RPP Refresh:
An update to the Residential Permit Parking (RPP) Program

## RPP Refresh Topic \#3: Permit Fees/Limits

## Current Conditions:

- City Code (Section 5-8-74) establishes the annual fees for residential permits as:
- $\$ 40$ for the first vehicle
- \$50 for the second vehicle
- \$150 for each additional vehicle
- Permit fees are applied per person.
- There is no limit to the number of permits a person can obtain.


## Challenge/Problem:

- Residential permits are less expensive than off-street parking options, creating an incentive to park on the street.
- There is no limit to the number of permits a resident can purchase, which may result in unused vehicles being stored on the street rather than in an off-street location.
- In some districts, the number of permits exceeds the number of RPP spaces.


## Background Data:

1. History of Permit Fees
2. 2017 Permit Summary by District
3. Registered Vehicles, Residential Parking Permits and Parking Spaces by District
4. Fees/Limits in Other Jurisdictions

## Potential Options:

1. Set a higher permit fee for the $2^{\text {nd }}$ or $3^{\text {rd }}$ vehicle.
2. Set different permits fees for each district based on parking capacity.
3. Limit the number of permits allowed per address.

## Administrative Updates:

1. Assess permit fees by address rather than person.
2. Remove the permit fees from the City Code and adopt by City Council resolution (similar to the process for other fees).

## 1. History of Permit Fees

| Year | 1st Car | 2nd Car | Additional Cars |
| :---: | :---: | :---: | :---: |
| 1979 | $\$ 2$ | $\$ 2$ | $\$ 10$ |
| 1980 | $\$ 2$ | $\$ 2$ | $\$ 10$ |
| 1981 | $\$ 5$ | $\$ 5$ | $\$ 10$ |
| 1982 | $\$ 5$ | $\$ 5$ | $\$ 10$ |
| 1983 | $\$ 5$ | $\$ 5$ | $\$ 10$ |
| 1984 | $\$ 5$ | $\$ 5$ | $\$ 10$ |
| 1985 | $\$ 5$ | $\$ 5$ | $\$ 10$ |
| 1986 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1987 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1988 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1989 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1990 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1991 | $\$ 10$ | $\$ 15$ | $\$ 50$ |
| 1992 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1993 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1994 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1995 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1996 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1997 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1998 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 1999 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2000 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2001 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2002 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2003 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2004 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2005 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2006 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2007 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2008 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2009 | $\$ 15$ | $\$ 20$ | $\$ 50$ |
| 2010 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2011 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2012 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2013 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2014 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2015 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2016 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2017 | $\$ 30$ | $\$ 40$ | $\$ 100$ |
| 2018 | $\$ 40$ | $\$ 50$ | $\$ 150$ |
|  |  |  |  |


2. 2017 Permit Summary by District

| District | Number of Permits | $\begin{aligned} & \text { \% of } \\ & \text { Total } \end{aligned}$ | Total Number of Households with Permits | Number of Households with 1 Parking Permit | Number of Households with 2 Parking Permits | Number of Households with 3 Parking Permits | Number of Households with 4 Parking Permits | Number of Households with 5 Parking Permits | Number of Households with 6 Parking Permits |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 2,616 | 28\% | 1,797 | 1,145 | 518 | 107 | 21 | 6 |  |
| 2 | 1,137 | 12\% | 784 | 507 | 214 | 53 | 8 | 1 | 1 |
| 3 | 804 | 9\% | 569 | 385 | 141 | 36 | 6 | 1 |  |
| 4 | 1,252 | 14\% | 957 | 707 | 212 | 32 | 5 | 1 |  |
| 5 | 1,041 | 11\% | 762 | 535 | 187 | 30 | 9 |  | 1 |
| 6 | 506 | 5\% | 373 | 264 | 92 | 11 | 5 | 1 |  |
| 7 | 921 | 10\% | 629 | 391 | 195 | 35 | 5 | 3 |  |
| 8 | 88 | 1\% | 72 | 57 | 14 | 1 |  |  |  |
| 8A | 189 | 2\% | 137 | 92 | 38 | 7 |  |  |  |
| 9 | 559 | 6\% | 453 | 356 | 90 | 5 | 2 |  |  |
| 10 | 79 | 1\% | 63 | 50 | 11 | 1 | 1 |  |  |
| 11 | 61 | 1\% | 44 | 30 | 11 | 3 |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Total | 9,253 | 100\% | 6,640 | 4,519 | 1,723 | 321 | 62 | 13 | 2 |

## 3. Registered Vehicles, Residential Parking Permits and RPP Spaces by District

| District | Registered Vehicles ${ }^{1}$ | Residential Permits ${ }^{1}$ | Parking Spaces ${ }^{2}$ | RPP Parking Spaces ${ }^{\mathbf{2}}$ |
| :---: | :---: | :---: | :---: | :---: |
| 1 | 3,585 | 2,616 | 2,362 | 1,795 |
| 2 | 1,949 | 1,137 | 1,041 | 798 |
| 3 | 2,137 | 804 | 1,810 | 619 |
| 4 | 2,984 | 1,252 | 1,435 | 873 |
| 5 | 2,488 | 1,041 | 1,308 | 813 |
| 6 | 1,974 | 506 | 1,693 | 668 |
| 7 | 1,498 | 921 | 1,314 | 1,058 |
| 8 | 3,086 | 88 | 3 | 3 |
| 8A | 2,190 | 189 | 1,827 | 1,002 |
| 9 | 1,865 | 559 | 1,012 | 282 |
| 10 | 1,781 | 79 | 2,407 | 223 |
| 11 | 882 | 61 | 519 | 43 |
| 2017 data Based on Parking sp | ollected July 2017 data was not collected in this | s district |  |  |



## 4. Fees/Limits in Other Jurisdictions

| Jurisdiction | 1st Car | 2nd Car | 3rd Car | 4+ Cars | Limits/Cap |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Alexandria, VA | $\$ 30$ | $\$ 40$ | $\$ 150$ | $\$ 150$ | No limit |
| Annapolis, MD 1 | $\$ 55-75$ | $\$ 55-100$ | $\$ 55-100$ | N $/$ A | 3 |
| Arlington, VA | $\$ 20$ | $\$ 20$ | $\$ 50$ | $\$ 250$ | 3 (in most |
| zones) |  |  |  |  |  |

${ }^{1}$ Annapolis sets different permit fees for each district.
${ }^{2}$ Takoma Park allows for two-year permits to be purchased

