



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Laura Larsen, Budget Director <i>Laura Larsen</i>
DATE	November 3 rd , 2025
SUBJECT	25-0095 Commercial Motor Vehicle Repair on City Streets – Prohibition

The Honorable President and
Members of the City Council
City Hall, Room 400

Position: Supports

The Department of Finance is herein reporting on City Council Bill 25-0095, Commercial Motor Vehicle Repair on City Streets – Prohibition, the purpose of which is prohibiting the practice of commercial non-emergency motor vehicle repairs on City streets or footways; establishing certain penalties; and defining certain terms.

Background

In Baltimore, one of the most persistent challenges related to nuisance parking stems from auto-related businesses, particularly repair shops and used car dealers. Some of these businesses use public streets as overflow storage for vehicles awaiting service or for-sale cars. Even when the vehicles are operable and legally registered, their prolonged presence on city streets has significant negative impacts on surrounding communities.

Enforcement is fragmented across multiple agencies. The Department of Transportation (DOT) responds to abandoned and inoperable vehicles located in the right-of-way, while the Department of Housing and Community Development (DHCD) handles zoning violations on private property, including unpermitted repair shops. This patchwork approach, combined with lengthy enforcement processes, allows bad actors to exploit loopholes—such as moving vehicles slightly to reset timelines for citations or towing.

City Council Bill 25-0095

City Council Bill 25-0095 prohibits motor vehicle repair businesses from performing non-emergency repairs on vehicles parked on city streets or sidewalks. The bill authorizes DOT employees—most likely Transit Enforcement Officers—to enforce this provision. The goal of the bill is to consolidate enforcement authority within a single agency to address the current problem of fragmented enforcement.

Fiscal Impact

The Department of Finance anticipates that City Council Bill 25-0095 will increase revenues through the issuance of a new type of civil citation by DOT. The table below outlines the new citation categories and associated penalties:

§ 16-5. Repairing Vehicles On Streets		
Violation Type	1st Offense	Subsequent Offense
As a motor vehicle repair service on a public street or footway	\$100	\$200
All other violations	\$25	\$100

The City has not previously issued citations of this type due to fragmented enforcement authority. Assuming there are 1,000 citations issued annually, new revenue would range from \$10,000-\$15,000 depending on the number of subsequent citations.

DOT has stated that it can absorb this new enforcement responsibility within existing staffing levels. Any future staffing needs would be addressed through the annual budget process.

Other Jurisdictions

The Department of Finance surveyed Anne Arundel, Baltimore County, Howard, Montgomery, and Prince George's Counties, as well as the District of Columbia, for comparable violations. Of these jurisdictions, only Montgomery County has a directly analogous provision:

"Repairing or leaving vehicles on streets for repairs"

Fines start at \$100 for the first offense and increase to \$150 for subsequent offenses. The proposed fine schedule is not substantially different from the fine schedule in Montgomery County.

Conclusion

City Council Bill 25-0095 seeks to resolve a long-standing quality-of-life issue by closing enforcement gaps related to nuisance parking associated with auto-repair businesses. By authorizing the Department of Transportation to directly cite motor vehicle repair services performing non-emergency repairs in the public right-of-way, the bill consolidates enforcement authority within a single agency. While the fiscal impact is expected to be minimal, the bill may generate modest additional citation revenue. More importantly, it represents a structural improvement in the City's ability to respond efficiently to chronic parking violations that negatively affect neighborhoods.

For the reasons stated above, the Department of Finance supports City Council Bill 25-0095.

cc: Michael Mocksten
Nina Themelis