understanding and Using American Community Survey Data: What All Data Users Need to Know"; "<u>Understanding and Using American Community Survey Data: What Researchers Need to Know"</u> (U.S. Census Bureau, March 2020).

<sup>&</sup>lt;sup>15</sup> Sirius Fuller, "Using American Community Survey Estimates and Margins of Error."

<sup>&</sup>lt;sup>16</sup> "Understanding and Using American Community Survey Data," March 2020.

<sup>&</sup>lt;sup>17</sup> Ibid.

<sup>&</sup>lt;sup>18</sup> "Understanding and Using American Community Survey Data," March 2020.

<sup>&</sup>lt;sup>19</sup> This is the same as "confidence intervals." I use the term, "range," to help minimize statistical jargon.



January 21, 2025

Dear Council President Stewart and Member of the Montgomery County Council:

My name is Manny Hidalgo, and I serve as Executive Director of Shepherd's Table in Downtown Silver Spring. For over 40 years, we have provided hot, nutritious meals and social services to thousands of people experiencing food insecurity and homelessness in Montgomery County. In 2024, we served over 168,000 meals; in our history, we've never missed a meal service. Since 2016, we have been serving out of Progress Place, located at 8106 Georgia Avenue, a building owned by Montgomery County's Department of Health and Human Services adjacent to the Silver Spring B&O Railroad Station. In November 2023, construction of the Metropolitan Branch Trail began at the train station, significantly disrupting our operations. We have lost more than half of the available parking, leaving only 15 spaces for a building with 50 employees, dozens of volunteers, and hundreds of meal and shelter guests.

I have been mainly concerned about the lack of parking for volunteers, many of whom are elderly. Our meals program relies heavily on about 36 volunteers daily (12 per meal service), and we could not operate without them. We have been asking them to park at Parking Lot #4 on Fenton Street for over a year, usually about 2/3 empty. In addition to the financial burden, the distance from Progress Place is also burdensome, particularly in the winter. Nonetheless, we could ask the staff of Shepherd's Table to park in that lot and leave the few spots available for volunteers at Progress Place. Currently, that solution is cost-prohibitive, but if you were to support Council President Stewart's Expedited Bill 29-24 Transportation – Parking Permit for Specialized Service Providers, we could afford to implement this solution. The bill would make it very affordable to have all Shepherd's Table staff parking at Parking Lot #4, and it would be a win-win for the garage, which is significantly underutilized.

Thank you for understanding how important this issue is for Shepherd's Table and the 3,000-plus annual volunteers who serve with us.

8106 Georgia Ave, Silver Spring, MD 20910 Tel: 301-585-6463 Fax: 301-585-4718 www.shepherdstable.org Dear Council Members,

My name is Dave Airozo. I am a member of the Shepherd's Table Board of Directors and a frequent volunteer at our Progress Place headquarters. As you know, Council President Stewart has introduced legislation (Expedited Bill 29-24, Transportation – Parking Permit for Specialized Service Providers) which would create a discounted parking permit for childcare providers and organizations, including Shepherd's Table, that provide social services to the unhoused population in downtown Silver.

The need for some sort of parking relief for Shepherd's Table staff is self-evident. The already small lot adjacent to Progress Place has been cut in half due to ongoing constructions of the Metropolitan Branch bike trail., leaving inadequate parking space for staff and volunteers.

Shepherd's Table is heavily dependent on the volunteers who come daily to help the professional staff prepare and serve our clients the hundreds of nutritious, hot meals we provide every day. With parking so limited, volunteer participation has dropped off. Many of our volunteers are elderly. Crossing the very busy and construction-laden Georgia Ave. is an added disincentive for them to come. In short, the lack of parking has had a significant impact.

Providing the Shepherd's Table staff with discounted parking can open up spaces in the Progress Place parking lot for volunteers.

Opponents of this legislation argue that about \$400,000 in revenue could be lost if this bill becomes law, yet the Fenton Street Village Parking Garage is obviously underutilized. For months, each time I volunteered, I have parked in that garage. I repeatedly took pictures of the many, many empty spaces therein. These unused spaces would be put to good use by providing ST staff discounted parking rates.

The argument that revenue lost if ST staff don't pay the full price to park is, frankly, disingenuous. Concerns that allocating reduced-cost parking to ST will set a bad precedent are not sufficient reason to deny our modest request.

Here's what I know. I know that the hard-working ST staff, who provide a valuable service to Montgomery County residents in need, cannot afford to be paying full price to park. I know that volunteerism is down, in part because parking is difficult. I know that demand for services at Progress Place continues to grow. I know that the bike path construction will continue disrupting parking at Progress Place for months and that parking will be severely limited once the project is completed.

It seems to me this simple request for a little financial relief for an organization that has served the most vulnerable among us for 41 years is not a big ask. I urge you to continue to support this bill.

Thank You

Dear Members of the Transportation and Environment Committee:

I am the owner of Quality Time Learning Center in Silver Spring. We serve more than 100 lower-income families while providing highest quality childcare (Maryland EXCELS Level 5) for their children.

The economics of operating childcare facilities are challenging, particularly when we are trying to expand our footprint to serve more families. The cost of parking for our employees is one of the components of higher costs. Our employees park in the county parking garage adjacent to our building at 8101 Georgia Ave. With more than 25 teaching staff, this arrangement is overly expensive, even on a monthly basis. Considering the burdensome costs for teacher parking and the presence of high-quality early learning opportunities within our community, we fully support Bill 29-24 which will importantly reduce parking costs that benefit those that work at childcare facilities, DHHS employees, and non-profit organizations.

We thank you in advance for supporting this critical legislation.

Sincerely,

Dr. Richard A. Crump Quality Time Learning Center Founder/Owner/Center Director