

Introduced by: The Council President

At the request of: The Administration (Department of Transportation)

Prepared by: Department of Legislative Reference

Date: January 23, 2019

Referred to: LAND USE AND TRANSPORTATION Committee

Also referred for recommendation and report to municipal agencies listed on reverse.

CITY COUNCIL 19 - 0324

A BILL ENTITLED

AN ORDINANCE concerning

**Dockless Vehicles – Regulation and Taxation**

FOR the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

BY repealing and reordaining

Article 31 - Transit and Traffic

Section(s) 20-1(b)

Baltimore City Code

(Edition 2000)

BY adding

Article 31 - Transit and Traffic

Section(s) 38-1 to 38-28, to be under the new subtitle,

“Subtitle 38. Dockless Vehicles”

Baltimore City Code

(Edition 2000)

BY repealing and reordaining, with amendments

Article 1 - Mayor, City Council, and Municipal Agencies

Section(s) 40-14(e)(5) and 41-14(4)

Baltimore City Code

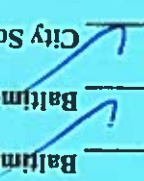
(Edition 2000)

**\*\*The introduction of an Ordinance or Resolution by Councilmembers at the request of any person, firm or organization is a courtesy extended by the Councilmembers and not an indication of their position.**

**Agencies**

_____	Baltimore City Public School System
_____	Baltimore Development Corporation
_____	City Solicitor
_____	Comptroller's Office
_____	Department of Audits
_____	Department of Finance
_____	Department of General Services
_____	Department of Housing and Community Development
_____	Department of Human Resources
_____	Department of Planning
_____	Other: _____
_____	Other: _____
_____	Other: _____
_____	Department of Public Works
_____	Department of Real Estate
_____	Department of Recreation and Parks
_____	Department of Transportation
_____	Fire Department
_____	Health Department
_____	Mayor's Office of Employment Development
_____	Mayor's Office of Human Services
_____	Mayor's Office of Information Technology
_____	Office of the Mayor
_____	Police Department
_____	Other: _____
_____	Other: _____
_____	Other: _____
_____	Board of Estimates
_____	Board of Ethics
_____	Board of Municipal and Zoning Appeals
_____	Comm. for Historical and Architectural Preservation
_____	Commission on Sustainability
_____	Employees' Retirement System
_____	Other: _____
_____	Other: _____
_____	Other: _____
_____	Wage Commission
_____	Planning Commission
_____	Parking Authority Board
_____	Labor Commissioner
_____	Fire & Police Employees' Retirement System
_____	Environmental Control Board
_____	Other: _____
_____	Other: _____
_____	Other: _____

**Boards and Commissions**



BY adding

Article 28 - Taxes

Section(s) 31-1 to 31-5, to be under the new subtitle,

“Subtitle 31. Dockless Vehicles”

Baltimore City Code

(Edition 2000)



CITY OF BALTIMORE  
ORDINANCE **19-251**  
Council Bill 19-0324

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Introduced by: The Council President  
At the request of: The Administration (Department of Transportation)  
Introduced and read first time: January 28, 2019  
Assigned to: Land Use and Transportation Committee

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Committee Report: Favorable with amendments  
Council action: Adopted  
Read second time: March 25, 2019

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AN ORDINANCE CONCERNING

**Dockless Vehicles – Regulation and Taxation**

1

2 FOR the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-  
3 vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-  
4 vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider  
5 permits under certain circumstances; establishing certain standards of operation; defining  
6 certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under  
7 certain circumstances; correcting, clarifying, and conforming related provisions governing  
8 bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating  
9 to the regulation of dockless vehicles; and providing for ~~a special effective date~~ special  
10 effective dates.

11 BY repealing and reordaining  
12 Article 31 - Transit and Traffic  
13 Section(s) 20-1(b)  
14 Baltimore City Code  
15 (Edition 2000)

16 BY adding  
17 Article 31 - Transit and Traffic  
18 Section(s) 38-1 to ~~38-28~~ 38-27, to be under the new subtitle,  
19 "Subtitle 38. Dockless Vehicles"  
20 Baltimore City Code  
21 (Edition 2000)

22 BY repealing and reordaining, with amendments  
23 Article 1 - Mayor, City Council, and Municipal Agencies  
24 Section(s) 40-14(e)(5) and 41-14(4)  
25 Baltimore City Code  
26 (Edition 2000)

EXPLANATION: CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.  
Underlining indicates matter added to the bill by amendment.  
~~Strike-out~~ indicates matter stricken from the bill by  
amendment or deleted from existing law by amendment.

**Council Bill 19-0324**

1 **BY adding**  
2 Article 28 - Taxes  
3 Section(s) 31-1 to 31-5, to be under the new subtitle,  
4 "Subtitle 31. Dockless Vehicles"  
5 Baltimore City Code  
6 (Edition 2000)

7 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the  
8 Laws of Baltimore City read as follows:

9 **Baltimore City Code**

10 **Article 31. Transit and Traffic**

11 **Subtitle 20. Bike Lanes**

12 **§ 20-1. Definitions.**

13 (b) *Bike Lane.*

14 "Bike Lane" means a portion of a City street designated exclusively for [single directional  
15 {bicycle}] THE FLOW OF BICYCLES AND DOCKLESS VEHICLES, AS THOSE TERMS ARE DEFINED  
16 IN THIS ARTICLE.

17 **Subtitle 38. DOCKLESS VEHICLES**

18 ***PART 1. DEFINITIONS; GENERAL PROVISIONS***

19 **§ 38-1. DEFINITIONS.**

20 (A) *IN GENERAL.*

21 IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

22 (B) *DOCKLESS VEHICLE.*

23 "DOCKLESS VEHICLE" MEANS A BICYCLE, E-BIKE OR, E-SCOOTER, OR ANY OTHER VEHICLE  
24 TYPE APPROVED BY THE DIRECTOR AND NOT OTHERWISE DEFINED IN THIS SUBTITLE THAT  
25 DOES NOT REQUIRE THE CONSTRUCTION OF A SPECIAL DOCKING LOCATION FOR ITS USE.

26 (C) *DOCKLESS VEHICLE FOR HIRE.*

27 "DOCKLESS VEHICLE FOR HIRE" MEANS A DOCKLESS VEHICLE AVAILABLE FOR SHORT-  
28 TERM RENTAL BY A PROVIDER FOR THE PURPOSE OF PROVIDING INDIVIDUAL  
29 TRANSPORTATION ON A PUBLIC RIGHT-OF-WAY.

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1 (D) *E-BIKE*.

2 (1) *IN GENERAL*.

3 "E-BIKE" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

4 (I) AN ELECTRIC MOTOR FOR SELF-PROPULSION;

5 (II) 2 TANDEM WHEELS, EITHER OF WHICH IS MORE THAN 20 INCHES IN DIAMETER;  
6 AND

7 (III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
8 STRUCTURES.

9 (2) *EXCLUSIONS*.

10 "E-BIKE" DOES NOT INCLUDE:

11 (I) A MOTORCYCLE;

12 (II) A MOTOR VEHICLE;

13 (III) A PUBLIC TRANSPORTATION VEHICLE; OR

14 (IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {"DEFINITIONS – DIRT  
15 BIKE"}; OR

16 (V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {"DEFINITIONS –  
17 MINIBIKE"}.

18 (E) *E-SCOOTER*.

19 (1) *IN GENERAL*.

20 "E-SCOOTER" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

21 (I) ~~A~~ AN ELECTRIC MOTOR FOR SELF-PROPULSION;

22 (II) 2 WHEELS BELOW A PLATFORM ON WHICH A USER CAN STAND UPRIGHT TO  
23 OPERATE AND CONTROL THE VEHICLE; AND

24 (III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
25 STRUCTURES.

26  
27 (2) *EXCLUSIONS*.

28 "E-SCOOTER" DOES NOT INCLUDE:

29 (I) A MOTORCYCLE;

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1 (II) A MOTOR VEHICLE;

2 (III) A PUBLIC TRANSPORTATION VEHICLE; ~~OR~~

3 (IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {"DEFINITIONS – DIRT  
4 BIKE"}; ~~OR~~

5 (V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {"DEFINITIONS –  
6 MINIBIKE"}; OR

7 (VI) AN ELECTRONIC PERSONAL ASSISTED DEVICE.

8 (F) *ENFORCEMENT OFFICER.*

9 "ENFORCEMENT OFFICER" HAS THE MEANING STATED IN CITY CODE ARTICLE 1, § 41-1(C).

10 ~~(G) PROVIDER.~~

11 ~~"PROVIDER" MEANS A PROVIDER OF DOCKLESS VEHICLES FOR HIRE.~~

12 (G) *PERSON.*

13 (1) *IN GENERAL.*

14 "PERSON" MEANS:

15 (I) AN INDIVIDUAL;

16 (II) A PARTNERSHIP, FIRM, ASSOCIATION, CORPORATION, OR OTHER ENTITY OF ANY  
17 KIND; OR

18 (III) A RECEIVER, TRUSTEE, GUARDIAN, PERSONAL REPRESENTATIVE, FIDUCIARY,  
19 OR REPRESENTATIVE OF ANY KIND.

20 (2) *EXCLUSIONS.*

21 "PERSON" DOES NOT INCLUDE, UNLESS OTHERWISE EXPRESSLY PROVIDED, A  
22 GOVERNMENTAL ENTITY OR AN INSTRUMENTALITY OR UNIT OF A GOVERNMENTAL  
23 ENTITY.

24 (H) *PROVIDER.*

25 "PROVIDER" MEANS ANY PERSON THAT PROVIDES DOCKLESS VEHICLES FOR HIRE.

26 (I) ~~(H)~~ *PROGRAM.*

27 "PROGRAM" MEANS THE DOCKLESS VEHICLE PROGRAM ESTABLISHED PURSUANT TO THIS  
28 SUBTITLE.



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1 (J) (+) *USER.*

2 "USER" MEANS ANY MEMBER OF THE PUBLIC INDIVIDUAL WHO OPERATES A DOCKLESS  
3 VEHICLE.

4 § 38-2. MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.

5 (A) *MANDATORY TERMS.*

6 "MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT  
7 OR TO IMPOSE A DUTY.

8 (B) *PROHIBITORY TERMS.*

9 "MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO  
10 ESTABLISH A PROHIBITION.

11 (C) *PERMISSIVE TERMS.*

12 "MAY" IS PERMISSIVE.

13 § 38-3. RULES AND ~~REGULATIONS~~ REGULATIONS.

14 (A) *IN GENERAL.*

15 THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

16 (B) *OPPORTUNITY FOR PUBLIC COMMENT.*

17 THE DIRECTOR MAY NOT ADOPT ANY PROPOSED RULES AND REGULATIONS UNDER THIS  
18 SUBTITLE UNLESS THE PROPOSED RULES AND REGULATIONS HAVE BEEN POSTED FOR  
19 PUBLIC REVIEW AND COMMENT ON THE DEPARTMENT WEBSITE FOR AT LEAST 30 DAYS.

20 (C) (B) *FILING WITH LEGISLATIVE REFERENCE.*

21 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED  
22 WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

23 (D) (E) *POSTED TO DEPARTMENT WEBSITE.*

24 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE  
25 POSTED ON A DEPARTMENT WEBSITE.

26 §§ 38-4 TO 38-5. {RESERVED}

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PART 2. DOCKLESS VEHICLE PROGRAM

§ 38-6. DOCKLESS VEHICLE PROGRAM ESTABLISHED.

(A) *IN GENERAL.*

THERE IS A DOCKLESS VEHICLE PROGRAM ESTABLISHED FOR THE PURPOSE OF REGULATING THE OPERATION OF DOCKLESS VEHICLES AND DOCKLESS VEHICLES FOR HIRE.

(B) *DEPARTMENT OF TRANSPORTATION TO ADMINISTER.*

THE DEPARTMENT IS RESPONSIBLE FOR ADMINISTERING IN A MANNER CONSISTENT WITH THIS SUBTITLE.

(C) *COST RECOVERY.*

THE COST OF PROGRAM ADMINISTRATION SHALL BE CHARGED TO THE PROVIDERS THROUGH THE IMPOSITION OF FEES ESTABLISHED BY THE DEPARTMENT AND APPROVED BY THE BOARD OF ESTIMATES.

(D) *PROGRAM TERMINATION.*

(1) THE PROGRAM MAY BE TERMINATED AT ANY TIME BY:

(i) THE DIRECTOR, WITH 60 DAYS PRIOR WRITTEN NOTICE TO THE CITY COUNCIL AND ALL PROVIDERS; OR

(ii) ORDINANCE OF THE MAYOR AND CITY COUNCIL.

(2) A TERMINATION OF THE PROGRAM OPERATES TO

(i) REVOKE ALL EXISTING PERMITS ISSUED UNDER THIS SUBTITLE; AND

(ii) REQUIRE ALL DOCKLESS VEHICLES FOR HIRE TO BE REMOVED FROM PUBLIC RIGHT-OF-WAYS WITHIN 48 HOURS FROM THE EFFECTIVE DATE OF THE TERMINATION.

§ 38-7. SCOPE OF PROGRAM.

~~THE PROGRAM ESTABLISHED UNDER THIS SUBTITLE SHALL:~~

~~(1) PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS; AND~~

~~(2) BE LIMITED TO PERMITTING:~~

~~(i) NO MORE THAN 6 PROVIDERS, ALLOCATED, AS DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES PERMITTED UNDER THIS SUBTITLE; AND~~

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1           ~~(H) NO MORE THAN 12,000 DOCKLESS VEHICLES TO BE ALLOCATED, AS~~  
2           ~~DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES~~  
3           ~~PERMITTED UNDER THIS SUBTITLE.~~

4           (A) IN GENERAL.

5           THE PROGRAM ESTABLISHED BY THIS SUBTITLE MUST PROVIDE, IN A MANNER  
6           ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE  
7           THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS.

8           (B) DIRECTOR TO DETERMINE.

9           ON AN ANNUAL BASIS, THE DIRECTOR MUST DETERMINE:

10           (1) THE MAXIMUM AND MINIMUM NUMBER OF PROVIDERS TO BE PERMITTED UNDER  
11           THIS SUBTITLE; AND

12           (2) THE MAXIMUM AND MINIMUM NUMBER AND TYPES OF DOCKLESS VEHICLES  
13           PERMITTED TO OPERATE UNDER THIS SUBTITLE.

14       § 38-8. PERMIT REQUIRED.

15           (A) *IN GENERAL.*

16           NO PROVIDER MAY OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT HAVING  
17           FIRST OBTAINED A PERMIT FROM THE DIRECTOR.

18           (B) *ISSUANCE.*

19           THE DIRECTOR MAY ISSUE A PERMIT UNDER THIS SUBTITLE IN THE FORM THE DIRECTOR  
20           REQUIRES.

21       § 38-9. PERMIT APPLICATIONS.

22           (A) *FORM.*

23           AN APPLICATION FOR A PERMIT TO OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS  
24           MUST BE SUBMITTED IN THE FORM REQUIRED BY THE RULES AND REGULATIONS ADOPTED  
25           UNDER THIS SUBTITLE.

26           (B) *CONTENTS.*

27           THE PERMIT APPLICATION MUST INCLUDE:

28           (1) THE PROVIDER'S FULL LEGAL NAME AND ANY TRADE NAME(S) UNDER WHICH IT  
29           OPERATES;

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- 1           (2) DOCUMENTARY EVIDENCE FROM AN INSURANCE COMPANY INDICATING THAT THE  
2           INSURANCE COMPANY HAS BOUND ITSELF TO PROVIDE LIABILITY INSURANCE TO  
3           THE PROVIDER AS REQUIRED BY THE DIRECTOR IN THE RULES AND REGULATIONS  
4           ADOPTED UNDER THIS SUBTITLE;
- 5           (3) AN AGREEMENT TO INDEMNIFY THE CITY;
- 6           (4) A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; AND
- 7           (5) ANY OTHER INFORMATION REQUIRED BY THE RULES AND REGULATIONS ADOPTED  
8           UNDER THIS SUBTITLE.

9   **§ 38-10. TERM AND RENEWAL.**

10   (A) *TERM.*

11           A PERMIT ISSUED UNDER THIS SUBTITLE EXPIRES ON THE 1<sup>ST</sup> ANNIVERSARY OF ITS  
12           EFFECTIVE DATE AND IS RENEWABLE AS PROVIDED IN THIS SECTION.

13   (B) *RENEWAL APPLICATION.*

14           THE APPLICATION FOR RENEWAL MUST BE IN THE FORM AND CONTAIN THE INFORMATION  
15           REQUIRED UNDER § 38-9 OF THIS SUBTITLE.

16   **§ 38-11. PERMIT NOT TRANSFERABLE OR SHAREABLE.**

17           A PERMIT ISSUED UNDER THIS SUBTITLE TO ANY PROVIDER IS NOT ASSIGNABLE OR  
18           TRANSFERABLE TO OR SHAREABLE WITH ANY OTHER PROVIDER NOT IDENTIFIED IN THE  
19           PERMIT.

20   **§ 38-12. DATA SHARING REQUIREMENTS.**

21   (A) *IN GENERAL.*

22           AS A CONDITION TO HOLDING A PERMIT, A PROVIDER MUST SUBMIT DATA AND REPORTS AS  
23           REQUIRED BY THE DIRECTOR IN A FORMAT DETERMINED BY THE DIRECTOR.

24   (B) *CONFIDENTIALITY.*

25           (1) EXCEPT AS OTHERWISE REQUIRED BY LAW, THE DATA AND REPORTS PROVIDED TO THE  
26           DEPARTMENT UNDER THIS SECTION MUST BE KEPT CONFIDENTIAL.

27           (2) IF DISCLOSURE OF THE DATA AND REPORTS IS REQUIRED BY LAW, THE DEPARTMENT  
28           MUST PROVIDE THE PROVIDER WITH REASONABLE PRIOR NOTICE OF THE DISCLOSURE.

29   (C) *USER PRIVACY PROTECTIONS.*

30           (1) A PROVIDER MUST ESTABLISH A PRIVACY POLICY APPROVED BY THE DEPARTMENT  
31           THAT SAFEGUARDS USER INFORMATION.

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1           (2) THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MAY  
2           NOT INCLUDE INFORMATION THAT CAN REASONABLY BE USED TO CONTACT OR  
3           DISTINGUISH A PERSON, INCLUDING IP ADDRESSES OR DEVICE IDENTIFIERS.

4           (D) DEPARTMENTAL REPORTS.

5           (1) THE DEPARTMENT MUST REPORT THE DATA PROVIDED UNDER THIS SECTION ON THE  
6           DEPARTMENT'S WEBSITE.

7           (2) THE CONTENT AND TIMING OF THE DATA REPORTED UNDER THIS SUBSECTION MUST  
8           BE:

9                   (A) DETERMINED BY THE DIRECTOR; AND

10                   (B) COMPLIANT WITH ALL APPLICABLE LAWS.

11       **§ 38-13. PERMIT REVOCATION.**

12           (A) *IN GENERAL.*

13           AFTER A HEARING CONDUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS  
14           ADOPTED UNDER THIS SUBTITLE AND WITH PROPER NOTICE TO THE PROVIDER, THE  
15           DEPARTMENT MAY REVOKE A PERMIT IF THE DEPARTMENT FINDS THAT THE PROVIDER:

16                   (1) INTENTIONALLY OR KNOWINGLY MADE A FALSE STATEMENT AS TO A MATERIAL  
17                   MATTER ON THE PERMIT APPLICATION;

18                   (2) FAILED TO MAINTAIN THE LIABILITY INSURANCE REQUIRED BY THE DIRECTOR IN  
19                   THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;

20                   (3) FAILED TO SUPPLY THE DATA REQUIRED UNDER THIS SUBTITLE OR THE RULES AND  
21                   REGULATIONS ADOPTED UNDER THIS SUBTITLE;

22                   (4) FAILED TO PAY ANY FEES AND TAXES REQUIRED UNDER THIS SUBTITLE OR THE  
23                   BALTIMORE CITY CODE; OR

24                   (5) FAILED TO PROVIDE A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS  
25                   SUBTITLE; OR,

26                   ~~(6) WAS CONVICTED TWICE WITHIN A 12-MONTH PERIOD OF A VIOLATION OF THIS~~  
27                   ~~SUBTITLE.~~

28           (B) *FORM AND EFFECT OF REVOCATION.*

29                   (1) ANY REVOCATION UNDER THIS SECTION MUST BE IN WRITING FROM THE DEPARTMENT  
30                   AND SPECIFY THE REASONS FOR THE ACTION.

31                   (2) A PROVIDER RECEIVING A REVOCATION UNDER THIS SECTION IS PROHIBITED FROM  
32                   APPLYING FOR A PERMIT UNDER THIS SUBTITLE FOR 2 YEARS FROM THE DATE OF THE  
33                   REVOCATION.

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1 § 38-14. APPEALS.

2 (A) *IN GENERAL.*

3 A PROVIDER AGGRIEVED BY A DECISION OF THE DEPARTMENT MAY APPEAL THAT  
4 DECISION TO THE DIRECTOR IN WRITING WITHIN 10 DAYS OF THE DEPARTMENT'S  
5 DECISION.

6 (B) *DECISION.*

7 THE DIRECTOR MUST ISSUE A WRITTEN DECISION WITHIN 30 DAYS OF RECEIPT OF THE  
8 PROVIDER'S APPEAL.

9 § 38-15. DATA BREACHES.

10 IF A PROVIDER DETERMINES THAT A BREACH OF ITS DATA SYSTEM HAS OCCURRED AND THAT  
11 THE BREACH HAS PLACED USER PERSONAL INFORMATION AT RISK, THE PROVIDER MUST,  
12 WITHIN 48 HOURS OF THAT DETERMINATION, NOTIFY THE DEPARTMENT AND ALL CURRENT  
13 AND PRIOR USERS OF THE BREACH AND THE LIKELY CONSEQUENCES OF THE BREACH.

14 §§ 38-16 TO 38-17. *{RESERVED}*

15 *PART 3. STANDARDS OF OPERATION*

16 § 38-18. UNLAWFUL OPERATION.

17 AN E-BIKE OR E-SCOOTER MAY NOT BE ~~RIDDEN~~ OPERATED:

- 18 (1) IN A MANNER THAT VIOLATES APPLICABLE STATE OR LOCAL LAW;
- 19 (2) AT SPEEDS THAT EXCEEDS 15 MILES PER HOUR FOR E-SCOOTERS AND 20 MILES PER  
20 HOUR FOR E-BIKES WHEN PROPELLED SOLELY BY THE ELECTRIC MOTOR AND WITHOUT  
21 MANUAL POWER;
- 22 (3) BY A PERSON YOUNGER THAN 16-YEARS OF AGE WITHOUT A HELMET;
- 23 (4) WITH A PASSENGER, UNLESS THE E-BIKE OR E-SCOOTER IS DESIGNED TO CARRY A  
24 PASSENGER;
- 25 (5) WITHOUT THE USE OF A HEADLIGHT OR HEADLAMP AFTER DUSK, BEFORE DAWN, OR  
26 WHEN THE SAFE OPERATION OF A VEHICLE REQUIRES THE USE OF HEADLIGHT OR  
27 HEADLAMP;
- 28 (6) ON A PUBLIC RIGHT-OF-WAY ~~WITH A POSTED SPEED THAT EXCEEDS 30 MILES PER HOUR~~  
29 WHERE BICYCLES ARE ALSO PROHIBITED;
- 30 (7) ON A SIDEWALK, UNLESS THE POSTED SPEED ON THE ABUTTING PUBLIC RIGHT-OF-WAY  
31 EXCEEDS 30 MILES PER HOUR IS 30 MILES PER HOUR OR GREATER AND THE SPEED OF  
32 THE E-BIKE OR E-SCOOTER ON THE SIDEWALK DOES NOT EXCEED 6 MILES PER HOUR;

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1 (8) WHILE CARRYING A PACKAGE, BUNDLE, OR OTHER ARTICLE THAT PREVENTS THE USER  
2 FROM KEEPING BOTH HANDS ON THE HANDLEBARS; OR

3 (9) WHILE PHYSICALLY CONTROLLING MORE THAN ONE ~~E-BIKE OR E-SCOOTER~~ DOCKLESS  
4 VEHICLE.

5 § 38-19. UNLAWFUL PARKING.

6 (A) *PUBLIC STREETS AND ALLEYS.*

7 A DOCKLESS VEHICLE MAY NOT BE PARKED ON A PUBLIC STREET OR ALLEY UNLESS THE  
8 DIRECTOR HAS DESIGNATED AN AREA SPECIALLY-DESIGNED TO ACCOMMODATE DOCKLESS  
9 VEHICLE PARKING.

10 (B) *SIDEWALKS.*

11 UNLESS OTHERWISE PROHIBITED BY LAW, RULE, OR REGULATION THAT SPECIFICALLY  
12 PROHIBITS PARKING ON A SIDEWALK, DOCKLESS VEHICLES MAY BE PARKED:

13 (1) ON ANY SIDEWALK; OR

14 (2) ~~ONLY AT DESIGNATED LOCATIONS ON SIDEWALKS~~ AS DETERMINED BY THE  
15 DIRECTOR.

16 (C) *MISCELLANEOUS LOCATIONS.*

17 A DOCKLESS VEHICLE MAY NOT BE PARKED IN:

18 (1) A DRIVEWAY WITHOUT THE PERMISSION OF THE OWNER OF THE DRIVEWAY;

19 (2) AN AREA RESERVED FOR SIDEWALK DINING;

20 (3) A TRANSIT ZONE, INCLUDING BUS STOPS, SHELTERS, AND PASSENGER-WAITING  
21 AREAS, EXCEPT AT DESIGNATED AREAS WITHIN A TRANSIT ZONE, AS DETERMINED  
22 BY THE DIRECTOR;

23 (4) A LOADING ZONE;

24 (5) A PARKING ZONE DEDICATED TO ACCESSIBLE PARKING;

25 (6) A MANNER THAT REDUCES THE PEDESTRIAN ZONE TO LESS THAN 4 FEET OR THAT  
26 OTHERWISE PROHIBITS THE FREE FLOW OF PEDESTRIAN TRAFFIC;

27 (7) A MANNER THAT INTERFERES WITH PLACES OF ACCESS FOR PERSONS WITH  
28 DISABILITIES AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT; OR

29 (8) A MANNER OR LOCATION PROHIBITED BY THE DIRECTOR BY RULE OR REGULATION.

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1 (D) ~~DISCARDED~~ PARKED DOCKLESS VEHICLES.

2 DOCKLESS VEHICLES MUST BE PARKED IN A STANDING UPRIGHT POSITION.

3 § 38-20. USER EDUCATION.

4 (A) *IN GENERAL.*

5 A PROVIDER MUST EDUCATE ITS USERS IN THE LAWS, RULES, AND REGULATIONS  
6 APPLICABLE TO THE RIDING, OPERATION, AND PARKING OF DOCKLESS VEHICLES.

7 (B) *PUBLICATION.*

8 AS A COMPONENT OF THE EDUCATION REQUIRED UNDER THIS SECTION, A PROVIDER MUST  
9 MAKE VISIBLE ON ITS DOCKLESS VEHICLES OR PUBLISH ON ITS MOBILE APPLICATION, OR  
10 BOTH, THE STANDARDS OF OPERATION SET FORTH IN ~~§ 38-17 AND § 38-18~~ § 38-18 and  
11 § 38-19 OF THIS SUBTITLE OR THE RULES AND REGULATIONS ADOPTED UNDER THIS  
12 SUBTITLE.

13 § 38-21. ADVERTISING PROHIBITED.

14 A PROVIDER MAY NOT DISPLAY THIRD PARTY ADVERTISING ON ITS DOCKLESS VEHICLES.

15 § 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES.

16 A PROVIDER MUST:

- 17 (1) OPERATE A 24-HOUR CUSTOMER SERVICE PHONE NUMBER FOR USERS, THE GENERAL  
18 PUBLIC, AND CITY OFFICIALS TO REPORT DOCKLESS VEHICLES THAT ARE INOPERABLE  
19 OR SUSPECTED OF BEING OPERATED OR PARKED IN APPARENT VIOLATION OF THE LAW;
- 20 (2) REMOVE ITS DOCKLESS VEHICLES FROM ANY PUBLIC RIGHT-OF-WAY ~~BETWEEN DUSK~~  
21 ~~AND DAWN DURING THE HOURS~~ AS DETERMINED BY THE DIRECTOR ~~IN THE RULES AND~~  
22 ~~REGULATIONS ADOPTED UNDER THIS SUBTITLE;~~
- 23 (3) ENSURE THAT ITS DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR  
24 REGULATION;
- 25 (4) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY  
26 ~~WITHIN A TIME DETERMINED BY THE DIRECTOR; WITHIN 2 HOURS OF BEING NOTIFIED~~  
27 ~~BY THE DEPARTMENT OR ANY OTHER GOVERNMENT AGENCY OF A VIOLATION;~~
- 28 (5) ~~REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY~~  
29 ~~WITHIN 6 HOURS OF BEING NOTIFIED BY THE PUBLIC;~~
- 30 (5) (6) ENSURE THAT ITS DOCKLESS VEHICLES ADHERE TO APPLICABLE NATIONAL SAFETY  
31 STANDARDS;



Council Bill 19-0324

1           (6) (7) ENSURE THAT ITS OPERATIONS ADHERE TO THE REQUIREMENTS OF EQUITABLE  
2           ACCESS AS DETERMINED BY THE DIRECTOR ~~IN THE RULES AND REGULATIONS ADOPTED~~  
3           ~~UNDER THIS SUBTITLE~~; AND

4           (7) (8) COMPLY WITH ALL OTHER REQUIREMENTS ESTABLISHED BY THE DIRECTOR FOR  
5           THE OPERATION OF DOCKLESS VEHICLES FOR HIRE.

6   § 38-23. PERFORMANCE BOND.

7           (A) *IN GENERAL.*

8           PROVIDERS MUST PROVIDE A PERFORMANCE BOND IN AN AMOUNT AND FORM SPECIFIED BY  
9           THE DIRECTOR.

10          (B) *USE.*

11          THE FUNDS AVAILABLE FROM THE BOND REQUIRED BY THIS SECTION SHALL BE APPLIED TO  
12          PAY FOR:

13                 (1) DAMAGE TO PUBLIC PROPERTY CAUSED BY A PROVIDER'S DOCKLESS VEHICLES; OR

14                 (2) THE REMOVAL AND STORAGE OF A PROVIDER'S DOCKLESS VEHICLES THAT ARE  
15                 PARKED ILLEGALLY.

16   § 38-24. SEIZURE.

17          (A) *IN GENERAL.*

18          A DOCKLESS VEHICLE FOR HIRE IS SUBJECT TO SEIZURE IF IT IS PARKED OR USED IN  
19          VIOLATION OF THIS SUBTITLE.

20          (B) *WARRANT NOT NECESSARY.*

21                 (1) AN ENFORCEMENT OFFICER NEED NOT HAVE A WARRANT IN ORDER TO SEIZE A  
22                 DOCKLESS VEHICLE FOR HIRE IN VIOLATION OF THIS SUBTITLE IF:

23                         (I) THE ENFORCEMENT OFFICER HAS PROBABLE CAUSE TO BELIEVE THAT THE  
24                         DOCKLESS VEHICLE FOR HIRE HAS BEEN PARKED OR USED IN VIOLATION OF THIS  
25                         SUBTITLE; AND

26                         (II) A WARRANT IS NOT CONSTITUTIONALLY REQUIRED UNDER THE  
27                         CIRCUMSTANCES.

28                 (2) WHENEVER AN ENFORCEMENT OFFICER SEIZES A DOCKLESS VEHICLE FOR HIRE UNDER  
29                 THIS SECTION, THE ENFORCEMENT OFFICER MAY CAUSE IT TO BE MOVED TO A PLACE  
30                 DESIGNATED BY THE DEPARTMENT.

31                 (3) ON THE SEIZURE OF A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE  
32                 DEPARTMENT MUST PROMPTLY NOTIFY THE PROVIDER OF:

Council Bill 19-0324

1           (I) THE REASON FOR SEIZURE;

2           (II) THE LOCATION OF THE SEIZED DOCKLESS VEHICLE FOR HIRE; AND

3           (III) THE AMOUNT OF THE FEES, IF ANY, ASSOCIATED WITH THE SEIZURE.

4           (C) *VEHICLES RETURNED ON PAYMENT.*

5           ANY DOCKLESS VEHICLE FOR HIRE SEIZED UNDER THIS SECTION MUST BE RETURNED TO ITS  
6           PROVIDER ON PAYMENT FROM FUNDS PROVIDED BY THE PERFORMANCE BOND REQUIRED  
7           BY § 38-23 OF THIS SUBTITLE.

8           (D) *RULES AND REGULATIONS.*

9           THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST INCLUDE THE  
10          ADMINISTRATION AND PROCESSES NECESSARY TO IMPLEMENT THIS SECTION.

11         §§ 38-25 TO 38-26. *{RESERVED}*

12                                 *PART 4. PENALTIES AND ENFORCEMENT*

13         § 38-27. *ENFORCEMENT BY CITATION.*

14           (A) *IN GENERAL.*

15           IN ADDITION TO ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT PROCEDURE,  
16           THIS SUBTITLE MAY BE ENFORCED BY ISSUANCE OF:

17           (1) AN ENVIRONMENTAL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1,  
18           SUBTITLE 40 {"ENVIRONMENTAL CONTROL BOARD"}; OR

19           (2) A CIVIL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 41  
20           {"CIVIL CITATIONS"}.

21           (B) *PROCESS NOT EXCLUSIVE.*

22           THE ISSUANCE OF A CITATION TO ENFORCE THIS SUBTITLE DOES NOT PRECLUDE PURSUING  
23           ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT ACTION AUTHORIZED BY LAW.

24           (C) *EACH DAY A SEPARATE OFFENSE.*

25           EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.

26         ~~§ 38-28. CRIMINAL PENALTIES.~~

27           ~~(A) *IN GENERAL.*~~

28           ~~EXCEPT AS OTHERWISE SPECIFIED, ANY PERSON WHO VIOLATES ANY PROVISIONS OF THIS~~  
29           ~~SUBTITLE OR OF THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE IS GUILTY~~  
30           ~~OF A MISDEMEANOR AND, ON CONVICTION, IS SUBJECT TO FINE OF NOT MORE THAN \$1,000~~

Council Bill 19-0324

1 ~~OR TO IMPRISONMENT FOR NOT MORE THAN 30 DAYS OR TO BOTH FINE AND IMPRISONMENT~~  
2 ~~FOR EACH OFFENSE.~~

3 ~~(B) EACH DAY A SEPARATE OFFENSE.~~

4 ~~EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.~~

5 **Article 1. Mayor, City Council, and Municipal Agencies**

6 **Subtitle 40. Environmental Control Board**

7 **§ 40-14. Violations to which subtitle applies.**

8 (e) *Provisions and penalties enumerated.*

9 (5) *Article 31. Transit and Traffic*

10 ~~SUBTITLE 38. DOCKLESS VEHICLES~~

11 ~~§ 38-17. UNLAWFUL OPERATION \$20~~

12 ~~§ 38-18. UNLAWFUL PARKING \$20~~

13 SUBTITLE 38. DOCKLESS VEHICLES

14 § 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF  
15 DOCKLESS VEHICLES PERMITTED TO OPERATE \$1,000

16 § 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS  
17 WITHOUT A PERMIT \$1,000

18 § 38-12. FAILURE OF PROVIDER TO PROVIDE  
19 REQUIRED DATA OR REPORTS \$1,000

20 § 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH \$1,000

21 § 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER \$20

22 § 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE \$20

23 § 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES \$1,000

24 § 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:

25 ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE  
26 PHONE SUPPORT \$1,000

27 ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC  
28 RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN  
29 RULES AND REGULATIONS \$500

**Council Bill 19-0324**

1	<u>ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE</u>	
2	<u>PARKED AS REQUIRED BY LAW, RULE, OR REGULATION</u>	<u>\$500</u>
3	<u>ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED</u>	
4	<u>DOCKLESS VEHICLES WITHIN REQUIRED TIME</u>	<u>\$500</u>
5	<u>ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE</u>	
6	<u>TO NATIONAL SAFETY STANDARDS</u>	<u>\$1,000</u>
7	<u>ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS</u>	
8	<u>ADHERE TO EQUITABLE ACCESS REQUIREMENTS</u>	<u>\$1,000</u>
9	<u>ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT</u>	
10	<u>ESTABLISHED BY THE DIRECTOR</u>	<u>\$1,000</u>

**Article 1. Mayor, City Council, and Municipal Agencies**

**Subtitle 41. Civil Citations**

**§ 41-14. Offenses to which subtitle applies – Listing.**

**(4) Article 31. Transit and Traffic**

**SUBTITLE 38. DOCKLESS VEHICLES**

~~§ 38-17. UNLAWFUL OPERATION~~ ~~—————~~ ~~\$20~~

~~§ 38-18. UNLAWFUL PARKING~~ ~~—————~~ ~~\$20~~

**SUBTITLE 38. DOCKLESS VEHICLES**

§ 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF  
DOCKLESS VEHICLES PERMITTED TO OPERATE \$1,000

§ 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS  
WITHOUT A PERMIT \$1,000

§ 38-12. FAILURE OF PROVIDER TO PROVIDE  
REQUIRED DATA OR REPORTS \$1,000

§ 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH \$1,000

§ 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER \$20

§ 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE \$20

§ 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES \$1,000

§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:

Council Bill 19-0324

1	<u>ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE</u>	
2	<u>PHONE SUPPORT</u>	<u>\$1,000</u>
3	<u>ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC</u>	
4	<u>RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN</u>	
5	<u>RULES AND REGULATIONS</u>	<u>\$500</u>
6	<u>ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE</u>	
7	<u>PARKED AS REQUIRED BY LAW, RULE, OR REGULATION</u>	<u>\$500</u>
8	<u>ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED</u>	
9	<u>DOCKLESS VEHICLES WITHIN REQUIRED TIME</u>	<u>\$500</u>
10	<u>ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE</u>	
11	<u>TO NATIONAL SAFETY STANDARDS</u>	<u>\$1,000</u>
12	<u>ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS</u>	
13	<u>ADHERE TO EQUITABLE ACCESS REQUIREMENTS</u>	<u>\$1,000</u>
14	<u>ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT</u>	
15	<u>ESTABLISHED BY THE DIRECTOR</u>	<u>\$1,000</u>

Article 28. Taxes

Subtitle 31. DOCKLESS VEHICLES

§ 31-1. DEFINITIONS.

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *DIRECTOR.*

“DIRECTOR” MEANS THE DIRECTOR OF THE DEPARTMENT OF FINANCE OR THE DIRECTOR’S DESIGNEE.

(C) *DOCKLESS VEHICLE FOR HIRE.*

“DOCKLESS VEHICLE FOR HIRE” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § 38-1(C) {“DEFINITIONS – DOCKLESS VEHICLE FOR HIRE”}.

(D) *PROVIDER.*

“PROVIDER” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § ~~38-1(F)~~ 38-1(H) {“DEFINITIONS – PROVIDER”}.

Council Bill 19-0324

1 § 31-2. TAX IMPOSED.

2 AN EXCISE TAX IS LEVIED AND IMPOSED UPON EVERY PROVIDER OF DOCKLESS VEHICLES FOR  
3 HIRE.

4 § 31-3. AMOUNT OF TAX.

5 THE AMOUNT OF THE TAX IS 10 CENTS PER DOCKLESS-VEHICLE-FOR-HIRE RENTAL.

6 § 31-4. REMITTANCE AND REPORTS.

7 (A) REMITTANCE.

8 A PROVIDER SHALL REMIT THE TAX IMPOSED BY THIS SUBTITLE TO THE DIRECTOR ON OR  
9 BEFORE THE FIRST DAY OF JANUARY AND THE FIRST DAY OF JULY OF EACH YEAR.

10 (B) REPORTS.

11 (1) EACH REMITTANCE MUST BE ACCOMPANIED BY A REPORT OF ALL SERVICE  
12 TRANSACTIONS FOR THE PERIOD REPORTED.

13 (2) THE REPORT MUST BE IN THE FORM AND CONTAIN THE INFORMATION THAT THE  
14 DIRECTOR REQUIRES.

15 § 31-5. RULES AND REGULATIONS.

16 (A) IN GENERAL.

17 THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

18 (B) FILING WITH LEGISLATIVE REFERENCE.

19 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED  
20 WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

21 SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance  
22 are not law and may not be considered to have been enacted as a part of this or any prior  
23 Ordinance.

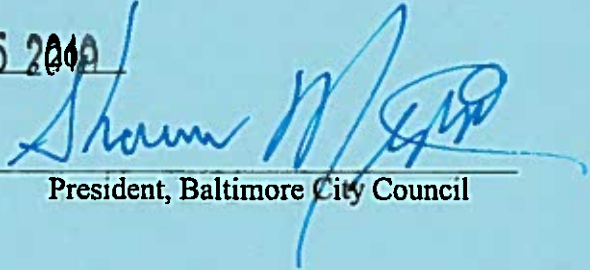
24 SECTION 3. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on May 1,  
25 2019:

26 SECTION 3. AND BE IT FURTHER ORDAINED That City Code Article 31, Subtitle 38, § 38-3  
27 {"Rules and regulations"}, as enacted by this Ordinance, takes effect on the date of enactment.

28 SECTION 4. AND BE IT FURTHER ORDAINED That, except as provided in Section 3 of this  
29 Ordinance, this Ordinance takes effect on the effective date of the rules and regulations adopted  
30 by the Department pursuant to City Code Article 31, Subtitle 38, § 38-3 {"Rules and  
31 regulations"}.

**Council Bill 19-0324**

Certified as duly passed this \_\_\_\_\_ day of APR 15 2019

  
\_\_\_\_\_  
President, Baltimore City Council

Certified as duly delivered to Her Honor, the Mayor,

this \_\_\_\_\_ day of APR 15 2019

  
\_\_\_\_\_  
Chief Clerk

Approved this 6<sup>th</sup> day of May, 20 19

  
\_\_\_\_\_  
Mayor, Baltimore City

**Approved For Form and Legal Sufficiency**

This 6<sup>th</sup> Day of May 2019.

  
\_\_\_\_\_  
Chief Solicitor





CITY OF BALTIMORE

BOARD OF ESTIMATES

Room 204, City Hall  
Baltimore, Maryland 21202  
410-396-4755



BERNARD C. "JACK" YOUNG  
PRESIDENT, CITY COUNCIL

CATHERINE E PUGH  
MAYOR

JOAN M. PRATT  
COMPTROLLER

RUDOLPH S. CHOW, P.E.  
DIRECTOR OF PUBLIC WORKS

ANDRE M DAVIS  
CITY SOLICITOR

BERNICE H. TAYLOR  
DEPUTY COMPTROLLER  
AND CLERK TO THE BOARD

March 27, 2019

Honorable President and Members  
of the City Council

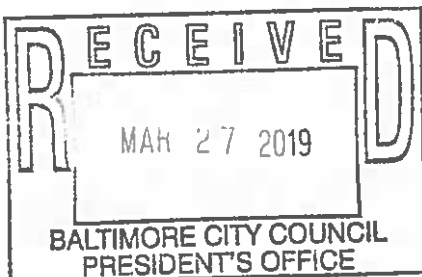
Ladies and Gentlemen:

On March 27, 2019, the Board had before it for consideration the following pending City Council Bill:

19-0324 - An Ordinance concerning Dockless Vehicles - Regulation and Taxation for the purpose of requiring permits for dockless-vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

After NOTING AND CONCURRING in all favorable reports received, the Board approved the aforementioned City Council Bill and referred it to the City Council with the recommendation that it be approved and passed by that Honorable Body.

The President **ABSTAINED** from voting.



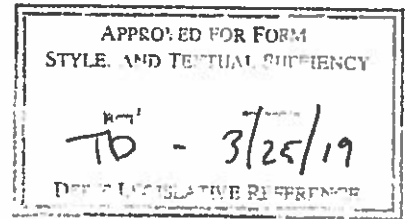
Sincerely,

*Joan M. Pratt, CPA 3/27/19*  
Bernice H. Taylor  
Clerk to the Board of Estimates



AMENDMENTS TO THE AMENDMENTS TO COUNCIL BILL 19-0324  
(1<sup>st</sup> Reader Copy, as amended)

Proposed by: Councilmember Clarke  
{To be offered on the Council floor}



**Amendment No. 1**

In Committee Amendment No. 1, strike beginning with “and, on that same page, strike lines 7 and 8” down through and including “HIRE” on the second line of page 2 of the Committee Amendments and substitute:

“on that same page, strike lines 7 and 8 in their entireties and substitute:

(G) PERSON.

(1) IN GENERAL.

“PERSON” MEANS:

**ADOPTED**

(I) AN INDIVIDUAL;

(II) A PARTNERSHIP, FIRM, ASSOCIATION, CORPORATION, OR OTHER ENTITY OF ANY KIND; OR

(III) A RECEIVER, TRUSTEE, GUARDIAN, PERSONAL REPRESENTATIVE, FIDUCIARY, OR REPRESENTATIVE OF ANY KIND.

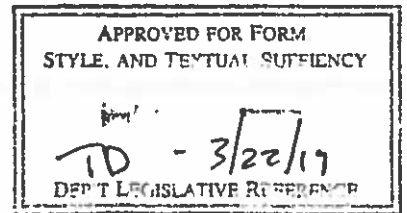
(2) EXCLUSIONS.

“PERSON” DOES NOT INCLUDE, UNLESS OTHERWISE EXPRESSLY PROVIDED, A GOVERNMENTAL ENTITY OR AN INSTRUMENTALITY OR UNIT OF A GOVERNMENTAL ENTITY.

(H) PROVIDER.

“PROVIDER” MEANS ANY PERSON THAT PROVIDES DOCKLESS VEHICLES FOR HIRE.”





AMENDMENTS TO COUNCIL BILL 19-0324  
(1<sup>st</sup> Reader Copy)

Proposed by: Councilmember Reisinger  
{To be offered on the Council floor}

Amendment No. 1

On page 10, in line 23, strike “§ 38-17 and § 38-18” and substitute “§ 38-18 and § 38-19”.

**ADOPTED**



AMENDMENTS TO COUNCIL BILL 19-0324  
(1<sup>st</sup> Reader Copy)

Proposed by: Land Use and Transportation Committee

**ADOPTED**

Amendment No. 1 {§ 20-1(b) (Defining "Bike Lane") and § 38-1 ("Definitions.")}

On page 2, in line 14, before "single", insert an opening bracket; on that same page, in line 15, strike the opening bracket; on that same page, in line 15, before "FLOW", insert "THE"; on that same page, in line 23, after "E-BIKE", strike "OR" and substitute ";"; on that same page, in line 23, after "E-SCOOTER", insert ", OR ANY OTHER VEHICLE TYPE APPROVED BY THE DIRECTOR AND NOT OTHERWISE DEFINED IN THIS SUBTITLE"; on page 3, in line 19, strike "A" and substitute "AN ELECTRIC"; on that same page, in line 29, strike "OR"; on page 4, in line 2, strike "OR"; on that same page, in line 4, strike the period and substitute ";OR"; on that same page, after line 4, insert

"(VI) AN ELECTRONIC PERSONAL ASSISTED DEVICE.";

and, on that same page, strike lines 7 and 8 in their entireties and substitute:

"(G) PERSON.

(1) IN GENERAL.

"PERSON" MEANS:

(I) AN INDIVIDUAL;

(II) A PARTNERSHIP, FIRM, ASSOCIATION, CORPORATION, OR OTHER ENTITY OF ANY KIND; OR

(III) A RECEIVER, TRUSTEE, GUARDIAN, PERSONAL REPRESENTATIVE, FIDUCIARY, OR REPRESENTATIVE OF ANY KIND.

(2) EXCLUSIONS.

"PERSON" DOES NOT INCLUDE, UNLESS OTHERWISE EXPRESSLY PROVIDED, A GOVERNMENTAL ENTITY OR AN INSTRUMENTALITY OR UNIT OF A GOVERNMENTAL ENTITY.

(H) PROVIDER.

(1) "PROVIDER" MEANS ANY PERSON THAT PROVIDES DOCKLESS VEHICLES FOR HIRE.

(2) "PROVIDER" INCLUDES THE INDIVIDUAL OFFICERS, EMPLOYEES, CONTRACTORS, AND AGENTS OF THE PERSON PROVIDING DOCKLESS VEHICLES FOR HIRE.";

on that same page, in lines 9 and 12, strike "(H)" and "(I)", respectively, and substitute "(I)" and "(J)"; on that same page, in line 13, strike "MEMBER OF THE PUBLIC" and substitute "INDIVIDUAL WHO OPERATES A DOCKLESS VEHICLE"; and, on page 14, in line 18, strike "38-1(F)" and substitute "38-1(H)".

**Amendment No. 2 {§ 38-3 ("Rules and Regulations.")}**

On page 4, in line 23, strike "REGULATIONS" and substitute "REGULATIONS"; on that same page, after line 25, insert:

"(B) OPPORTUNITY FOR PUBLIC COMMENT.

THE DIRECTOR MAY NOT ADOPT ANY PROPOSED RULES AND REGULATIONS UNDER THIS SUBTITLE UNLESS THE PROPOSED RULES AND REGULATIONS HAVE BEEN POSTED FOR PUBLIC REVIEW AND COMMENT ON THE DEPARTMENT WEBSITE FOR AT LEAST 30 DAYS.";

on that same page, in line 26, strike "(B)" and substitute "(C)"; and, on page 5, line 1, strike "(C)" and substitute "(D)".

**Amendment No. 3 {§ 38-6 ("Dockless Vehicle Program established.")}**

On page 5, in line 19, after "PRIOR", insert "WRITTEN".

**Amendment No. 4 {§ 38-7 ("Scope of program.")}**

On page 5, strike line 28 in its entirety; and, on page 6, strike lines 1 through 10 in their entireties, and substitute:

"(A) IN GENERAL.

THE PROGRAM ESTABLISHED BY THIS SUBTITLE MUST PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS.

(B) DIRECTOR TO DETERMINE.

ON AN ANNUAL BASIS, THE DIRECTOR MUST DETERMINE:



(1) THE MAXIMUM AND MINIMUM NUMBER OF PROVIDERS TO BE PERMITTED UNDER THIS SUBTITLE; AND

(2) THE MAXIMUM AND MINIMUM NUMBER AND TYPES OF DOCKLESS VEHICLES PERMITTED TO OPERATE UNDER THIS SUBTITLE.”.

**Amendment No. 5 {§ 38-12 (“Data sharing requirements.”)}**

On page 7, at the beginning of line 24, insert the paragraph designator “(1)”; on that same page, after line 25, insert:

“(2) THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MAY NOT INCLUDE INFORMATION THAT CAN REASONABLY BE USED TO CONTACT OR DISTINGUISH A PERSON, INCLUDING IP ADDRESSES OR DEVICE IDENTIFIERS.

(D) DEPARTMENTAL REPORTS.

(1) THE DEPARTMENT MUST REPORT THE DATA PROVIDED UNDER THIS SECTION ON THE DEPARTMENT’S WEBSITE.

(2) THE CONTENT AND TIMING OF THE DATA REPORTED UNDER THIS SUBSECTION MUST BE:

(A) DETERMINED BY THE DIRECTOR; AND

(B) COMPLIANT WITH ALL APPLICABLE LAWS.”.

**Amendment No. 6 {§ 38-13 (“Permit revocation.”)}**

On page 8, in line 3, after “REQUIRED”, insert “BY”; and, on that same page, in line 5, after “SUBTITLE”, insert “OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE”.

**Amendment No. 7 {§ 38-18 (“Unlawful operation.”)}**

On page 9, in line 3, strike “RIDDEN” and substitute “OPERATED”; on that same page, in line 5, after “HOUR”, insert “FOR E-SCOOTERS AND 20 MILES PER HOUR FOR E-BIKES WHEN PROPELLED SOLELY BY THE ELECTRIC MOTOR AND WITHOUT MANUAL POWER”; on that same page, in line 6, after “AGE”, insert “WITHOUT A HELMET”; on that same page, in line 7, after “PASSENGER”, insert “, UNLESS THE E-BIKE OR E-SCOOTER IS DESIGNED TO CARRY A PASSENGER”; on that same page, in line 11, strike beginning with “WITH” down through and including “HOUR” in line 12, and substitute “WHERE BICYCLES ARE ALSO PROHIBITED”; on

that same page, in line 14, strike “EXCEEDS 30 MILES PER HOUR” and substitute “IS 30 MILES PER HOUR OR GREATER”; and, in line 18, strike “E-BIKE OR E-SCOOTER” and substitute “DOCKLESS VEHICLE”.

**Amendment No. 8 {§ 38-19 (“Unlawful parking.”)}**

On page 9, in line 25, after “THAT”, insert “SPECIFICALLY”; on that same page, in line 28, strike “ONLY”; in that same line, strike “ON SIDEWALKS”; on page 10, in line 3, after “DRIVEWAY”, insert “WITHOUT THE PERMISSION OF THE OWNER OF THE DRIVEWAY”; and, on that same page, in line 6, after “AREAS”, insert “, EXCEPT AT DESIGNATED AREAS WITHIN A TRANSIT ZONE, AS DETERMINED BY THE DIRECTOR”; and, on that same page, in line 14, strike “DISCARDED” and substitute “PARKED”.

**Amendment No. 9 {§ 38-20 (“User education.”)}**

On page 10, in line 24, after “SUBTITLE”, insert “OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE”.

**Amendment No. 10 {§ 38-22 (“Provider operational responsibilities.”)}**

On page 11, in lines 4 and 5, strike “BETWEEN DAWN AND DUSK AS” and substitute “DURING THE HOURS”; on that same page, in line 5, strike “IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE”; on that same page, strike lines 10 through 13 in their entirety, and substitute “WITHIN A TIME DETERMINED BY THE DIRECTOR”; on that same page, in lines 17 and 18, strike “IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE”; and, on that same page, in lines 14, 16, and 19, strike “(6)”, “(7)”, and “(8)”, respectively, and substitute “(5)”, “(6)”, and “(7)”, respectively.

**Amendment No. 11 {§ 38-24 (“Seizure.”)}**

On page 12, after line 15, insert

“(3) ON THE SEIZURE OF A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE DEPARTMENT MUST PROMPTLY NOTIFY THE PROVIDER OF:

(i) THE REASON FOR SEIZURE;

(ii) THE LOCATION OF THE SEIZED DOCKLESS VEHICLE FOR HIRE; AND

(iii) THE AMOUNT OF THE FEES, IF ANY, ASSOCIATED WITH THE SEIZURE.”

**Amendment No. 12 {§ 38-28 (“Criminal penalties.”)}**

On page 1, in line 18, strike “38-28” and substitute “38-27”; on page 8, in line 7, after the semi-colon, insert “OR”; on that same page, in line 9, strike “; OR” and substitute “;”; on that same page, strike lines 10 and 11 in their entireties; on page 12, in line 24, strike “PENALTIES AND”; and, on page 13, strike lines 7 through 15 in their entireties.

**Amendment No. 13 {Citation amounts}**

On page 13, strike lines 21 through 24 in their entireties, on pages 13 and 14, respectively, strike line 30 and lines 1 through 3, respectively, in their entireties; and, in each instance, substitute:

**“SUBTITLE 38. DOCKLESS VEHICLES**

<u>§ 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF DOCKLESS VEHICLES PERMITTED TO OPERATE</u>	<u>\$1,000</u>
<u>§ 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT A PERMIT</u>	<u>\$1,000</u>
<u>§ 38-12. FAILURE OF PROVIDER TO PROVIDE REQUIRED DATA OR REPORTS</u>	<u>\$1,000</u>
<u>§ 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH</u>	<u>\$1,000</u>
<u>§ 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER</u>	<u>\$20</u>
<u>§ 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE</u>	<u>\$20</u>
<u>§ 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES</u>	<u>\$1,000</u>
<u>§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:</u>	
<u>ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE PHONE SUPPORT</u>	<u>\$1,000</u>
<u>ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN RULES AND REGULATIONS</u>	<u>\$500</u>
<u>ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION</u>	<u>\$500</u>

<u>ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED DOCKLESS VEHICLES WITHIN REQUIRED TIME</u>	<u>\$500</u>
<u>ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE TO NATIONAL SAFETY STANDARDS</u>	<u>\$1,000</u>
<u>ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS ADHERE TO EQUITABLE ACCESS REQUIREMENTS</u>	<u>\$1,000</u>
<u>ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT ESTABLISHED BY THE DIRECTOR</u>	<u>\$1,000".</u>

**Amendment No. 14 {Special effective dates}**

On page 1, in line 10, strike “a special effective date” and substitute “special effective dates”; on page 15, strike lines 12 and 13 in their entireties and substitute:

“SECTION 3. AND BE IT FURTHER ORDAINED That City Code Article 31, Subtitle 38, § 38-3 {“Rules and regulations”}, as enacted by this Ordinance, takes effect on the date of enactment.

SECTION 4. AND BE IT FURTHER ORDAINED That, except as provided in Section 3 of this Ordinance, this Ordinance takes effect on the effective date of the rules and regulations adopted by the Department pursuant to City Code Article 31, Subtitle 38, § 38-3 {“Rules and regulations”}.”.

# BALTIMORE CITY COUNCIL LAND USE AND TRANSPORTATION VOTING RECORD

DATE: March 20, 2019

BILL#: 19-03424

BILL TITLE: Dockless Vehicles - Regulation and Taxation

MOTION BY: *Middle*      SECONDED BY: *Clark*


- FAVORABLE                       FAVORABLE WITH AMENDMENTS  
 UNFAVORABLE                       WITHOUT RECOMMENDATION

NAME	YEAS	NAYS	ABSENT	ABSTAIN
Reisinger, Edward, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Middleton, Sharon, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clarke, Mary Pat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Costello, Eric	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dorsey, Ryan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pinkett, Leon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stokes, Robert	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>TOTALS</b>	<u>7</u>			

CHAIRPERSON: *Edward Reisinger*

COMMITTEE STAFF: Jennifer L. Coates, Initials: *JLC*



<b>FROM</b>	<b>NAME &amp; TITLE</b>	Michelle Pourciau, Director <i>MPS</i>	<b>CITY of BALTIMORE</b>	
	<b>AGENCY NAME &amp; ADDRESS</b>	Department of Transportation (DOT) 417 E Fayette Street, Room 527		
	<b>SUBJECT</b>	City Council Bill 19-0324		

TO: Mayor Catherine E. Pugh  
TO: Land Use and Transportation Committee  
FROM: Department of Transportation  
POSITION: Support  
RE: Council Bill – 19-0324

DATE: 3/19/19

**INTRODUCTION** – Dockless Vehicles – Regulation and Taxation

**PURPOSE/PLANS** – For the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless vehicle-for-hire providers; imposing certain data sharing requirements upon dockless vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

**COMMENTS** – The Dockless Vehicles – Regulation and Taxation bill was crafted by Baltimore City Department of Transportation in conjunction with a diverse group of stakeholders to ensure the City has a fair and responsible regulatory framework for dockless vehicles. Additionally, a survey was released to the public to gauge how the Dockless Vehicle Pilot Program affected mobility across the city.

The bill defines new vehicle types which were not previously codified and described, including how they may be operated and parked. It provides provisions for a for-hire permit which outlines vehicle access, safety and enforcement parameters, and principles governing the relationship with dockless vehicle providers. It offers a new mode of mobility to exist and flourish in the City of Baltimore creating additional transportation options for our residents.

The Baltimore City Department of Transportation worked with the Dockless Vehicle Committee to amend the initial bill, those amendments are attached. We will publish a full evaluation report about the pilot period for dockless vehicles which includes an overview of the rules and regulations to be proposed under this subtitle.

**AGENCY/DEPARTMENT POSITION** –

The Department of Transportation supports City Council bill 19-0324.

If you have any questions, please contact Eboni Wimbush at [eboni.wimbush@baltimorecity.gov](mailto:eboni.wimbush@baltimorecity.gov).

Sincerely,

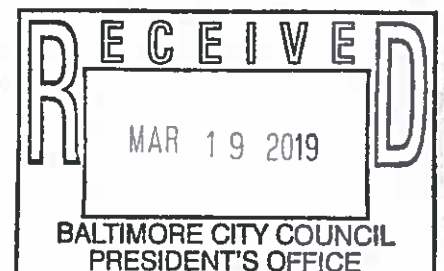
*Michelle Pourciau*

Michelle Pourciau  
Director

**ATTACHEMENTS:**

- Proposed Amendments
- Interlineated Bill with Amendments

*Favorable*



COUNCIL BILL 19-0324

**UNOFFICIAL REPRINT TO SHOW CONTEXT  
OF AMENDMENTS PROPOSED BY DEPARTMENT OF TRANSPORTATION**

**A BILL ENTITLED**

**AN ORDINANCE concerning**

**Dockless Vehicles – Regulation and Taxation**

**FOR the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for ~~a special effective date~~ special effective dates.**

**BY repealing and reordaining**  
Article 31 - Transit and Traffic  
Section(s) 20-1(b)  
Baltimore City Code  
(Edition 2000)

**BY adding**  
Article 31 - Transit and Traffic  
Section(s) 38-1 to ~~38-28~~ 38-27, to be under the new subtitle,  
“Subtitle 38. Dockless Vehicles”  
Baltimore City Code  
(Edition 2000)

**BY repealing and reordaining, with amendments**  
Article 1 - Mayor, City Council, and Municipal Agencies  
Section(s) 40-14(e)(5) and 41-14(4)  
Baltimore City Code  
(Edition 2000)

**EXPLANATION: CAPITALS indicate matter added to existing law,  
[Brackets] indicate matter deleted from existing law,  
Underlining indicates matter added to the bill by amendment,  
~~Strike-out~~ indicates matter stricken from the bill by  
amendment or deleted from existing law by amendment.**



BY adding  
Article 28 - Taxes  
Section(s) 31-1 to 31-5, to be under the new subtitle,  
"Subtitle 31. Dockless Vehicles"  
Baltimore City Code  
(Edition 2000)

**SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the Laws of Baltimore City read as follows:

**Baltimore City Code**

**Article 31. Transit and Traffic**

**Subtitle 20. Bike Lanes**

**§ 20-1. Definitions.**

(b) *Bike Lane.*

"Bike Lane" means a portion of a City street designated exclusively for [single directional {bicycle}] THE FLOW OF BICYCLES AND DOCKLESS VEHICLES, AS THOSE TERMS ARE DEFINED IN THIS ARTICLE.

**Subtitle 38. DOCKLESS VEHICLES**

***PART 1. DEFINITIONS; GENERAL PROVISIONS***

**§ 38-1. DEFINITIONS.**

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *DOCKLESS VEHICLE.*

"DOCKLESS VEHICLE" MEANS A BICYCLE, E-BIKE OR, E-SCOOTER, OR ANY OTHER VEHICLE TYPE APPROVED BY THE DIRECTOR AND NOT OTHERWISE DEFINED IN THIS SUBTITLE THAT DOES NOT REQUIRE THE CONSTRUCTION OF A SPECIAL DOCKING LOCATION FOR ITS USE.

(C) *DOCKLESS VEHICLE FOR HIRE.*

"DOCKLESS VEHICLE FOR HIRE" MEANS A DOCKLESS VEHICLE AVAILABLE FOR SHORT-TERM RENTAL BY A PROVIDER FOR THE PURPOSE OF PROVIDING INDIVIDUAL TRANSPORTATION ON A PUBLIC RIGHT-OF-WAY.

(D) *E-BIKE.*

(1) *IN GENERAL.*

"E-BIKE" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

- (I) AN ELECTRIC MOTOR FOR SELF-PROPULSION;

(II) 2 TANDEM WHEELS, EITHER OF WHICH IS MORE THAN 20 INCHES IN DIAMETER;  
AND

(III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
STRUCTURES.

(2) *EXCLUSIONS.*

“E-BIKE” DOES NOT INCLUDE:

(I) A MOTORCYCLE;

(II) A MOTOR VEHICLE;

(III) A PUBLIC TRANSPORTATION VEHICLE; OR

(IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {“DEFINITIONS – DIRT  
BIKE”}; OR

(V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {“DEFINITIONS –  
MINIBIKE”}.

(E) *E-SCOOTER.*

(1) *IN GENERAL.*

“E-SCOOTER” MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

(I) ~~A~~ AN ELECTRIC MOTOR FOR SELF-PROPULSION;

(II) 2 WHEELS BELOW A PLATFORM ON WHICH A USER CAN STAND UPRIGHT TO  
OPERATE AND CONTROL THE VEHICLE; AND

(III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
STRUCTURES.

(2) *EXCLUSIONS.*

“E-SCOOTER” DOES NOT INCLUDE:

(I) A MOTORCYCLE;

(II) A MOTOR VEHICLE;

(III) A PUBLIC TRANSPORTATION VEHICLE; ~~OR~~

(IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {“DEFINITIONS – DIRT  
BIKE”}; ~~OR~~

(V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {“DEFINITIONS –  
MINIBIKE”}; OR

(VI) AN ELECTRONIC PERSONAL ASSISTED DEVICE.

(F) *ENFORCEMENT OFFICER.*

“ENFORCEMENT OFFICER” HAS THE MEANING STATED IN CITY CODE ARTICLE 1, § 41-1(C).

~~(G) PROVIDER.~~

~~“PROVIDER” MEANS A PROVIDER OF DOCKLESS VEHICLES FOR HIRE.~~

(G) *PERSON.*

(1) *IN GENERAL.*

“PERSON” MEANS:

(I) AN INDIVIDUAL;

(II) A PARTNERSHIP, FIRM, ASSOCIATION, CORPORATION, OR OTHER ENTITY OF ANY KIND; OR

(III) A RECEIVER, TRUSTEE, GUARDIAN, PERSONAL REPRESENTATIVE, FIDUCIARY, OR REPRESENTATIVE OF ANY KIND.

(2) *EXCLUSIONS.*

“PERSON” DOES NOT INCLUDE, UNLESS OTHERWISE EXPRESSLY PROVIDED, A GOVERNMENTAL ENTITY OR AN INSTRUMENTALITY OR UNIT OF A GOVERNMENTAL ENTITY.

(H) *PROVIDER.*

(1) “PROVIDER” MEANS ANY PERSON THAT PROVIDES DOCKLESS VEHICLES FOR HIRE.

(2) “PROVIDER” INCLUDES THE INDIVIDUAL OFFICERS, EMPLOYEES, CONTRACTORS, AND AGENTS OF THE PERSON PROVIDING DOCKLESS VEHICLES FOR HIRE.

~~(I) PROGRAM.~~

~~“PROGRAM” MEANS THE DOCKLESS VEHICLE PROGRAM ESTABLISHED PURSUANT TO THIS SUBTITLE.~~

~~(J) USER.~~

~~“USER” MEANS ANY MEMBER OF THE PUBLIC INDIVIDUAL WHO OPERATES A DOCKLESS VEHICLE.~~

**§ 38-2. MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.**

(A) *MANDATORY TERMS.*

“MUST” AND “SHALL” ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(B) *PROHIBITORY TERMS.*

“MAY NOT” AND “NO ... MAY” ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(C) *PERMISSIVE TERMS.*

“MAY” IS PERMISSIVE.

**§ 38-3. RULES AND REGULATIONS REGULATIONS.**

(A) *IN GENERAL.*

THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

(B) *OPPORTUNITY FOR PUBLIC COMMENT.*

THE DIRECTOR MAY NOT ADOPT ANY PROPOSED RULES AND REGULATIONS UNDER THIS SUBTITLE UNLESS THE PROPOSED RULES AND REGULATIONS HAVE BEEN POSTED FOR PUBLIC REVIEW AND COMMENT ON THE DEPARTMENT WEBSITE FOR AT LEAST 30 DAYS.

(C) ~~(B)~~ *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

(D) ~~(C)~~ *POSTED TO DEPARTMENT WEBSITE.*

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE POSTED ON A DEPARTMENT WEBSITE.

**§§ 38-4 TO 38-5. {RESERVED}**

***PART 2. DOCKLESS VEHICLE PROGRAM***

**§ 38-6. DOCKLESS VEHICLE PROGRAM ESTABLISHED.**

(A) *IN GENERAL.*

THERE IS A DOCKLESS VEHICLE PROGRAM ESTABLISHED FOR THE PURPOSE OF REGULATING THE OPERATION OF DOCKLESS VEHICLES AND DOCKLESS VEHICLES FOR HIRE.

(B) *DEPARTMENT OF TRANSPORTATION TO ADMINISTER.*

THE DEPARTMENT IS RESPONSIBLE FOR ADMINISTERING IN A MANNER CONSISTENT WITH THIS SUBTITLE.

(C) *COST RECOVERY.*

THE COST OF PROGRAM ADMINISTRATION SHALL BE CHARGED TO THE PROVIDERS THROUGH THE IMPOSITION OF FEES ESTABLISHED BY THE DEPARTMENT AND APPROVED BY THE BOARD OF ESTIMATES.

(D) *PROGRAM TERMINATION.*

(1) THE PROGRAM MAY BE TERMINATED AT ANY TIME BY:

- (I) THE DIRECTOR, WITH 60 DAYS PRIOR WRITTEN NOTICE TO THE CITY COUNCIL AND ALL PROVIDERS; OR
- (II) ORDINANCE OF THE MAYOR AND CITY COUNCIL.

(2) A TERMINATION OF THE PROGRAM OPERATES TO

- (I) REVOKE ALL EXISTING PERMITS ISSUED UNDER THIS SUBTITLE; AND
- (II) REQUIRE ALL DOCKLESS VEHICLES FOR HIRE TO BE REMOVED FROM PUBLIC RIGHT-OF-WAYS WITHIN 48 HOURS FROM THE EFFECTIVE DATE OF THE TERMINATION.

**§ 38-7. SCOPE OF PROGRAM.**

~~THE PROGRAM ESTABLISHED UNDER THIS SUBTITLE SHALL:~~

~~(1) PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS; AND~~

~~(2) BE LIMITED TO PERMITTING:~~

~~(i) NO MORE THAN 6 PROVIDERS, ALLOCATED, AS DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES PERMITTED UNDER THIS SUBTITLE; AND~~

~~(ii) NO MORE THAN 12,000 DOCKLESS VEHICLES TO BE ALLOCATED, AS DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES PERMITTED UNDER THIS SUBTITLE.~~

(A) IN GENERAL.

THE PROGRAM ESTABLISHED BY THIS SUBTITLE MUST PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS.

(B) DIRECTOR TO DETERMINE.

ON AN ANNUAL BASIS, THE DIRECTOR MUST DETERMINE:

(1) THE MAXIMUM AND MINIMUM NUMBER OF PROVIDERS TO BE PERMITTED UNDER THIS SUBTITLE; AND

(2) THE MAXIMUM AND MINIMUM NUMBER AND TYPES OF DOCKLESS VEHICLES PERMITTED TO OPERATE UNDER THIS SUBTITLE.

**§ 38-8. PERMIT REQUIRED.**

(A) *IN GENERAL.*

NO PROVIDER MAY OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT HAVING FIRST OBTAINED A PERMIT FROM THE DIRECTOR.

(B) *ISSUANCE.*

THE DIRECTOR MAY ISSUE A PERMIT UNDER THIS SUBTITLE IN THE FORM THE DIRECTOR REQUIRES.

**§ 38-9. PERMIT APPLICATIONS.**

(A) *FORM.*

AN APPLICATION FOR A PERMIT TO OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS MUST BE SUBMITTED IN THE FORM REQUIRED BY THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE.

(B) *CONTENTS.*

THE PERMIT APPLICATION MUST INCLUDE:

- (1) THE PROVIDER'S FULL LEGAL NAME AND ANY TRADE NAME(S) UNDER WHICH IT OPERATES;
- (2) DOCUMENTARY EVIDENCE FROM AN INSURANCE COMPANY INDICATING THAT THE INSURANCE COMPANY HAS BOUND ITSELF TO PROVIDE LIABILITY INSURANCE TO THE PROVIDER AS REQUIRED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) AN AGREEMENT TO INDEMNIFY THE CITY;
- (4) A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; AND
- (5) ANY OTHER INFORMATION REQUIRED BY THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE.

**§ 38-10. TERM AND RENEWAL.**

(A) *TERM.*

A PERMIT ISSUED UNDER THIS SUBTITLE EXPIRES ON THE 1<sup>ST</sup> ANNIVERSARY OF ITS EFFECTIVE DATE AND IS RENEWABLE AS PROVIDED IN THIS SECTION.

(B) *RENEWAL APPLICATION.*

THE APPLICATION FOR RENEWAL MUST BE IN THE FORM AND CONTAIN THE INFORMATION REQUIRED UNDER § 38-9 OF THIS SUBTITLE.

**§ 38-11. PERMIT NOT TRANSFERABLE OR SHAREABLE.**

A PERMIT ISSUED UNDER THIS SUBTITLE TO ANY PROVIDER IS NOT ASSIGNABLE OR TRANSFERABLE TO OR SHAREABLE WITH ANY OTHER PROVIDER NOT IDENTIFIED IN THE PERMIT.

**§ 38-12. DATA SHARING REQUIREMENTS.**

**(A) *IN GENERAL.***

AS A CONDITION TO HOLDING A PERMIT, A PROVIDER MUST SUBMIT DATA AND REPORTS AS REQUIRED BY THE DIRECTOR IN A FORMAT DETERMINED BY THE DIRECTOR.

**(B) *CONFIDENTIALITY.***

(1) EXCEPT AS OTHERWISE REQUIRED BY LAW, THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MUST BE KEPT CONFIDENTIAL.

(2) IF DISCLOSURE OF THE DATA AND REPORTS IS REQUIRED BY LAW, THE DEPARTMENT MUST PROVIDE THE PROVIDER WITH REASONABLE PRIOR NOTICE OF THE DISCLOSURE.

**(C) *USER PRIVACY PROTECTIONS.***

(1) A PROVIDER MUST ESTABLISH A PRIVACY POLICY APPROVED BY THE DEPARTMENT THAT SAFEGUARDS USER INFORMATION.

(2) THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MAY NOT INCLUDE INFORMATION THAT CAN REASONABLY BE USED TO CONTACT OR DISTINGUISH A PERSON, INCLUDING IP ADDRESSES OR DEVICE IDENTIFIERS.

**(D) *DEPARTMENTAL REPORTS.***

(1) THE DEPARTMENT MUST REPORT THE DATA PROVIDED UNDER THIS SECTION ON THE DEPARTMENT'S WEBSITE.

(2) THE CONTENT AND TIMING OF THE DATA REPORTED UNDER THIS SUBSECTION MUST BE:

(A) DETERMINED BY THE DIRECTOR; AND

(B) COMPLIANT WITH ALL APPLICABLE LAWS.

**§ 38-13. PERMIT REVOCATION.**

**(A) *IN GENERAL.***

AFTER A HEARING CONDUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE AND WITH PROPER NOTICE TO THE PROVIDER, THE DEPARTMENT MAY REVOKE A PERMIT IF THE DEPARTMENT FINDS THAT THE PROVIDER:

- (1) INTENTIONALLY OR KNOWINGLY MADE A FALSE STATEMENT AS TO A MATERIAL MATTER ON THE PERMIT APPLICATION;
- (2) FAILED TO MAINTAIN THE LIABILITY INSURANCE REQUIRED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) FAILED TO SUPPLY THE DATA REQUIRED UNDER THIS SUBTITLE OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (4) FAILED TO PAY ANY FEES AND TAXES REQUIRED UNDER THIS SUBTITLE OR THE BALTIMORE CITY CODE; OR
- (5) FAILED TO PROVIDE A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; OR,
- ~~(6) WAS CONVICTED TWICE WITHIN A 12-MONTH PERIOD OF A VIOLATION OF THIS SUBTITLE.~~

(B) *FORM AND EFFECT OF REVOCATION.*

- (1) ANY REVOCATION UNDER THIS SECTION MUST BE IN WRITING FROM THE DEPARTMENT AND SPECIFY THE REASONS FOR THE ACTION.
- (2) A PROVIDER RECEIVING A REVOCATION UNDER THIS SECTION IS PROHIBITED FROM APPLYING FOR A PERMIT UNDER THIS SUBTITLE FOR 2 YEARS FROM THE DATE OF THE REVOCATION.

**§ 38-14. APPEALS.**

(A) *IN GENERAL.*

A PROVIDER AGGRIEVED BY A DECISION OF THE DEPARTMENT MAY APPEAL THAT DECISION TO THE DIRECTOR IN WRITING WITHIN 10 DAYS OF THE DEPARTMENT'S DECISION.

(B) *DECISION.*

THE DIRECTOR MUST ISSUE A WRITTEN DECISION WITHIN 30 DAYS OF RECEIPT OF THE PROVIDER'S APPEAL.

**§ 38-15. DATA BREACHES.**

IF A PROVIDER DETERMINES THAT A BREACH OF ITS DATA SYSTEM HAS OCCURRED AND THAT THE BREACH HAS PLACED USER PERSONAL INFORMATION AT RISK, THE PROVIDER MUST, WITHIN 48 HOURS OF THAT DETERMINATION, NOTIFY THE DEPARTMENT AND ALL CURRENT AND PRIOR USERS OF THE BREACH AND THE LIKELY CONSEQUENCES OF THE BREACH.

**§§ 38-16 TO 38-17. {RESERVED}**



**PART 3. STANDARDS OF OPERATION**

**§ 38-18. UNLAWFUL OPERATION.**

AN E-BIKE OR E-SCOOTER MAY NOT BE ~~RIDDEN~~ OPERATED:

- (1) IN A MANNER THAT VIOLATES APPLICABLE STATE OR LOCAL LAW;
- (2) AT SPEEDS THAT EXCEEDS 15 MILES PER HOUR FOR E-SCOOTERS AND 20 MILES PER HOUR FOR E-BIKES WHEN PROPELLED SOLELY BY THE ELECTRIC MOTOR AND WITHOUT MANUAL POWER;
- (3) BY A PERSON YOUNGER THAN 16-YEARS OF AGE WITHOUT A HELMET;
- (4) WITH A PASSENGER, UNLESS THE E-BIKE OR E-SCOOTER IS DESIGNED TO CARRY A PASSENGER;
- (5) WITHOUT THE USE OF A HEADLIGHT OR HEADLAMP AFTER DUSK, BEFORE DAWN, OR WHEN THE SAFE OPERATION OF A VEHICLE REQUIRES THE USE OF HEADLIGHT OR HEADLAMP;
- (6) ON A PUBLIC RIGHT-OF-WAY ~~WITH A POSTED SPEED THAT EXCEEDS 30 MILES PER HOUR WHERE BICYCLES ARE ALSO PROHIBITED~~;
- (7) ON A SIDEWALK, UNLESS THE POSTED SPEED ON THE ABUTTING PUBLIC RIGHT-OF-WAY ~~EXCEEDS 30 MILES PER HOUR~~ IS 30 MILES PER HOUR OR GREATER AND THE SPEED OF THE E-BIKE OR E-SCOOTER ON THE SIDEWALK DOES NOT EXCEED 6 MILES PER HOUR;
- (8) WHILE CARRYING A PACKAGE, BUNDLE, OR OTHER ARTICLE THAT PREVENTS THE USER FROM KEEPING BOTH HANDS ON THE HANDLEBARS; OR
- (9) WHILE PHYSICALLY CONTROLLING MORE THAN ONE ~~E-BIKE OR E-SCOOTER~~ DOCKLESS VEHICLE.

**§ 38-19. UNLAWFUL PARKING.**

(A) *PUBLIC STREETS AND ALLEYS.*

A DOCKLESS VEHICLE MAY NOT BE PARKED ON A PUBLIC STREET OR ALLEY UNLESS THE DIRECTOR HAS DESIGNATED AN AREA SPECIALLY-DESIGNED TO ACCOMMODATE DOCKLESS VEHICLE PARKING.

(B) *SIDEWALKS.*

UNLESS OTHERWISE PROHIBITED BY LAW, RULE, OR REGULATION THAT SPECIFICALLY PROHIBITS PARKING ON A SIDEWALK, DOCKLESS VEHICLES MAY BE PARKED:

- (1) ON ANY SIDEWALK; OR
- (2) ~~ONLY~~ AT DESIGNATED LOCATIONS ~~ON SIDEWALKS~~ AS DETERMINED BY THE DIRECTOR.

(C) *MISCELLANEOUS LOCATIONS.*

A DOCKLESS VEHICLE MAY NOT BE PARKED IN:

- (1) A DRIVEWAY WITHOUT THE PERMISSION OF THE OWNER OF THE DRIVEWAY;
- (2) AN AREA RESERVED FOR SIDEWALK DINING;
- (3) A TRANSIT ZONE, INCLUDING BUS STOPS, SHELTERS, AND PASSENGER-WAITING AREAS, EXCEPT AT DESIGNATED AREAS WITHIN A TRANSIT ZONE AS DETERMINED BY THE DIRECTOR;
- (4) A LOADING ZONE;
- (5) A PARKING ZONE DEDICATED TO ACCESSIBLE PARKING;
- (6) A MANNER THAT REDUCES THE PEDESTRIAN ZONE TO LESS THAN 4 FEET OR THAT OTHERWISE PROHIBITS THE FREE FLOW OF PEDESTRIAN TRAFFIC;
- (7) A MANNER THAT INTERFERES WITH PLACES OF ACCESS FOR PERSONS WITH DISABILITIES AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT; OR
- (8) A MANNER OR LOCATION PROHIBITED BY THE DIRECTOR BY RULE OR REGULATION.

(D) ~~DISCARDED~~ PARKED DOCKLESS VEHICLES.

DOCKLESS VEHICLES MUST BE PARKED IN A STANDING UPRIGHT POSITION.

**§ 38-20. USER EDUCATION.**

(A) *IN GENERAL.*

A PROVIDER MUST EDUCATE ITS USERS IN THE LAWS, RULES, AND REGULATIONS APPLICABLE TO THE RIDING, OPERATION, AND PARKING OF DOCKLESS VEHICLES.

(B) *PUBLICATION.*

AS A COMPONENT OF THE EDUCATION REQUIRED UNDER THIS SECTION, A PROVIDER MUST MAKE VISIBLE ON ITS DOCKLESS VEHICLES OR PUBLISH ON ITS MOBILE APPLICATION, OR BOTH, THE STANDARDS OF OPERATION SET FORTH IN § 38-17 AND § 38-18 OF THIS SUBTITLE OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE.

**§ 38-21. ADVERTISING PROHIBITED.**

A PROVIDER MAY NOT DISPLAY THIRD PARTY ADVERTISING ON ITS DOCKLESS VEHICLES.

**§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES.**

A PROVIDER MUST:

- (1) OPERATE A 24-HOUR CUSTOMER SERVICE PHONE NUMBER FOR USERS, THE GENERAL PUBLIC, AND CITY OFFICIALS TO REPORT DOCKLESS VEHICLES THAT ARE INOPERABLE OR SUSPECTED OF BEING OPERATED OR PARKED IN APPARENT VIOLATION OF THE LAW;
- (2) REMOVE ITS DOCKLESS VEHICLES FROM ANY PUBLIC RIGHT-OF-WAY ~~BETWEEN DUSK AND DAWN AS~~ DURING THE HOURS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) ENSURE THAT ITS DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION;
- (4) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY ~~WITHIN 2 HOURS OF BEING NOTIFIED BY THE DEPARTMENT OR ANY OTHER GOVERNMENT AGENCY OF A VIOLATION;~~
- ~~(5) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY WITHIN 6 HOURS OF BEING NOTIFIED BY THE PUBLIC; WITHIN A TIME DETERMINED BY THE DIRECTOR;~~
- (5) ~~(6)~~ ENSURE THAT ITS DOCKLESS VEHICLES ADHERE TO APPLICABLE NATIONAL SAFETY STANDARDS;
- (6) ~~(7)~~ ENSURE THAT ITS OPERATIONS ADHERE TO THE REQUIREMENTS OF EQUITABLE ACCESS AS DETERMINED BY THE DIRECTOR ~~IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;~~ AND
- (7) ~~(8)~~ COMPLY WITH ALL OTHER REQUIREMENTS ESTABLISHED BY THE DIRECTOR FOR THE OPERATION OF DOCKLESS VEHICLES FOR HIRE.

**§ 38-23. PERFORMANCE BOND.**

(A) *IN GENERAL.*

PROVIDERS MUST PROVIDE A PERFORMANCE BOND IN AN AMOUNT AND FORM SPECIFIED BY THE DIRECTOR.

(B) *USE.*

THE FUNDS AVAILABLE FROM THE BOND REQUIRED BY THIS SECTION SHALL BE APPLIED TO PAY FOR:

- (1) DAMAGE TO PUBLIC PROPERTY CAUSED BY A PROVIDER'S DOCKLESS VEHICLES; OR
- (2) THE REMOVAL AND STORAGE OF A PROVIDER'S DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY.

**§ 38-24. SEIZURE.**

(A) *IN GENERAL.*

A DOCKLESS VEHICLE FOR HIRE IS SUBJECT TO SEIZURE IF IT IS PARKED OR USED IN VIOLATION OF THIS SUBTITLE.

(B) *WARRANT NOT NECESSARY.*

(1) AN ENFORCEMENT OFFICER NEED NOT HAVE A WARRANT IN ORDER TO SEIZE A DOCKLESS VEHICLE FOR HIRE IN VIOLATION OF THIS SUBTITLE IF:

(I) THE ENFORCEMENT OFFICER HAS PROBABLE CAUSE TO BELIEVE THAT THE DOCKLESS VEHICLE FOR HIRE HAS BEEN PARKED OR USED IN VIOLATION OF THIS SUBTITLE; AND

(II) A WARRANT IS NOT CONSTITUTIONALLY REQUIRED UNDER THE CIRCUMSTANCES.

(2) WHENEVER AN ENFORCEMENT OFFICER SEIZES A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE ENFORCEMENT OFFICER MAY CAUSE IT TO BE MOVED TO A PLACE DESIGNATED BY THE DEPARTMENT.

(3) ON THE SEIZURE OF A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE DEPARTMENT MUST PROMPTLY NOTIFY THE PROVIDER OF:

(I) THE REASON FOR SEIZURE;

(II) THE LOCATION OF THE SEIZED DOCKLESS VEHICLE FOR HIRE; AND

(III) THE AMOUNT OF THE FEES, IF ANY, ASSOCIATED WITH THE SEIZURE.

(C) *VEHICLES RETURNED ON PAYMENT.*

ANY DOCKLESS VEHICLE FOR HIRE SEIZED UNDER THIS SECTION MUST BE RETURNED TO ITS PROVIDER ON PAYMENT FROM FUNDS PROVIDED BY THE PERFORMANCE BOND REQUIRED BY § 38-23 OF THIS SUBTITLE.

(D) *RULES AND REGULATIONS.*

THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST INCLUDE THE ADMINISTRATION AND PROCESSES NECESSARY TO IMPLEMENT THIS SECTION.

**§§ 38-25 TO 38-26. {RESERVED}**

***PART 4. PENALTIES AND ENFORCEMENT***

**§ 38-27. ENFORCEMENT BY CITATION.**

(A) *IN GENERAL.*

IN ADDITION TO ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT PROCEDURE, THIS SUBTITLE MAY BE ENFORCED BY ISSUANCE OF:

(1) AN ENVIRONMENTAL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 40 {"ENVIRONMENTAL CONTROL BOARD"}; OR

(2) A CIVIL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 41 {"CIVIL CITATIONS"}.

(B) *PROCESS NOT EXCLUSIVE.*

THE ISSUANCE OF A CITATION TO ENFORCE THIS SUBTITLE DOES NOT PRECLUDE PURSUING ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT ACTION AUTHORIZED BY LAW.

(C) *EACH DAY A SEPARATE OFFENSE.*

EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.

~~§ 38-28. CRIMINAL PENALTIES.~~

~~(A) *IN GENERAL.*~~

~~EXCEPT AS OTHERWISE SPECIFIED, ANY PERSON WHO VIOLATES ANY PROVISIONS OF THIS SUBTITLE OR OF THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE IS GUILTY OF A MISDEMEANOR AND, ON CONVICTION, IS SUBJECT TO FINE OF NOT MORE THAN \$1,000 OR TO IMPRISONMENT FOR NOT MORE THAN 30 DAYS OR TO BOTH FINE AND IMPRISONMENT FOR EACH OFFENSE.~~

~~(B) *EACH DAY A SEPARATE OFFENSE.*~~

~~EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.~~

**Article 1. Mayor, City Council, and Municipal Agencies**

**Subtitle 40. Environmental Control Board**

**§ 40-14. Violations to which subtitle applies.**

(e) *Provisions and penalties enumerated.*

(5) *Article 31. Transit and Traffic*

~~SUBTITLE 38. DOCKLESS VEHICLES~~

~~§ 38-17. UNLAWFUL OPERATION~~ \$20

~~§ 38-18. UNLAWFUL PARKING~~ \$20

SUBTITLE 38. DOCKLESS VEHICLES

§ 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF DOCKLESS VEHICLES PERMITTED TO OPERATE \$1,000

§ 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT A PERMIT \$1,000

§ 38-12. FAILURE OF PROVIDER TO PROVIDE REQUIRED DATA OR REPORTS \$1,000

§ 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH \$1,000

§ 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER \$20

§ 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE \$20

§ 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES \$1,000

§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:

ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE PHONE SUPPORT \$1,000

ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN RULES AND REGULATIONS \$500

ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION \$500

ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED DOCKLESS VEHICLES WITHIN REQUIRED TIME \$500

ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE TO NATIONAL SAFETY STANDARDS \$1,000

ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS ADHERE TO EQUITABLE ACCESS REQUIREMENTS \$1,000

ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT ESTABLISHED BY THE DIRECTOR \$1,000

**Article 1. Mayor, City Council, and Municipal Agencies**

**Subtitle 41. Civil Citations**

**§ 41-14. Offenses to which subtitle applies – Listing.**

(4) *Article 31. Transit and Traffic*

~~SUBTITLE 38. DOCKLESS VEHICLES~~

~~§ 38-17. UNLAWFUL OPERATION~~ ~~\$20~~

~~§ 38-18. UNLAWFUL PARKING~~ ~~\$20~~

SUBTITLE 38. DOCKLESS VEHICLES

§ 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF DOCKLESS VEHICLES PERMITTED TO OPERATE \$1,000

§ 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT A PERMIT \$1,000

§ 38-12. FAILURE OF PROVIDER TO PROVIDE REQUIRED DATA OR REPORTS \$1,000

§ 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH \$1,000

§ 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER \$20

§ 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE \$20

§ 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES \$1,000

§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:

ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE PHONE SUPPORT \$1,000

ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN RULES AND REGULATIONS \$500

ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION \$500

ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED DOCKLESS VEHICLES WITHIN REQUIRED TIME \$500

ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE TO NATIONAL SAFETY STANDARDS \$1,000

ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS ADHERE TO EQUITABLE ACCESS REQUIREMENTS \$1,000

ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT ESTABLISHED BY THE DIRECTOR \$1,000

**Article 28. Taxes**

**Subtitle 31. DOCKLESS VEHICLES**

**§ 31-1. DEFINITIONS.**

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *DIRECTOR.*

“DIRECTOR” MEANS THE DIRECTOR OF THE DEPARTMENT OF FINANCE OR THE DIRECTOR’S DESIGNEE.

(C) *DOCKLESS VEHICLE FOR HIRE.*

“DOCKLESS VEHICLE FOR HIRE” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § 38-1(C) {“DEFINITIONS – DOCKLESS VEHICLE FOR HIRE”}.

(D) *PROVIDER.*

“PROVIDER” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § ~~38-1(F)~~ 38-1(H) {“DEFINITIONS – PROVIDER”}.

**§ 31-2. TAX IMPOSED.**

AN EXCISE TAX IS LEVIED AND IMPOSED UPON EVERY PROVIDER OF DOCKLESS VEHICLES FOR HIRE.

**§ 31-3. AMOUNT OF TAX.**

THE AMOUNT OF THE TAX IS 10 CENTS PER DOCKLESS-VEHICLE-FOR-HIRE RENTAL.

**§ 31-4. REMITTANCE AND REPORTS.**

(A) *REMITTANCE.*

A PROVIDER SHALL REMIT THE TAX IMPOSED BY THIS SUBTITLE TO THE DIRECTOR ON OR BEFORE THE FIRST DAY OF JANUARY AND THE FIRST DAY OF JULY OF EACH YEAR.

(B) *REPORTS.*

(1) EACH REMITTANCE MUST BE ACCOMPANIED BY A REPORT OF ALL SERVICE TRANSACTIONS FOR THE PERIOD REPORTED.

(2) THE REPORT MUST BE IN THE FORM AND CONTAIN THE INFORMATION THAT THE DIRECTOR REQUIRES.

**§ 31-5. RULES AND REGULATIONS.**

(A) *IN GENERAL.*



THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

**(B) FILING WITH LEGISLATIVE REFERENCE.**

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

**SECTION 2. AND BE IT FURTHER ORDAINED,** That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior Ordinance.

~~**SECTION 3. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on May 1, 2019.~~

**SECTION 3. AND BE IT FURTHER ORDAINED** That City Code Article 31, Subtitle 38, § 38-3 {"Rules and regulations"}, as enacted by this Ordinance, takes effect on the date of enactment.

**SECTION 4. AND BE IT FURTHER ORDAINED** That, except as provided in Section 3 of this Ordinance, this Ordinance takes effect on the effective date of the rules and regulations adopted by the Department pursuant to City Code Article 31, Subtitle 38, § 38-3 {"Rules and regulations"}.

**AMENDMENTS TO COUNCIL BILL 19-0324  
(1" Reader Copy)**

Proposed by: Transportation Department  
{To be offered to the Land Use and Transportation Committee}

**Amendment No. 1 {§ 20-1(b) (Defining "Bike Lane") and § 38-1 ("Definitions.")}**

On page 2, in line 14, before "single", insert an opening bracket; on that same page, in line 15, strike the opening bracket; on that same page, in line 15, before "FLOW", insert "THE"; on that same page, in line 23, after "E-BIKE", strike "OR" and substitute ";"; on that same page, in line 23, after "E-SCOOTER", insert "; OR ANY OTHER VEHICLE TYPE APPROVED BY THE DIRECTOR AND NOT OTHERWISE DEFINED IN THIS SUBTITLE"; on page 3, in line 19, strike "A" and substitute "AN ELECTRIC"; on that same page, in line 29, strike "OR"; on page 4, in line 2, strike "OR"; on that same page, in line 4, strike the period and substitute "; OR"; on that same page, after line 4, insert

"(VI) AN ELECTRONIC PERSONAL ASSISTED DEVICE.";

and, on that same page, strike lines 7 and 8 in their entirety and substitute:

"(G) PERSON.

(1) IN GENERAL.

"PERSON" MEANS:

(I) AN INDIVIDUAL;

(II) A PARTNERSHIP, FIRM, ASSOCIATION, CORPORATION, OR OTHER ENTITY OF ANY KIND; OR

(III) A RECEIVER, TRUSTEE, GUARDIAN, PERSONAL REPRESENTATIVE, FIDUCIARY, OR REPRESENTATIVE OF ANY KIND.

(2) EXCLUSIONS.

"PERSON" DOES NOT INCLUDE, UNLESS OTHERWISE EXPRESSLY PROVIDED, A GOVERNMENTAL ENTITY OR AN INSTRUMENTALITY OR UNIT OF A GOVERNMENTAL ENTITY.

(H) PROVIDER.

(1) "PROVIDER" MEANS ANY PERSON THAT PROVIDES DOCKLESS VEHICLES FOR HIRE.

(2) "PROVIDER" INCLUDES THE INDIVIDUAL OFFICERS, EMPLOYEES, CONTRACTORS, AND AGENTS OF THE PERSON PROVIDING DOCKLESS VEHICLES FOR HIRE.;

on that same page, in lines 9 and 12, strike "(H)" and "(I)", respectively, and substitute "(I)" and "(J)"; on that same page, in line 13, strike "MEMBER OF THE PUBLIC" and substitute "INDIVIDUAL WHO OPERATES A DOCKLESS VEHICLE"; and, on page 14, in line 18, strike "38-1(F)" and substitute "38-1(H)".

**Amendment No. 2 {§ 38-3 ("Rules and Regulations.")}**

On page 4, in line 23, strike "REGULATIONS" and substitute "REGULATIONS"; on that same page, after line 25, insert:

"(B) OPPORTUNITY FOR PUBLIC COMMENT.

THE DIRECTOR MAY NOT ADOPT ANY PROPOSED RULES AND REGULATIONS UNDER THIS SUBTITLE UNLESS THE PROPOSED RULES AND REGULATIONS HAVE BEEN POSTED FOR PUBLIC REVIEW AND COMMENT ON THE DEPARTMENT WEBSITE FOR AT LEAST 30 DAYS.;

on that same page, in line 26, strike "(B)" and substitute "(C)"; and, on page 5, line 1, strike "(C)" and substitute "(D)".

**Amendment No. 3 {§ 38-6 ("Dockless Vehicle Program established.")}**

On page 5, in line 19, after "PRIOR", insert "WRITTEN".

**Amendment No. 4 {§ 38-7 ("Scope of program.")}**

On page 5, strike line 28 in its entirety; and, on page 6, strike lines 1 through 10 in their entireties, and substitute:

"(A) IN GENERAL.

THE PROGRAM ESTABLISHED BY THIS SUBTITLE MUST PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS.

**(B) DIRECTOR TO DETERMINE.**

ON AN ANNUAL BASIS, THE DIRECTOR MUST DETERMINE:

(1) THE MAXIMUM AND MINIMUM NUMBER OF PROVIDERS TO BE PERMITTED UNDER THIS SUBTITLE; AND

(2) THE MAXIMUM AND MINIMUM NUMBER AND TYPES OF DOCKLESS VEHICLES PERMITTED TO OPERATE UNDER THIS SUBTITLE.”.

**Amendment No. 5 {§ 38-12 (“Data sharing requirements.”)}**

On page 7, at the beginning of line 24, insert the paragraph designator “(1)”; on that same page, after line 25, insert:

“(2) THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MAY NOT INCLUDE INFORMATION THAT CAN REASONABLY BE USED TO CONTACT OR DISTINGUISH A PERSON, INCLUDING IP ADDRESSES OR DEVICE IDENTIFIERS.

**(D) DEPARTMENTAL REPORTS.**

(1) THE DEPARTMENT MUST REPORT THE DATA PROVIDED UNDER THIS SECTION ON THE DEPARTMENT’S WEBSITE.

(2) THE CONTENT AND TIMING OF THE DATA REPORTED UNDER THIS SUBSECTION MUST BE:

(A) DETERMINED BY THE DIRECTOR; AND

(B) COMPLIANT WITH ALL APPLICABLE LAWS.”.

**Amendment No. 6 {§ 38-13 (“Permit revocation.”)}**

On page 8, in line 3, after “REQUIRED”, insert “BY”; and, on that same page, in line 5, after “SUBTITLE”, insert “OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE”.

**Amendment No. 7 {§ 38-18 (“Unlawful operation.”)}**

On page 9, in line 3, strike “RIDDEN” and substitute “OPERATED”; on that same page, in line 5, after “HOUR”, insert “FOR E-SCOOTERS AND 20 MILES PER HOUR FOR E-BIKES WHEN PROPELLED SOLELY BY THE ELECTRIC MOTOR AND WITHOUT MANUAL POWER”; on that same

page, in line 6, after "AGE", insert "WITHOUT A HELMET"; on that same page, in line 7, after "PASSENGER", insert ", UNLESS THE E-BIKE OR E-SCOOTER IS DESIGNED TO CARRY A PASSENGER"; on that same page, in line 11, strike beginning with "WITH" down through and including "HOUR" in line 12, and substitute "WHERE BICYCLES ARE ALSO PROHIBITED"; on that same page, in line 14, strike "EXCEEDS 30 MILES PER HOUR" and substitute "IS 30 MILES PER HOUR OR GREATER"; and, in line 18, strike "E-BIKE OR E-SCOOTER" and substitute "DOCKLESS VEHICLE".

**Amendment No. 8 {§ 38-19 ("Unlawful parking.")}**

On page 9, in line 25, after "THAT", insert "SPECIFICALLY"; on that same page, in line 28, strike "ONLY"; in that same line, strike "ON SIDEWALKS"; on page 10, in line 3, after "DRIVEWAY", insert "WITHOUT THE PERMISSION OF THE OWNER OF THE DRIVEWAY"; and, on that same page, in line 6, after "AREAS", insert ", EXCEPT AT DESIGNATED AREAS WITHIN A TRANSIT ZONE, AS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE"; and, on that same page, in line 14, strike "DISCARDED" and substitute "PARKED".

**Amendment No. 9 {§ 38-20 ("User education.")}**

On page 10, in line 24, after "SUBTITLE", insert "OR THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE".

**Amendment No. 10 {§ 38-22 ("Provider operational responsibilities.")}**

On page 11, in lines 4 and 5, strike "BETWEEN DAWN AND DUSK AS" and substitute "DURING THE HOURS"; on that same page, strike lines 10 through 13 in their entirety, and substitute "WITHIN A TIME DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE"; and, on that same page, in lines 14, 16, and 19, strike "(6)", "(7)", and "(8)", respectively, and substitute "(5)", "(6)", and "(7)", respectively.

**Amendment No. 11 {§ 38-24 ("Seizure.")}**

On page 12, after line 15, insert

"(3) ON THE SEIZURE OF A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE DEPARTMENT MUST PROMPTLY NOTIFY THE PROVIDER OF:

(I) THE REASON FOR SEIZURE;

(II) THE LOCATION OF THE SEIZED DOCKLESS VEHICLE FOR HIRE; AND

(III) THE AMOUNT OF THE FEES, IF ANY, ASSOCIATED WITH THE SEIZURE.”.

**Amendment No. 12 {§ 38-28 (“Criminal penalties.”)}**

On page 1, in line 18, strike “38-28” and substitute “38-27”; on page 8, in line 7, after the semi-colon, insert “OR”; on that same page, in line 9, strike “; OR” and substitute “.”; on that same page, strike lines 10 and 11 in their entireties; on page 12, in line 24, strike “PENALTIES AND”; and, on page 13, strike lines 7 through 15 in their entireties.

**Amendment No. 13 {Citation amounts}**

On page 13, strike lines 21 through 24 in their entireties, on pages 13 and 14, respectively, strike line 30 and lines 1 through 3, respectively, in their entireties; and, in each instance, substitute:

**“SUBTITLE 38. DOCKLESS VEHICLES**

<b><u>§ 38-7(B)(2). EXCEEDING THE MAXIMUM NUMBER OR TYPE OF DOCKLESS VEHICLES PERMITTED TO OPERATE</u></b>	<b><u>\$1,000</u></b>
<b><u>§ 38-8(A). OPERATING A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT A PERMIT</u></b>	<b><u>\$1,000</u></b>
<b><u>§ 38-12. FAILURE OF PROVIDER TO PROVIDE REQUIRED DATA OR REPORTS</u></b>	<b><u>\$1,000</u></b>
<b><u>§ 38-15. FAILURE OF PROVIDER TO NOTIFY OF DATA BREACH</u></b>	<b><u>\$1,000</u></b>
<b><u>§ 38-18. UNLAWFUL OPERATION OF E-BIKE OR E-SCOOTER</u></b>	<b><u>\$20</u></b>
<b><u>§ 38-19. UNLAWFUL PARKING OF DOCKLESS VEHICLE</u></b>	<b><u>\$20</u></b>
<b><u>§ 38-21. DISPLAY OF ADVERTISEMENTS ON DOCKLESS VEHICLES</u></b>	<b><u>\$1,000</u></b>
<b><u>§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES:</u></b>	
<b><u>ITEM (1). FAILURE TO MAINTAIN 24-HOUR CUSTOMER SERVICE PHONE SUPPORT</u></b>	<b><u>\$1,000</u></b>
<b><u>ITEM (2). FAILURE TO REMOVE DOCKLESS VEHICLES FROM PUBLIC</u></b>	

<u>RIGHTS-OF-WAY BETWEEN DUSK AND DAWN, AS DETERMINED IN RULES AND REGULATIONS</u>	<u>\$500</u>
<u>ITEM (3). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION</u>	<u>\$500</u>
<u>ITEM (4). FAILURE TO REMOVE OR REPOSITION ILLEGALLY PARKED DOCKLESS VEHICLES WITHIN REQUIRED TIME</u>	<u>\$500</u>
<u>ITEM (5). FAILURE TO ENSURE THAT DOCKLESS VEHICLES ADHERE TO NATIONAL SAFETY STANDARDS</u>	<u>\$1,000</u>
<u>ITEM (6). FAILURE TO ENSURE THAT PROVIDER OPERATIONS ADHERE TO EQUITABLE ACCESS REQUIREMENTS</u>	<u>\$1,000</u>
<u>ITEM (7). FAILURE TO COMPLY WITH ANY OTHER REQUIREMENT ESTABLISHED BY THE DIRECTOR</u>	<u>\$1,000".</u>

**Amendment No. 14 {Special effective dates}**

On page 1, in line 10, strike “a special effective date” and substitute “special effective dates”; on page 15, strike lines 12 and 13 in their entireties and substitute:

**“SECTION 3. AND BE IT FURTHER ORDAINED That City Code Article 31, Subtitle 38, § 38-3 {“Rules and regulations”}, as enacted by this Ordinance, takes effect on the date of enactment.**

**SECTION 4. AND BE IT FURTHER ORDAINED That, except as provided in Section 3 of this Ordinance, this Ordinance takes effect on the effective date of the rules and regulations adopted by the Department pursuant to City Code Article 31, Subtitle 38, § 38-3 {“Rules and regulations”}.”.**





CITY OF BALTIMORE

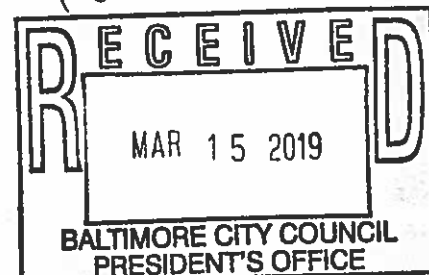
CATHERINE E. PUGH,  
Mayor



DEPARTMENT OF LAW  
ANDRE M. DAVIS, CITY SOLICITOR  
100 N. HOLLIDAY STREET  
SUITE 101, CITY HALL  
BALTIMORE, MD 21202

March 15, 2019

The Honorable President and Members  
of the Baltimore City Council  
Attn: Executive Secretary  
Room 409, City Hall  
100 N. Holliday Street  
Baltimore, Maryland 21202



Re: City Council Bill 19-0324 - Dockless Vehicles - Regulation and Taxation

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 19-0324 for form and legal sufficiency. The bill establishes the Dockless Vehicle Program and requires permits for dockless-vehicle-for-hire providers, imposes data sharing requirements upon dockless-vehicle-for-hire providers and provides for the revocation of dockless-vehicle-for-hire provider permits. The bill establishes standards of operation, imposes penalties for violations and allows for the seizure of a dockless vehicle under certain circumstances. An excise tax is imposed on dockless-vehicle-for-hire. The bill provides for a special effective date.

The Law Department assisted the Department of Transportation in the creation of this program. Given that fact, we see no legal impediment to the creation of this program or to approving the provisions contained in CB 19-0324. Therefore the Law Department is prepared to approve the bill for form and legal sufficiency.

Sincerely,

Victor K. Tervalo  
Chief Solicitor

cc: Andre M. Davis, City Solicitor  
Karen Stokes, Director, Mayor's Office of Government Relations  
Jeffrey Amoros, Mayor's Legislative Liaison  
Elena DiPietro, Chief Solicitor, General Counsel Division  
Hilary Ruley, Chief Solicitor



*KAC*

FROM	NAME & TITLE	Robert Cennamo, Budget Director	CITY of BALTIMORE <b>RECEIVED</b> <b>MEMO</b> MAR 19 2019 DATE. BALTIMORE CITY COUNCIL PRESIDENT'S OFFICE
	AGENCY NAME & ADDRESS	Department of Finance Room 454, City Hall (410) 396-4940	
	SUBJECT	City Council Bill #19-0324 Dockless Vehicles Regulation and Taxation	

TO

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

*Favorable*

City Council Bill 19-0324 is being introduced for the purpose of establishing the Dockless Vehicles Program. This legislation covers permit granting and revocation, vehicle seizures, data sharing, regulation and standards of operation, bike lane provisions, and taxation.

**Background**

The Department of Transportation launched a pilot program for shared dockless vehicles on August 15, 2018. The program operated until February 28, 2019. Currently, the results of the program are being evaluated by the Dockless Vehicle Committee. Dockless vehicles include manual bicycles, e-bicycles, and e-scooters, which are available to the public for rent. There are currently three companies that have entered into agreements to provide and maintain these vehicles within Baltimore City: Bird, Lime and Spin. A fourth company – Jump – plans to enter the space with both bicycles and scooters later this year.

In January 2019 the City Council introduced the first iteration of legislation to regulate and tax dockless vehicle providers and users. Most notably, as it pertains to fiscal impact, this legislation permits the City of Baltimore to determine and impose a fee to support program administration; set limits on the number of dockless vehicle providers and total amount of vehicles that can operate in the City; establish permitting requirements for vehicle providers; mandate a performance bond from providers; establish fines for riders who violate rules for operating dockless vehicles; and mandate an excise tax for providers of vehicles.

**Fiscal Analysis**

**Permits and Program Administration**

This Bill requires all vendors to apply for a permit through a competitive and scored application. This Bill also limits permitting to no more than six providers and 12,000 total dockless vehicles among the three types that are currently made available by providers. The Department of Transportation (DOT) anticipates generating between \$350,000 and \$400,000 annually from permitting fees. Proceeds will be used to support the Department's budget for program administration. Preliminary projected administrative expenses include a full-time staff person, community education and engagement program, and right-of-way infrastructure, as well as other programmatic components.

**Performance Bonds**

This Bill requires that each vendor will pay their own reimbursable bond at the beginning of the permitted period. The Department of Transportation plans to charge \$10,000 for this purpose. This bond is intended to cover fees associated with towing and retrieving dockless vehicles from the harbor, damage to public property caused by these vehicles, and the removal and storage of vehicles that are parked illegally. Companies would either receive a refund at the end of the permitted year or carry any balance on the bond into the subsequent year if the permit is renewed.

DOT recommends this bond amount based on nationwide best practices, data gathered during the pilot period, and consultation with the Police Department's Marine Unit. Since August 2018 the Marine Unit has only retrieved eight dockless devices from the harbor. Based on benchmarking research, DOT does not expect that costs resulting from vehicle towing, retrieval and storage, or damage to public property, will exceed the bond amount. However, the City could pursue other methods of recourse should expenses exceed a vendor's bond amount, including terminating a permit or requiring a supplemental bond.

#### **Citations and Fines**

This Bill stipulates that the City will levy fines on dockless vehicle operators for unlawful operation and/or parking of eligible vehicles. The anticipated fine amount for each infraction is \$20. Revenues from fines will depend on ridership, compliance, and enforcement of the law. Assuming 1,380,000 riders annually and 2% non-compliance, this would yield estimated revenue of about \$550,000. This figure assumes a collection rate of 100% for all qualifying violations.

This ridership estimate was derived by DOT based on data available from the pilot program. The non-compliance figure is purely speculative and is meant to establish a frame of reference. Finance cannot determine at this time if more or less than 2% of riders will be non-compliant. What's more, revenue from fines is expected to decrease in subsequent years, after vehicle operators adjust their behavior.

#### **Excise Tax**

This Bill stipulates that every provider of dockless vehicles will be subject to an excise tax. The anticipated tax amount will be 10 cents per vehicle rental period (i.e. from trip start to finish). This rate is based on national standards and puts the legislated fee in the same range as the current pilot fees.

Based on data provided by the programs currently operating in the City, the Department of Transportation estimates that total rides – accounting for all dockless vehicle modes – will amount to between 1,380,000 and 1,800,000 annually. This figure assumes that demand for dockless vehicles remains at current levels and that new entrants will be operating in an already saturated space. If demand wanes or greater availability increases operator enthusiasm, ridership could fall to the lower bound or grow to the higher bound of this estimate.

Assuming actual ridership trends toward the lower bound of this range, the City would generate \$138,000 from the proposed excise tax on an annual basis. At the higher bound of this range, the City would generate \$180,000.

#### **Conclusion**

The Department of Finance anticipates that the proposed legislation, using conservative estimates, could generate over \$1,000,000 in new revenue for the City while imposing expenditures of \$375,000. Due to the recent rise of dockless modes of transportation, growing number of entrants into the space, unknown consumer behavior, and the uniqueness of this legislation, Finance cannot provide specific estimates. A hypothetical fiscal estimate, based on the already discussed assumptions, is provided in the table below:

<b>Fiscal Impact Category</b>	<b>Fiscal 2020 Revenue Estimate</b>
<i>Permits &amp; Administration</i>	\$375,000
<i>Citations &amp; Fines</i>	\$550,000
<i>Excise Tax</i>	\$159,000
<b>TOTAL</b>	<b>\$1,084,000</b>

*Note: Fiscal 2020 figures are based on averages and DOT estimates*

Finance supports this legislation.

cc: Jeffrey Amoros



**MEMORANDUM**

DATE: March 12, 2019  
TO: Land Use and Transportation Committee  
FROM: William H. Cole, President and CEO *W. H. Cole*  
POSITION: Support  
SUBJECT: Council Bill 19-0324 – Dockless Vehicles – Regulation and Taxation

INTRODUCTION

The Baltimore Development Corporation (BDC) is reporting on City Council Bill 19-0324 introduced by the Council President, at the request of the Department of Transportation.

PURPOSE

For the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-vehicle-for hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

BRIEF HISTORY

None

FISCAL IMPACT

None

AGENCY POSITION

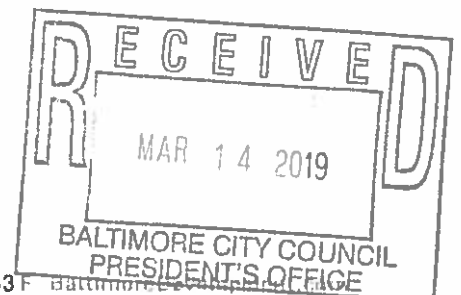
The Baltimore Development Corporation **Supports** City Council Bill 19-0324.

If you have any questions, please do not hesitate to contact Kimberly Clark at [kclark@baltimoredevelopment.com](mailto:kclark@baltimoredevelopment.com) or 410-837-9305.

cc: Jeffrey Amoros

[RT]

*F*





**Amended Dockless Vehicle Bill Factsheet**

*Amendments were made for clarity from the DOT administration, based on conversations with council and from feedback received from the industry. The following is a summary of the amended bill.*

**Defines:** E-scooters and e-bikes vehicle type, legal riding and parking

**Riding:**

- Scooter 15 mph, e-bikes 20 mph
- Users under 16 must wear helmets
- Cannot use roadways where bicycles also prohibited (like I-83)
- Allowed on sidewalk when roadways is 30mph or greater
- Must be able to maintain control of vehicle as it is designed to be ridden

**Parking:**

- Must be parked upright on sidewalks or designated parking hubs
- Leave 4 feet of space for pedestrians
- Do not block driveway, bus stop, loading zone, or ADA accessibility

**Enforcement:** Users subject to \$20 civil citations for illegal riding or parking

**Outlines:** Dockless Vehicles Program - e-scooters, e-bikes, and other vehicles available for rent from private companies which apply for a permit

**Overview:**

- Annual permit, with rules and regulations up for public comment
- Cost recovery- fees to pay for administration
- Director sets minimum and maximum vendors and vehicles
- Must contain equity provisions

**Provider responsibilities:**

- Submit data reports, protect user privacy, notify DOT of any data breaches
- Maintain insurance, performance bond, and pay all fees
- Educate users of laws in the application or on the vehicles
- Must operate a 24 hour service line
- Must ensure proper parking
- Must reposition vehicles within a set time frame
- Must ensure vehicles adhere to safety standards

**Enforcement:**

- Civil citations from \$500- \$1000 for violating provisions, rules and regulations
- Seizure of vehicles allowed if parked in violation of laws
- Revocation of permit for not maintaining insurance, bond, data , fees, or making false statements on application

**Fees:**

- Program administration fee set by DOT to administer the program
- Excise tax of \$.10 per rental
- Refundable performance bond for retrieval and storage of vehicles.

The bill outlines that more specific requirements will be set within the permit rules and regulations; there rules will be posted for public comment. This will allow for annual changes which reflect changes in the market and technology.

received  
3-20-19 JLC





DOWNTOWN  BALTIMORE

March 20, 2019

Baltimore City Council  
Land Use and Transportation Committee  
100 N. Holliday Street  
Baltimore, MD 21202

**RE: Dockless Vehicle Program Support (19-0234)**

Dear Councilman Reisinger and Honorable Members of the Land Use and Transportation Committee:

On behalf of the Downtown Partnership of Baltimore (DPOB), I am writing in support of City Council Bill 19-0324, which would make the Dockless Vehicle program permanent. As stewards of the city's most dense, diverse, and transit rich neighborhood, DPOB remains committed to ensuring that Downtown has numerous transportation options that allow the neighborhood to remain accessible for all. In a 2017 editorial entitled "Desegregating Baltimore", *The Baltimore Sun* wrote: "Of particular note, Baltimore's fastest growing neighborhood today, the traditional central business district, is also one of its most integrated."

DPOB oversees the Downtown Management Authority (DMA), Baltimore's oldest and largest business improvement district. Through its many initiatives, DPOB improves quality of life by increasing investment, retaining business, improving park spaces and many other vital functions. Throughout the pilot, DPOB has attended the Dockless Vehicle Committee meetings hosted by the Baltimore City Department of Transportation (BCDOT) to stay up to date on the program. Based on what we have monitored in that committee — the program is a great benefit to Baltimore City and provides a much-needed transportation option for everyone that lives, works and visits here.

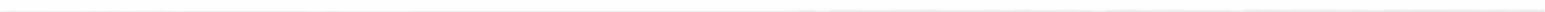
BCDOT has engaged DPOB throughout the pilot, including in discussion about the bill amendments. We are in support of the amendments to the bill which BCDOT submitted. DPOB is confident in the work put into Bill 19-0324 and ask that you vote favorably for making dockless vehicles a permanent option for Baltimore. We look forward to ongoing engagement with BCDOT.

Sincerely,



Kirby Fowler  
President





LAND USE AND TRANSPORTATION COMMITTEE

BILL 19-0324

COMMUNICATIONS

Control District	Address	INDIVIDUALS - SUPPORT
101	10101	
102	10202	
103	10303	
104	10404	

received  
3-20-19 *fx*

ORGANIZATIONS - SUPPORT		Received
<b>BIRD</b> Cameron Kilberg Senior Manager, Government Affairs 111 S. Calvert Street, Suite 2820 Baltimore, MD 21202		3/19/19
<b>Mayor's Bicycle Advisory Commission</b> c/o Baltimore City Department of Transportation Jon Laria, Chair 417 E. Fayette Street, Room 559 Baltimore, MD 21202 (443) 984-0099		3/19/19
<b>Bikemore</b> Jed Weeks, Policy Director 2209 Maryland Avenue Baltimore, MD 21218 443.475.0350 Bikemore.net		3/19/19
<b>Waterfront Partnership of Baltimore</b> Ms. Laurie Schwartz, President 650 South Exeter Street, Suite 200 Baltimore, MD 21202 <a href="http://www.waterfrontpartnership.org">www.waterfrontpartnership.org</a> <a href="http://www.healthyharbor.org">www.healthyharbor.org</a>		3/19/19
INDIVIDUALS – SUPPORT	Received	Council District
<b>Jorge Otero-Millan</b> 123 N Patterson Park Ave Baltimore, MD 21231-1659 <a href="mailto:jorge7582@gmail.com">jorge7582@gmail.com</a>	3/19/19	1st
<b>John Watson</b> 335 S Clinton St Baltimore, MD 21224-2322 <a href="mailto:bostonfan35@yahoo.com">bostonfan35@yahoo.com</a>	3/19/19	1st
<b>Marisa Saville</b> 150 S Bouldin St Baltimore, MD 21224-2201 <a href="mailto:mfsaville@gmail.com">mfsaville@gmail.com</a>	3/19/19	1st
<b>Collin Hayward</b> 130 N Milton Ave Baltimore, MD 21224-1048 <a href="mailto:haywardcollin@gmail.com">haywardcollin@gmail.com</a>	3/20/19	1st



Bill 19-0324 - Committee Communications

<a href="mailto:lizcornish@gmail.com">lizcornish@gmail.com</a>		
<b>Craig Bettenhausen</b> 2521 Guilford Ave Baltimore, MD 21218-4619 <a href="mailto:Craigbettenhausen@gmail.com">Craigbettenhausen@gmail.com</a>	3/19/19	12th
<b>Brittany Moyer</b> 2609 Guilford Ave Baltimore, MD 21218-6352 <a href="mailto:brit.moyer@gmail.com">brit.moyer@gmail.com</a>	3/19/19	12th
<b>Peter Morrill</b> 217 W 27th St Baltimore, MD 21211-3002 <a href="mailto:pkmorrill@gmail.com">pkmorrill@gmail.com</a>	3/20/19	12th
<b>Christopher Nelson</b> 2539 N Howard St Baltimore, MD 21218-4506 <a href="mailto:chrisschross@gmail.com">chrisschross@gmail.com</a>	3/20/19	12th
<b>Chris Madaio</b> 27 S Ann St Baltimore, MD 21231-1802 <a href="mailto:cmadaio@gmail.com">cmadaio@gmail.com</a>	3/20/19	13th
<b>JR Johnstone</b> 514 S Ann St # B Baltimore, MD 21231-3249 <a href="mailto:jr.johnstone@gmail.com">jr.johnstone@gmail.com</a>	3/20/19	13th
<b>Andrew Hinz</b> 1427 Park Ave Baltimore, MD 21217-4231 <a href="mailto:ahinz61@outlook.com">ahinz61@outlook.com</a>	3/20/19	13th
<b>Nick Rizzutti</b> 3642 Keswick Rd Baltimore, MD 21211-2534 <a href="mailto:nickrizzutti@gmail.com">nickrizzutti@gmail.com</a>	3/19/19	14th
<b>Alexandra Eisler</b> 109 E 32nd St Baltimore, MD 21218-3331 <a href="mailto:eislera@gmail.com">eislera@gmail.com</a>	3/19/19	14th
<b>Janelle Wizda</b> 3516 Beech Ave Baltimore, MD 21211-2618 <a href="mailto:jwizda@gmail.com">jwizda@gmail.com</a>	3/19/19	14th
<b>Ally Amerson</b> 3937 Cloverhill Rd Baltimore, MD 21218-1708 <a href="mailto:allymerrill@gmail.com">allymerrill@gmail.com</a>	3/19/19	14th
<b>Gina Grinstead</b> 3925 Beech Ave Apt 311 Baltimore, MD 21211-2258 <a href="mailto:ginagee@gmail.com">ginagee@gmail.com</a>	3/19/19	14th
<b>Samantha Paschke</b> 108 W 39th St Apt 8 Baltimore, MD 21210-3154 <a href="mailto:scoffey3@gmail.com">scoffey3@gmail.com</a>	3/19/19	14th
<b>John Roche</b> 311 Birkwood Pl Baltimore, MD 21218-2815 <a href="mailto:dirtengineer@gmail.com">dirtengineer@gmail.com</a>	3/19/19	14th
<b>Mark Thompson</b> 400 Range Rd Towson, MD 21204-3719 <a href="mailto:mst987@gmail.com">mst987@gmail.com</a>	3/19/19	NA

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# ORGANIZATIONS - SUPPORT

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Baltimore Land Use Transportation Committee  
March 20, 2019

**Testimony in Support of File Number 19-0324 with Amendments  
Dockless Vehicles - Regulation and Taxation  
Bird Rides, Inc.**

Chairman Reisinger, Members of the Committee –

My name is Cameron Kilberg. I am the Senior Manager, Government Affairs for Bird Rides, Inc. Bird Rides is a shared scooter operator in the state of Maryland, and throughout the country. Currently we are operating under the pilot agreement here in the City of Baltimore.

Bird's shared electric low speed scooters are a "first-mile, last-mile" transportation solution — and thanks to our partnership with Baltimore, they have already been widely embraced by residents. To date, tens of thousands of residents and visitors of Baltimore have ridden Bird and taken advantage of the city's e-scooter pilot program. The average Bird ride is currently 1.5 miles; a distance that indicates our service is being used to close the first-mile, last-mile gap.

We are here today to support (with amendments) File Number 19-0324 that will codify a dockless vehicle program. We've spoken to Council, the City Department of Transportation, and local bicycle organizations about our support and recommendations.

We respectfully recommend the following:

1. To match the definition set to pass in the state legislature.
2. Ensure riders are able to ride beyond the hours of dawn to dusk, as this time period does not adequately address the transportation needs of the City of Baltimore. We propose allowing the providers to determine the best times to apply and remove their fleets based on rider demand.
3. While we agree that a speed of 6 mph while riding on sidewalk is appropriate the ordinance should clarify that the speed should be the responsibility of the rider and not the operator, as operators are at this time unable to tell the difference between a bikelane and a sidewalk via GPS.



4. We recommend that the fees for operators be both reasonable and necessary and we believe this standard is met by ensuring a 5-cent tax per ride for the City tax coupled with reasonable City fees. We recommend a set fee of \$15,000 a year or no more than a 5-cent fee to cover administrative costs.

5. We urge you all to reconsider unprecedented recommended language, which includes all officers, employees, contractors, and agents as Providers, and thus leaves them susceptible to liability related to penalties, as opposed to the company itself being liable. This is a dangerous precedent to set, as it would also leave Baltimore citizens who participate in the gig economy liable for company decision and actions.

6. Related to this, we also ask that you eliminate all recommended penalties from this ordinance and allow such fines to be dictated by the program's regulations, while also specifying that all penalties must be reasonable and shall not exceed penalties assessed to riders of bicycles and penalties and fines should be assessed to the individual responsible for the violation. This is an important distinction, as under the State Code of Maryland we will be considered a bicycle.

We also respectfully submit a more detailed draft of recommended amendments for your review.

We look forward to continuing to work with you to provide first-mile, last mile transportation solutions to the citizens of Baltimore.

Thank you and I look forward to your questions.

Enjoy the Ride.

Cameron Kilberg  
Senior Manager, Government Affairs  
BIRD





**Recommended Amendments to Council Ordinance and Baltimore DOT Amendments Included.**

Page 3, Section 38-1, strike section (E)(1) and insert state code definition which will pass the state legislature in next 3 weeks.

Page 4, Section 38-1, strike section (H)(2) definition of “provider.”

**Bird Note: This definition will need to be removed as it leaves all Bird employees susceptible to liability related to penalties, as opposed to the company itself being liable.**

Page 4, Section 38-1, strike section (H)(1) and insert (H) “Provider” means any company that dockless vehicle for hire.

Page 5, Section 38-6(C), strike section entirely.

**Bird Note: The language describing “imposition of fees” is generic and open to interpretation, which could lead to arbitrary and excessive fees being levied against providers. We recommend inserting the following: Providers may be charged fees to recoup costs for program administration provided that the total amount of such fees collected shall not exceed the reasonable and necessary cost. We recommend 5-cent tax per ride for the City tax coupled with a set fee of \$15,000 a year or no more than a 5-cent fee to cover administrative costs.**

Page 6, Section 38-6(D)(2)(II), strike “48 hours” and insert “7 days”

**Bird Note: While we respect the city’s desire for swift removal in the case of a program termination, it would be extremely difficult logistically to remove all vehicles within 48 hours as it would require additional manpower that would not be local to Baltimore to assist in removal.**

Pages 7-8, Section 38-12(A-C), strike existing lines and replace with “As a condition for operating a dockless vehicle program, Dockless vehicle operators shall provide to the Department anonymized fleet and ride activity data for all trips starting or ending within the jurisdiction of the local authority on any vehicle of the operator or of any person or company controlled by, controlling, or under common control with the operator, provided that, to ensure individual privacy.”

1. such data is provided via an application programming interface, subject to the scooter-share operator’s license agreement for such interface, in compliance with a national data format specification such as the Mobility Data Specification;
2. any such data provided shall be treated as trade secret and proprietary business information, shall not be shared to third parties without the scooter-share operator’s consent, and shall not be treated as owned by the local authority; and
3. such data shall be considered private, and shall under no circumstances be disclosed pursuant to public records requests received by the local authority without prior aggregation or obfuscation to protect individual privacy.



**Bird Note: This process will ensure not only user privacy, but also that company proprietary information is not shared.**

Page 9, Section 38-183(7), strike “And the speed of the e-bike or e-scooter on the sidewalk does not exceed 6 miles per hour” and insert “and or the rider operates the e-bike or e-scooter at a speed not to exceed 6 miles per hour”

**Bird Note: As discussed, we believe the responsibility to operate the e-scooter at 6 miles per hour should be explicitly placed on the rider, not the provider.**

Page 11, Section 38-22(2), strike section requiring provider to remove vehicles by dusk.

**Bird note: We believe this time period does not adequately address the transportation needs of the City of Baltimore. We propose allowing the providers to determine the best times to apply and remove their fleets based on rider demand.**

Page 12, Section 38-24(A), strike section and insert:

“(a) If a dockless vehicle is parked in a manner that impedes the free flow of vehicular or pedestrian traffic or poses a hazard, any person may reposition the dockless vehicle to attempt to address the obstruction or hazard, and such action shall not be deemed a criminal trespass or a contributing or proximate cause of any injury or property damage resulting from such repositioning

(b) The City is authorized to enforce state and local parking laws, rules, and regulations applicable to dockless vehicles. The City and its employees responsible for enforcing parking laws, rules, and regulations are authorized to cause dockless vehicles to be removed when they pose a threat to public health or safety and such threat cannot be reasonably remedied pursuant to subsection (a). If the City or its employees remove a dockless vehicle that is available to the public for rent to a location from which it cannot be rented, or remove a dockless vehicle into custody, and if such dockless vehicle is marked with contact information for the Provider, the City shall take reasonable steps to provide notice to the Provider of the removal, the current location of the dockless vehicle and the process for disputing the removal. The City may not charge removal costs to the Provider of the dockless vehicle unless the City provides the Provider written notice of the removal, the current location of the dockless vehicle, the costs of the removal, and the process for disputing the removal within 48 hours after removal.”

Pages 13-15, Sections 40-14 and 41-14, strike all provisions and replace with “penalties and fines must be reasonable and shall not exceed penalties assessed to riders of bicycles and penalties and fines should be assessed to the individual responsible for the violation..”

Page 16, Section 31-3, strike 10 and insert 5

**Bird note: We believe a \$0.05 tax allows providers the opportunity to build long-term operations in the city. Unfortunately, because of the high cost of operating in Baltimore, higher fees make our presence less certain and sustainable.**



c/o Baltimore City Department of Transportation  
417 E. Fayette Street, Room 559  
Baltimore, MD 21202  
(443) 984-0099

March 20, 2019

Chairman Edward L. Reisinger  
Land Use and Transportation Committee  
Baltimore City Council  
100 N. Holliday Street  
Baltimore, MD 21202

**RE: City Council Bill 19-0324 (Dockless Vehicles – Regulation and Taxation)**

Dear Councilman Reisinger and Members of the Committee:

The Mayor's Bicycle Advisory Commission (MBAC) is charged with coordinating among City agencies the implementation and updating of the City's Bicycle Master Plan; advising on policies that support bicycling in the City; and advocating for capital and operating funds for bicycle infrastructure and programs.

Among the Commission's priorities has been the creation of a robust bikeshare system for Baltimore. As you know, our initial bikeshare system required expensive, permanently-installed docks. Practically nobody had heard of dockless bikes or dockless scooters, but now these dockless systems are quickly replacing docked systems everywhere.

Dockless vehicles, including pedal bikes, e-bikes, and e-scooters, combined with high-quality bicycle facilities, are an important community asset. They contribute to our economy by helping to attract residents and visitors alike, and enhancing their mobility. Even more importantly, dockless vehicles will make Baltimore more equitable by providing an inexpensive and accessible way for residents to get to jobs, appointments, and schools in our transit-challenged city.

With uncommon vision last fall, the City created a dockless pilot program that has been widely praised and enormously successful, as the ridership data demonstrates. It is now time to make the pilot into a permanent program with an ordinance and regulations. CCB 19-0324 represents the outcome of an inclusive process that sought and received input from many stakeholders, including transportation experts, community representatives, health professionals, mobility advocates, and others. Like the pilot program, it is likely to be viewed as setting a high standard in terms of what the City expects from potential vehicle providers, while continuing the pilot's emphasis on transparency and equity.

Chairman Edward L. Reisinger  
March 20, 2019  
Page 2

Much credit is due to the City agencies involved, especially DOT and the Law Department, for their thoughtful and thorough approach to the subject, drawing upon best practices from around the country and our own experience with the local pilot. The *ad hoc* Dockless Vehicle Committee worked hard to gather information and synthesize it for inclusion in the bill. We are especially grateful to Chairman Reisinger, who insisted upon and ensured a collaborative approach.

There is no question that we are in the midst of a "shared mobility" revolution that needs to be encouraged, but also regulated and managed responsibly. CCB 19-0324 strikes the right balance between these imperatives, and will ensure that Baltimore is helping to lead the way.

I respectfully urge your favorable action on the bill, with the amendments presented by DOT today.

Please do not hesitate to contact me directly with any questions at 410-528-5506, and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Laria". The signature is stylized with a large initial "J" and "L".

Jon Laria  
Chair

cc: Mayor Catherine E. Pugh  
President Bernard C. "Jack" Young  
DOT Director Michelle Pourciau  
MBAC Members



March 20, 2019

Chairman Edward L. Reisinger  
Land Use and Transportation Committee  
Baltimore City Council  
100 N. Holliday Street  
Baltimore, MD 21202

RE: City Council Bill 19-0324 (Dockless Vehicles – Regulation and Taxation)

Dear Councilman Reisinger and Members of the Committee:

Bikemore is Baltimore's livable streets advocacy organization, representing over 3,000 donor members and thousands more city residents who walk, bike, and take public transportation every day.

Baltimore City is facing a public health and transportation safety crisis. Each year on our roadways, 50 people die and more than 10,000 are severely injured in crashes involving motor vehicles. These same motor vehicles release harmful and deadly emissions into our city air. Child asthma rates in Baltimore are twice the national average and the primary reason kids miss school. And, hospital admission rates for asthma closely track our major car commuting routes in Baltimore City. According to data linked in the Health Department report on the recently passed Clean Air Act, "the city of Baltimore in particular is characterized by the highest total mortality rate from all combustion sources: about 130 early deaths attributable to PM 2.5 per year per 100,000 inhabitants."

We have to do everything in our power reduce reliance on personal automobiles in Baltimore City, because the data clearly shows that reliance on personal automobiles kills hundreds and injures thousands of Baltimoreans every year.

Dockless vehicles fit into this picture as one of many solutions. The data from our pilot program--a regarded as one of the most forward thinking and successful pilot programs in the country--clearly shows that personal automobile trips and taxi/rideshare trips were replaced by scooter and e-bike trips when the program was available to those users. And data nationally shows that when these programs are paired with construction of high-quality, separated mobility lanes, more people of all ages and abilities replace car trips with lower impact, healthier walking, biking, and public transportation trips.

Over 750,000 trips were taken by nearly 200,000 riders in the pilot period. The evaluation report shows 81% of respondents, including a majority of non-users support continuation of the dockless program. It's clear the public believes the program should be made permanent.

CCB 19-0324 represents the outcome of an input process that sought expertise from a wide group of constituents including the Mayor's Bicycle Advisory Commission, business leaders, residents, public health professionals, advocacy organizations.

We thank Chairman Reisinger, Baltimore City DOT, and the Baltimore City Law Department for their open and responsive approach to drafting this legislation and subsequent DOT amendments, that combined create legislation that is likely to be a model for other cities.

We ask that the Baltimore City Land Use and Transportation Committee support CCB 19-0324 as amended with the package of DOT amendments that was reviewed by the ad hoc Dockless Vehicle Committee, which will ensure a flexible, transparent, and leading permit program is developed by Baltimore City Department of Transportation.

We also ask that the Baltimore City Land Use and Transportation Committee review the subsequent permit development by Baltimore City DOT to ensure that the spirit of best practices, equitable distribution, and flexibility continues through to the permit process.

And finally, we ask that this committee continue to advocate for more and safer all-ages infrastructure so that this program may continue to be a national success as it grows and gets more people out of cars.

Thank you, and should you have any questions, feel free to contact me at [jed@bikemore.net](mailto:jed@bikemore.net).

Sincerely,



Jed Weeks  
Policy Director

**WATERFRONT**  
**PARTNERSHIP**  
OF BALTIMORE

March 19, 2019

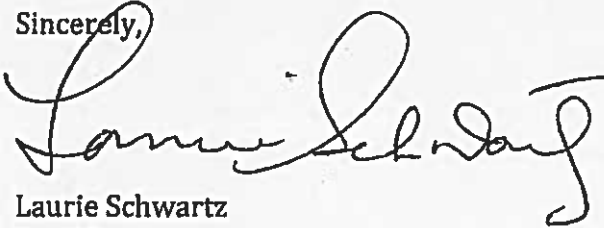
Baltimore City Council  
Land Use and Transportation Committee  
c/o Jennifer Coates  
100 Holliday Street, Room 416  
Baltimore, Maryland 21202

Dear Chairman Reisinger and Honorable Members of the Committee:

Waterfront Partnership supports Council Bill 19-0324, which would make the Dockless Vehicle program permanent. Throughout the pilot, we have attended the Dockless Vehicle Committee meetings hosted by the Baltimore City Department of Transportation (BCDOT) to stay up to date on the program. Our stakeholders, including property owners and business owners of the Inner Harbor, Harbor East, Harbor Point and Fell's Point, believe, with proper monitoring and enforcement, that the program as proposed would be an amenity for our neighborhoods.

BCDOT has involved our committee throughout the pilot, including in discussion about the bill amendments. We are in support of the amendments to the bill which BCDOT submitted. Waterfront Partnership asks that you vote favorably for making dockless vehicles a permanent option for Baltimore.

Sincerely,



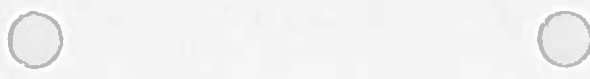
Laurie Schwartz  
President

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# **INDIVIDUALS - SUPPORT**

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# FIRST DISTRICT

**Coates, Jennifer**

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**From:** jorge7582@everyactioncustom.com on behalf of Jorge Otero-Millan <jorge7582@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 2:29 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Jorge Otero-Millan  
123 N Patterson Park Ave Baltimore, MD 21231-1659 jorge7582@gmail.com

## **Coates, Jennifer**

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**From:** bostonfan35@everyactioncustom.com on behalf of John Watson <bostonfan35@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 10:55 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
John Watson  
335 S Clinton St Baltimore, MD 21224-2322 bostonfan35@yahoo.com

**Coates, Jennifer**

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**From:** mfsaville@everyactioncustom.com on behalf of Marisa Saville  
<mfsaville@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 8:52 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Marisa Saville  
150 S Bouldin St Baltimore, MD 21224-2201 mfsaville@gmail.com

**Coates, Jennifer**

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**From:** haywardcollin@everyactioncustom.com on behalf of Collin Hayward  
<haywardcollin@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 7:28 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Collin Hayward  
130 N Milton Ave Baltimore, MD 21224-1048 haywardcollin@gmail.com

**Coates, Jennifer**

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**From:** trishwhite316@everyactioncustom.com on behalf of Patricia White <trishwhite316@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 7:25 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Patricia White  
2200 E Lombard St Baltimore, MD 21231-2060 trishwhite316@starpower.net

**Coates, Jennifer**

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**From:** greghinch@everyactioncustom.com on behalf of Gregory Hinchliffe  
<greghinch@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 7:13 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

As a long-time advocate for multi-modal transportation and road safety, I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and MOST IMPORTANT, to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Gregory Hinchliffe  
111 S Collington Ave Baltimore, MD 21231-2015 greghinch@aol.com

**Coates, Jennifer**

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**From:** homerunner88@everyactioncustom.com on behalf of Clayton Campbell  
<homerunner88@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 10:00 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Clayton Campbell  
2939 Hudson St Baltimore, MD 21224-4839 homerunner88@gmail.com



# FIFTH DISTRICT

**Coates, Jennifer**

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**From:** wallywhat@everyactioncustom.com on behalf of WALTER PINKARD  
<wallywhat@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 9:26 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
WALTER PINKARD  
1303 Appleby Ave Baltimore, MD 21209-3719 wallywhat@gmail.com

# SEVENTH DISTRICT

**Coates, Jennifer**

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**From:** melvin.blickenstaff@everyactioncustom.com on behalf of Melvin Blickenstaff  
<melvin.blickenstaff@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 3:06 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I have been a regular user of the dockless bikes and scooters because they are a convenient and inexpensive way to get around without relying on an expensive car/parking and generally unreliable public transit. I hope to continue to use the dockless vehicles for the foreseeable future.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law. Construction of more separated infrastructure is absolutely critical to the future of this program and for the safety of its users.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Melvin Blickenstaff  
1442 Medfield Ave Baltimore, MD 21211-1527 melvin.blickenstaff@gmail.com

**Coates, Jennifer**

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**From:** mojo\_art@everyactioncustom.com on behalf of Joseph Martorella  
<mojo\_art@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 4:18 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Joseph Martorella  
1235 Union Ave Baltimore, MD 21211-1902 mojo\_art@yahoo.com

**Coates, Jennifer**

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**From:** ashesmith85@everyactioncustom.com on behalf of Ashe Smith <ashesmith85@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 5:39 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

Please provide me with some logical reasons as to why scooters should not be allowed in our City. Regulation and safety are not real reasons, they are just excuses.

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Ashe Smith  
2318 Callow Ave Baltimore, MD 21217-4625 ashesmith85@gmail.com

**Coates, Jennifer**

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**From:** keithuram@everyactioncustom.com on behalf of Keith Uram  
<keithuram@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 10:39 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Keith Uram  
1401 Weldon Pl S Apt B1 Baltimore, MD 21211-1553 keithuram@yahoo.com

**Coates, Jennifer**

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**From:** graham@everyactioncustom.com on behalf of Graham Coreil-Allen  
<graham@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 8:12 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

\*\*\*\*\*//// I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law. ////\*\*\*\*\*

PROTECTED MOBILITY LANES SAVE MY LIFE EVERYDAY. THE BIG JUMP KEEPS ME ALIVE. PLEASE BUILD MORE PROTECTED PATHS SO I DON'T DIE. THANKS in ADVANCE (assuming I'm not killed by a car)

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Graham Coreil-Allen  
3210 Auchentoroly Ter Baltimore, MD 21217-1949 graham@grahamprojects.com



# ELEVENTH DISTRICT

**Coates, Jennifer**

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**From:** atjones4@everyactioncustom.com on behalf of Adam Jones <atjones4@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 3:10 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Adam Jones  
1735 Bolton St Baltimore, MD 21217-4326 atjones4@gmail.com

**Coates, Jennifer**

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**From:** ari.goldstein@everyactioncustom.com on behalf of Ari Goldstein  
<ari.goldstein@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 5:12 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Ari Goldstein  
634 Eislen St Baltimore, MD 21230-2410  
ari.goldstein@som.umaryland.edu

**Coates, Jennifer**

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**From:** hbranger@everyactioncustom.com on behalf of holly tilford  
<hbranger@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 9:54 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
holly tilford  
1627 Webster St Baltimore, MD 21230-4745 hbranger@loyola.edu

# TWELFTH DISTRICT

**Coates, Jennifer**

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**From:** jed@everyactioncustom.com on behalf of Jed Weeks <jed@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 1:31 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Jed Weeks  
214 W 27th St Baltimore, MD 21211-3001  
jed@bikemore.net

**Coates, Jennifer**

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**From:** brendanvburns@everyactioncustom.com on behalf of Brendan Burns  
<brendanvburns@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 4:13 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Brendan Burns  
2447 N Calvert St Baltimore, MD 21218-5216 brendanvburns@gmail.com

**Coates, Jennifer**

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**From:** corey.jennings@everyactioncustom.com on behalf of Corey Jennings  
<corey.jennings@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 3:12 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Corey Jennings  
505 W 28th St Baltimore, MD 21211-3028  
corey.jennings@gmail.com



**Coates, Jennifer**

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**From:** lizcornish@everyactioncustom.com on behalf of Liz Cornish  
<lizcornish@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 4:45 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Liz Cornish  
2743 Maryland Ave Baltimore, MD 21218-4329 lizcornish@gmail.com

**Coates, Jennifer**

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**From:** Craigbettenhausen@everyactioncustom.com on behalf of Craig Bettenhausen  
<Craigbettenhausen@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 5:20 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

These bikes and scooters are making Baltimore's benefits accessible to more people, reducing traffic, increasing overall safety by reducing the number of cars on road, benefiting the environment, and increasing community engagement by encouraging modes of transport that interface with the world around you.

They're also quickly becoming a basic requirement for tourism and for a city to seem like a modern place to live and visit, an expected piece of 21st century urban infrastructure. Bonus: Infrastructure not one that requires much \$\$ from the city coffers.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Craig Bettenhausen  
2521 Guilford Ave Baltimore, MD 21218-4619 Craigbettenhausen@gmail.com

**Coates, Jennifer**

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**From:** brit.moyer@everyactioncustom.com on behalf of Brittany Moyer  
<brit.moyer@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 5:44 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Brittany Moyer  
2609 Guilford Ave Baltimore, MD 21218-6352 brit.moyer@gmail.com

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**Coates, Jennifer**

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**From:** pkmorrill@everyactioncustom.com on behalf of Peter Morrill  
<pkmorrill@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 4:43 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Peter Morrill  
217 W 27th St Baltimore, MD 21211-3002  
pkmorrill@gmail.com

**Coates, Jennifer**

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**From:** chrisschross@everyactioncustom.com on behalf of Christopher Nelson  
<chrisschross@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 8:33 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Christopher Nelson  
2539 N Howard St Baltimore, MD 21218-4506 chrisschross@gmail.com

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**THIRTEENTH DISTRICT**

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**Coates, Jennifer**

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**From:** cmadaio@everyactioncustom.com on behalf of Chris Madaio  
<cmadaio@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 8:53 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

I have used the scooters, bikeshare, and E bikes multiple times. And I have seen many other people doing them as well. They are a great addition to the city and make a living in the city a better experience. These are the things we need to do to attract more young city residents.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Chris Madaio  
27 S Ann St Baltimore, MD 21231-1802  
cmadaio@gmail.com

**Coates, Jennifer**

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**From:** jr.johnstone@everyactioncustom.com on behalf of JR Johnstone  
<jr.johnstone@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 7:30 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
JR Johnstone  
514 S Ann St # B Baltimore, MD 21231-3249 jr.johnstone@gmail.com



**Coates, Jennifer**

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**From:** ahinz61@everyactioncustom.com on behalf of Andrew Hinz <ahinz61@everyactioncustom.com>  
**Sent:** Wednesday, March 20, 2019 5:17 AM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Andrew Hinz  
1427 Park Ave Baltimore, MD 21217-4231  
ahinz61@outlook.com

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**FOURTEENTH DISTRICT**

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**Coates, Jennifer**

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**From:** nickrizzutti@everyactioncustom.com on behalf of Nick Rizzutti  
<nickrizzutti@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 2:44 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Nick Rizzutti  
3642 Keswick Rd Baltimore, MD 21211-2534 nickrizzutti@gmail.com

**Coates, Jennifer**

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**From:** eislera@everyactioncustom.com on behalf of Alexandra Eisler  
<eislera@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 2:58 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Alexandra Eisler  
109 E 32nd St Baltimore, MD 21218-3331  
eislera@gmail.com

**Coates, Jennifer**

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**From:** jwizda@everyactioncustom.com on behalf of Janelle Wizda  
<jwizda@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 2:07 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Janelle Wizda  
3516 Beech Ave Baltimore, MD 21211-2618 jwizda@gmail.com

**Coates, Jennifer**

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**From:** allymerrill@everyactioncustom.com on behalf of Ally Amerson  
<allymerrill@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 3:18 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Ally Amerson  
3937 Cloverhill Rd Baltimore, MD 21218-1708 allymerrill@gmail.com

**Coates, Jennifer**

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**From:** ginagee@everyactioncustom.com on behalf of Gina Grinstead  
<ginagee@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 5:50 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,

Gina Grinstead

3925 Beech Ave Apt 311 Baltimore, MD 21211-2258 ginagee@gmail.com

**Coates, Jennifer**

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**From:** JamesOWeeks@everyactioncustom.com on behalf of James Weeks  
<JamesOWeeks@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 2:49 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,

James Weeks

54 King Street PO 2062 Sparks Glencoe, MD 21152 JamesOWeeks@gmail.com



## Coates, Jennifer

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**From:** scoffey3@everyactioncustom.com on behalf of Samantha Paschke <scoffey3@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 10:24 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Samantha Paschke  
108 W 39th St Apt 8 Baltimore, MD 21210-3154 scoffey3@gmail.com

**Coates, Jennifer**

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**From:** dirtengineer@everyactioncustom.com on behalf of John Roche  
<dirtengineer@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 10:45 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
John Roche  
311 Birkwood Pl Baltimore, MD 21218-2815 dirtengineer@gmail.com

**Coates, Jennifer**

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**From:** mst987@everyactioncustom.com on behalf of Mark Thompson <mst987@everyactioncustom.com>  
**Sent:** Tuesday, March 19, 2019 3:29 PM  
**To:** Coates, Jennifer  
**Subject:** Support for Dockless Bill 19-0324

Dear Jennifer Coates,

I am writing in support of the proposed Dockless Bill 19-0324 as amended by the amendments discussed at the Dockless Vehicle Committee meetings.

Over the past six months of the pilot program, dockless scooters and bikes have seen 755,952 rides by over 190,000 riders and 81% of the respondents to the survey conducted by Baltimore City Department of Transportation are in favor of continuation of the program.

The legislation before City Council, if amended with the proposed Dockless Vehicle Committee amendments, will provide a strong foundation for a program that can adapt and grow.

I urge the Land Use and Transportation Committee to support this legislation, and to encourage DOT to continue installing more separated infrastructure that is proven to increase ridership, improve safety and increase bike and scooter rider compliance with the law.

Thank you for your consideration, and please include this letter of support in the record for the committee.

Sincerely,  
Mark Thompson  
400 Range Rd Towson, MD 21204-3719  
mst987@gmail.com

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# PROPOSED AMENDMENTS

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Baltimore Land Use Transportation Committee  
March 20, 2019

**Testimony in Support of File Number 19-0324 with Amendments  
Dockless Vehicles - Regulation and Taxation  
Bird Rides, Inc.**

Chairman Reisinger, Members of the Committee -

My name is Cameron Kilberg. I am the Senior Manager, Government Affairs for Bird Rides, Inc. Bird Rides is a shared scooter operator in the state of Maryland, and throughout the country. Currently we are operating under the pilot agreement here in the City of Baltimore.

Bird's shared electric low speed scooters are a "first-mile, last-mile" transportation solution — and thanks to our partnership with Baltimore, they have already been widely embraced by residents. To date, tens of thousands of residents and visitors of Baltimore have ridden Bird and taken advantage of the city's e-scooter pilot program. The average Bird ride is currently 1.5 miles; a distance that indicates our service is being used to close the first-mile, last-mile gap.

We are here today to support (with amendments) File Number 19-0324 that will codify a dockless vehicle program. We've spoken to Council, the City Department of Transportation, and local bicycle organizations about our support and recommendations.

We respectfully recommend the following:

1. To match the definition set to pass in the state legislature.
2. Ensure riders are able to ride beyond the hours of dawn to dusk, as this time period does not adequately address the transportation needs of the City of Baltimore. We propose allowing the providers to determine the best times to apply and remove their fleets based on rider demand.
3. While we agree that a speed of 6 mph while riding on sidewalk is appropriate the ordinance should clarify that the speed should be the responsibility of the rider and not the operator, as operators are at this time unable to tell the difference between a bikelane and a sidewalk via GPS.



4. We recommend that the fees for operators be both reasonable and necessary and we believe this standard is met by ensuring a 5-cent tax per ride for the City tax coupled with reasonable City fees. We recommend a set fee of \$15,000 a year or no more than a 5-cent fee to cover administrative costs.

5. We urge you all to reconsider unprecedented recommended language, which includes all officers, employees, contractors, and agents as Providers, and thus leaves them susceptible to liability related to penalties, as opposed to the company itself being liable. This is a dangerous precedent to set, as it would also leave Baltimore citizens who participate in the gig economy liable for company decision and actions.

6. Related to this, we also ask that you eliminate all recommended penalties from this ordinance and allow such fines to be dictated by the program's regulations, while also specifying that all penalties must be reasonable and shall not exceed penalties assessed to riders of bicycles and penalties and fines should be assessed to the individual responsible for the violation. This is an important distinction, as under the State Code of Maryland we will be considered a bicycle.

We also respectfully submit a more detailed draft of recommended amendments for your review.

We look forward to continuing to work with you to provide first-mile, last mile transportation solutions to the citizens of Baltimore.

Thank you and I look forward to your questions.

Enjoy the Ride.

Cameron Kilberg  
Senior Manager, Government Affairs  
BIRD



**Recommended Amendments to Council Ordinance and Baltimore DOT Amendments Included.**

Page 3, Section 38-1, strike section (E)(1) and insert state code definition which will pass the state legislature in next 3 weeks.

Page 4, Section 38-1, strike section (H)(2) definition of "provider."

**Bird Note: This definition will need to be removed as it leaves all Bird employees susceptible to liability related to penalties, as opposed to the company itself being liable.**

Page 4, Section 38-1, strike section (H)(1) and insert (H) "Provider" means any company that dockless vehicle for hire.

Page 5, Section 38-6(C) strike section entirely.

**Bird Note: The language describing "imposition of fees" is generic and open to interpretation, which could lead to arbitrary and excessive fees being levied against providers. We recommend inserting the following: Providers may be charged fees to recoup costs for program administration provided that the total amount of such fees collected shall not exceed the reasonable and necessary cost. We recommend 5-cent tax per ride for the City tax coupled with a set fee of \$15,000 a year or no more than a 5-cent fee to cover administrative costs.**

Page 6, Section 38-6(D)(2)(II), strike "48 hours" and insert "7 days"

**Bird Note: While we respect the city's desire for swift removal in the case of a program termination, it would be extremely difficult logistically to remove all vehicles within 48 hours as it would require additional manpower that would not be local to Baltimore to assist in removal.**

Pages 7-8, Section 38-12(A-C), strike existing lines and replace with "As a condition for operating a dockless vehicle program, Dockless vehicle operators shall provide to the Department anonymized fleet and ride activity data for all trips starting or ending within the jurisdiction of the local authority on any vehicle of the operator or of any person or company controlled by, controlling, or under common control with the operator, provided that, to ensure individual privacy."

1. such data is provided via an application programming interface, subject to the scooter-share operator's license agreement for such interface, in compliance with a national data format specification such as the Mobility Data Specification;
2. any such data provided shall be treated as trade secret and proprietary business information, shall not be shared to third parties without the scooter-share operator's consent, and shall not be treated as owned by the local authority; and
3. such data shall be considered private, and shall under no circumstances be disclosed pursuant to public records requests received by the local authority without prior aggregation or obfuscation to protect individual privacy.



**Bird Note: This process will ensure not only user privacy, but also that company proprietary information is not shared.**

Page 9, Section 38-183(7), strike “And the speed of the e-bike or e-scooter on the sidewalk does not exceed 6 miles per hour” and insert “and or the rider operates the e-bike or e-scooter at a speed not to exceed 6 miles per hour”

**Bird Note: As discussed, we believe the responsibility to operate the e-scooter at 6 miles per hour should be explicitly placed on the rider, not the provider.**

Page 11, Section 38-22(2), strike section requiring provider to remove vehicles by dusk.

**Bird note: We believe this time period does not adequately address the transportation needs of the City of Baltimore. We propose allowing the providers to determine the best times to apply and remove their fleets based on rider demand.**

Page 12, Section 38-24(A), strike section and insert:

“(a) If a dockless vehicle is parked in a manner that impedes the free flow of vehicular or pedestrian traffic or poses a hazard, any person may reposition the dockless vehicle to attempt to address the obstruction or hazard, and such action shall not be deemed a criminal trespass or a contributing or proximate cause of any injury or property damage resulting from such repositioning

(b) The City is authorized to enforce state and local parking laws, rules, and regulations applicable to dockless vehicles. The City and its employees responsible for enforcing parking laws, rules, and regulations are authorized to cause dockless vehicles to be removed when they pose a threat to public health or safety and such threat cannot be reasonably remedied pursuant to subsection (a). If the City or its employees remove a dockless vehicle that is available to the public for rent to a location from which it cannot be rented, or remove a dockless vehicle into custody, and if such dockless vehicle is marked with contact information for the Provider, the City shall take reasonable steps to provide notice to the Provider of the removal, the current location of the dockless vehicle and the process for disputing the removal. The City may not charge removal costs to the Provider of the dockless vehicle unless the City provides the Provider written notice of the removal, the current location of the dockless vehicle, the costs of the removal, and the process for disputing the removal within 48 hours after removal.”

Pages 13-15, Sections 40-14 and 41-14, strike all provisions and replace with “penalties and fines must be reasonable and shall not exceed penalties assessed to riders of bicycles and penalties and fines should be assessed to the individual responsible for the violation..”

Page 16, Section 31-3, strike 10 and insert 5

**Bird note: We believe a \$0.05 tax allows providers the opportunity to build long-term operations in the city. Unfortunately, because of the high cost of operating in Baltimore, higher fees make our presence less certain and sustainable.**



# City of Baltimore

City Council  
City Hall, Room 408  
100 North Holliday Street  
Baltimore, Maryland  
21202

## Meeting Minutes - Final

### Land Use and Transportation Committee

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Wednesday, March 20, 2019

1:00 PM

Du Burns Council Chamber, 4th floor, City Hall

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19-0324

#### **CALL TO ORDER**

#### **INTRODUCTIONS**

#### **ATTENDANCE**

**Present** 7 - Member Edward Reisinger, Member Sharon Green Middleton, Member Mary Pat Clarke, Member Eric T. Costello, Member Ryan Dorsey, Member Leon F. Pinkett III, and Member Robert Stokes Sr.

#### **ITEMS SCHEDULED FOR PUBLIC HEARING**

##### 19-0324

##### **Dockless Vehicles - Regulation and Taxation**

For the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless- vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

**Sponsors:** City Council President (Administration)

**A motion was made by Member Middleton, seconded by Member Clarke, that the bill be recommended favorably with amendment. The motion carried by the following vote:**

**Yes:** 7 - Member Reisinger, Member Middleton, Member Clarke, Member Costello, Member Dorsey, Member Pinkett III, and Member Stokes Sr.

#### **ADJOURNMENT**



CITY OF BALTIMORE

CATHERINE E. PUGH, Mayor



OFFICE OF COUNCIL SERVICES

LARRY E. GREENE, Director
415 City Hall, 100 N. Holliday Street
Baltimore, Maryland 21202
410-396-7215 / Fax: 410-545-7596
email: larry.greene@baltimorecity.gov

HEARING NOTES

Bill: 19-0324

Dockless Vehicles - Regulation and Taxation

Committee: Land Use and Transportation
Chaired By: Councilmember Edward Reisinger

Hearing Date: March 20, 2019
Time (Beginning): 1:00 PM
Time (Ending): 2:40 PM
Location: Clarence "Du" Burns Chamber
Total Attendance: ~ 55
Committee Members in Attendance:
Reisinger, Edward, Chairman
Middleton, Sharon, Vice Chair
Clarke, Mary Pat
Costello, Eric
Dorsey, Ryan
Pinkett, Leon
Stokes, Robert

Bill Synopsis in the file? [X] yes [ ] no [ ] n/a
Attendance sheet in the file? [X] yes [ ] no [ ] n/a
Agency reports read? [X] yes [ ] no [ ] n/a
Hearing televised or audio-digitally recorded? [ ] yes [ ] no [X] n/a
Certification of advertising/posting notices in the file? [ ] yes [ ] no [X] n/a
Evidence of notification to property owners? [ ] yes [ ] no [X] n/a
Final vote taken at this hearing? [X] yes [ ] no [ ] n/a
Motioned by: Councilmember Middleton
Seconded by: Councilmember Clarke
Final Vote: Favorable/Amendments



## Major Speakers

*(This is not an attendance record.)*

- Ms. Michelle Pourciau, Director, Department of Transportation
  - Mr. Theo Ngongang, Deputy Director, Department of Transportation
  - Ms. Meg Young, Shared Mobility Coordinator, Department of Transportation
  - Ms. Hilary Ruley, Department of Law
  - Mr. Pedro Aponte, Department of Finance
  - Ms. Raven Thompson, Baltimore Development Corporation
  - Ms. Cameron Kilberg, Senior Manager, Government Affairs, BIRD
  - Mr. Jon Laria, Chair, Mayor's Bicycle Advisory Commission
  - Mr. William Dorfman, representative, Downtown Baltimore
  - Mr. Jed Weeks, Policy Director, Bikemore
- 

## Major Issues Discussed

1. Councilman Reisinger introduced committee members and read the bill's title and purpose.
2. Ms. Michelle Pourciau provided opening comments about the Department of Transportation's dockless vehicle policy and need for implementation of a dockless-vehicle-for-hire program.
3. Mr. Theo Ngongang gave a brief overview about the pilot dockless-vehicle for-hire program that the City implemented to address the use of the vehicles in Baltimore City. He explained that Bill 19-0324 was the Department of Transportation's move toward a more long-term, permanent program. He explained that data from a survey was used to develop Bill 19-0324. He also emphasized that the bill addressed issues of equity and access.
4. Ms. Meg Young provided information about the Department of Transportation's packet of proposed amendments. She pointed out several substantive amendments which addressed the issues of removal of dockless vehicles; seizure of the vehicles; development of rules and regulations that would allow a 30-day period for public comment; the effective date for certain parts of the bill would be on the effective date of the adopted rules and regulations; and that criminal penalties would be removed from the bill.
5. Agency representatives stated support for their respective agency's position on the bill. There were no unfavorable reports.
6. Mr. Pedro Aponte provided information about the Department of Finance's report which gave a brief fiscal analysis about the impact of the program.
7. Councilmembers Clarke and Costello asked questions about development and adoption of rules and regulations for the program.
8. Councilmember Dorsey asked questions about equity, particularly representation of African-American males during formulation of the rules and regulations. He pointed out the low percentage (14%) of African American that responded to the survey.
9. Councilmember Pinkett pointed out that he attended meetings of the Dockless Vehicle Committee.
10. The committee listened to public testimony. The names of those who sent communications were read into the record.



11. Representatives from organizations that spoke in support of the bill are as follows: Mr. Will Dorfman, Downtown Baltimore; Mr. Jed Weeks, Bikemore; Mr. Jon Laria, Mayor's Bicycle Advisory Commission.
12. Ms. Cameron Kilberg, representing BIRD, spoke in support of the legislation, however amendments were also proposed.
13. Councilman Dorsey proposed to amend Section 38-18(7) Unlawful Operation.
14. The committee voted to approve the Committee Amendments.
15. The committee voted to recommend the bill favorable with amendments.
16. The hearing was adjourned.

**Further Study**

**Was further study requested?  
If yes, describe.**

Yes  No

**Committee Vote:**

Reisinger, Edward, Chairman.....	Yea
Middleton, Sharon, Vice Chair.....	Yea
Clarke, Mary Pat.....	Yea
Costello, Eric.....	Yea
Dorsey, Ryan.....	Yea
Pinkett, Leon.....	Yea
Stokes, Robert:.....	Yea

Jennifer L. Coates, Committee Staff



Date: March 20, 2019

cc: Bill File  
OCS Chrono File







# CITY OF BALTIMORE

## CITY COUNCIL HEARING ATTENDANCE RECORD

Committee: Land Use and Transportation

Chairperson: Edward Reisinger

Date: March 20, 2019

Time: 1:00 PM

Place: Clarence "Du" Burns Chambers

Subject: Ordinance - Dockless Vehicles - Regulation and Taxation

CC Bill Number: 19-0324

**PLEASE PRINT**

**IF YOU WANT TO TESTIFY PLEASE CHECK HERE**



FIRST NAME	LAST NAME	ST. #	ADDRESS/ORGANIZATION NAME	ZIP	EMAIL ADDRESS	TESTIFY	FOR	AGAINST	YES	NO	WHAT IS YOUR POSITION ON THIS BILL?	LOBBYIST: ARE YOU REGISTERED IN THE CITY?
John	Doe	100	North Charles Street	21202	Johndoenbmore@yahoo.com	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Camron	Kilberg		Bredkides INC.	21201	Ckilberge@bred.co	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Ben	LaMoco		Limco	21201	Ben.LaMoco@Limco	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Ben	Hyman		Waterfront Partnership	21202	ben@waterfrontpartnership	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Paula	Smith		Baltimore Watch Dog	21117	smithp13@students.psu.edu	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Jed	Weeks		Bikemore		jed@bikemore.org	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Will	Dorfman		Downtown Partnership	21201	wdorfman@dotp.org	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Jon	LaMoc		MAAC	21202	LAAM@baltimoremaac.com	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Raven	Thompson		BDC			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Paul	DeSantis		Flaming			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

(\* NOTE: IF YOU ARE COMPENSATED OR INCUR EXPENSES IN CONNECTION WITH THIS BILL, YOU MAY BE REQUIRED BY LAW TO REGISTER WITH THE CITY ETHICS BOARD. REGISTRATION IS A SIMPLE PROCESS. FOR INFORMATION AND FORMS, CALL OR WRITE: BALTIMORE CITY BOARD OF ETHICS, C/O DEPARTMENT OF LEGISLATIVE REFERENCE, 626 CITY HALL, BALTIMORE, MD 21202. TEL: 410-396-4730. FAX: 410-396-8483.

1. Introduction  
2. Background

3. Methodology  
4. Results

5. Discussion  
6. Conclusion

7. References  
8. Appendix

9. Index

# City of Baltimore

City Council  
City Hall, Room 408  
100 North Holliday Street  
Baltimore, Maryland  
21202

## Meeting Agenda - Final

### Land Use and Transportation Committee

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Wednesday, March 20, 2019

1:00 PM

Du Burns Council Chamber, 4th floor, City Hall

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19-0324

#### **CALL TO ORDER**

#### **INTRODUCTIONS**

#### **ATTENDANCE**

#### **ITEMS SCHEDULED FOR PUBLIC HEARING**

19-0324

##### **Dockless Vehicles - Regulation and Taxation**

For the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless- vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

##### Sponsors:

City Council President (Administration)

#### **ADJOURNMENT**

**THIS MEETING IS OPEN TO THE PUBLIC**





**BALTIMORE CITY COUNCIL  
LAND USE AND TRANSPORTATION COMMITTEE**

**Mission Statement**

*On behalf of the Citizens of Baltimore City*, the mission of the Land Use and Transportation Committee is to review and support responsible development and zoning initiatives to ensure compatibility with the aim of improving the quality of life for the diverse population of Baltimore City.

**The Honorable Edward Reisinger  
Chairperson**

**PUBLIC HEARING**

**Wednesday, March 20, 2019  
1:00 PM**

***City Council Bill # 19-0324***

***Dockless Vehicles - Regulation and Taxation***

## CITY COUNCIL COMMITTEES

### BUDGET AND APPROPRIATIONS

Eric Costello – Chair  
Leon Pinkett – Vice Chair  
Bill Henry  
Sharon Green Middleton  
Brandon M. Scott  
Isaac “Yitzy” Schleifer  
Shannon Sneed  
*Staff: Marguerite Currin*

### EDUCATION AND YOUTH

Zeke Cohen – Chair  
Mary Pat Clarke – Vice Chair  
John Bullock  
Kristerfer Burnett  
Ryan Dorsey  
*Staff: Matthew Peters*

### EXECUTIVE APPOINTMENTS

Robert Stokes – Chair  
Kristerfer Burnett – Vice Chair  
Mary Pat Clarke  
Zeke Cohen  
Isaac “Yitzy” Schleifer  
*Staff: Marguerite Currin*

### HOUSING AND URBAN AFFAIRS

John Bullock – Chair  
Isaac “Yitzy” Schleifer – Vice Chair  
Kristerfer Burnett  
Bill Henry  
Shannon Sneed  
Zeke Cohen  
Ryan Dorsey  
*Staff: Richard Krummerich*

### JUDICIARY AND LEGISLATIVE INVESTIGATIONS

Eric Costello – Chair  
Mary Pat Clarke – Vice Chair  
John Bullock  
Leon Pinkett  
Edward Reisinger  
Brandon Scott  
Robert Stokes  
*Staff: Matthew Peters*

### LABOR

Shannon Sneed – Chair  
Robert Stokes – Vice Chair  
Eric Costello  
Bill Henry  
Mary Pat Clarke  
*Staff: Samuel Johnson*

### LAND USE AND TRANSPORTATION

Edward Reisinger – Chair  
Sharon Green Middleton – Vice Chair  
Mary Pat Clarke  
Eric Costello  
Ryan Dorsey  
Leon Pinkett  
Robert Stokes  
*Staff: Jennifer Coates*

### PUBLIC SAFETY

Brandon Scott – Chair  
Ryan Dorsey – Vice Chair  
Kristerfer Burnett  
Shannon Sneed  
Zeke Cohen  
Leon Pinkett  
Isaac “Yitzy” Schleifer  
*Staff: Richard Krummerich*

### TAXATION, FINANCE AND ECONOMIC DEVELOPMENT

Sharon Green Middleton – Chair  
Leon Pinkett – Vice Chair  
Eric Costello  
Edward Reisinger  
Robert Stokes  
*Staff: Samuel Johnson*  
*- Larry Greene (pension only)*



**BILL SYNOPSIS**

**Committee: Land Use and Transportation**

**Bill 19-0324**

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**Dockless Vehicles - Regulation and Taxation**

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**Sponsor:** *The Council President at the request of the Department of Transportation*

**Introduced:** *January 28, 2019*

**Purpose:**

For the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

**Effective:** May 1, 2019

**Hearing Date/Time/Location:** March 20, 2019/1:00 p.m./Clarence "Du" Burns Chambers

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**Agency Reports**

City Solicitor	
Department of Transportation	
Department of Finance	
Board of Estimates	
Baltimore Development Corporation	Favorable

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## Analysis

### Current Law

Article 31 – Transit and Traffic; Section(s) 20-1(b) and Article I -Mayor, City Council and Municipal Agencies; Section(s) 40-14(e)(5) and 41-14(4); Baltimore City Code (Edition 2000)

The bill would add: Article 31 – Transit and Traffic; Section(s) 38-1 to 38-28, to be under the new subtitle, “Subtitle 38. Dockless Vehicles” and Article 28 - Taxes; Section(s) 31-1 to 31-5, to be under the new subtitle, “Subtitle 31, Dockless Vehicles”; Baltimore City Code (Edition 2000)

### Background

In August 2018, Baltimore City Department of Transportation (DOT) launched a six-month pilot program with Bird and Lime, two companies that offer dockless rental vehicles. As a result, Bill 19-0324 was introduced to create and regulate a new Dockless Vehicle Program to be administered by the Department of Transportation.

Bill 19-0324 describes dockless vehicles as follows: bicycles, e-bikes or e-scooters that do not require the construction of a special docking location for use. Dockless vehicles for hire are described as: dockless vehicles that would be available for short-term rental by a provider for the purpose of providing individual transportation on a public right-of-way. Motorcycles, motor vehicles, dirt bikes and public transportation vehicles are not included in the legislation.

The Director of Transportation will be required to adopt rules and regulations to carry out the new program. The cost for administration of the program will be borne by the vehicle providers through the imposition of fees.

Key features of Bill 19-0324 are as follows:

#### Dockless Vehicle Program

- The new Dockless Vehicle Program would be under the administration of the Department of Transportation. §38-6(A-B)
- Termination of Program – The bill would allow the Director of Transportation to terminate the program at any time with certain notice to the City Council or providers. The program can also be terminated by ordinance of the Mayor and City Council. §38-6(D)(1)



- Equitable Access/Undeserved Areas – The director would provide equitable access for dockless vehicles for hire throughout the city and in under-served areas. §38-7(1)
- Number of Bikes to be Allocated – The director would allocate a certain minimum and maximum number of the 3 different types of vehicles (bikes, e-bikes and e- scooters) that are being permitted. § 38-7(2)(II).
- Provider Permits
  - According to the bill, permits would be limited to a certain number of providers, as determined by the Director of Transportation. §38-7 (2)(I)
  - Each provider operating a dockless vehicle for hire business must first obtain a permit from the Director. §38-8(A)
  - Each permit will expire on the 1<sup>st</sup> anniversary of its effective date and is renewable under certain permit guidelines. §38-10
  - The permits would not be transferable. §38-1
- Provider Insurance – Each provider must have liability insurance. The insurance agreement must indemnify the City. §38-9(b)(2)
- Provider Performance Bond
  - Each provider would be required to submit a performance bond. §38-23(A)
  - The funds available from the bond will be applied to pay for damages to public property and the removal and storage of dockless vehicles that are parked illegally. §38-23(B)
- Provider Data and Reports – The bill requires that as a condition of holding a permit the provider must submit data and reports as required by the Director of Transportation. §38-12(A)

### Standards of Operation

- The bill describes what constitutes unlawful operation and parking. §38-18 and 38-19.

- Providers would be required to educate users about the laws, rules and regulations. §38-20(A)
- Third party advertisements may not be displayed on the dockless vehicles. §83-21

### Penalties and Enforcement

- Enforcement by Citation – Bill 19-0324 would allow “Environmental Citations” to be issued under authority of Article 1 Subtitle 40 Environmental Control Board. Each day that a violation continues is a separate offense. §38-27
- Environmental Control Board – Penalties for Violations - The bill enumerates the penalties for violations. §40-14 & 41-14

### Taxes

The bill is proposing an excise tax in the amount of 10 cents per dockless-vehicle-for-hire rental. The tax is to be remitted before January 1 and July 1 of each year along with required reports of all service transactions for the reporting period. §31-3

### Amendments

The Department of Transportation is proposing amendments.

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### **Additional Information**

**Fiscal Note: Not Available**  
**Information Source(s):**

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Analysis by: Jennifer L. Coates  
Analysis Date: March 14, 2019



Direct Inquiries to: (410) 396-1260

**CITY OF BALTIMORE  
COUNCIL BILL 19-0324  
(First Reader)**

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Introduced by: The Council President

At the request of: The Administration (Department of Transportation)

Introduced and read first time: January 28, 2019

Assigned to: Land Use and Transportation Committee

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REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation,  
Department of Finance, Board of Estimates, Baltimore Development Corporation

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A BILL ENTITLED

1 AN ORDINANCE concerning

2 **Dockless Vehicles – Regulation and Taxation**

3 FOR the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-  
4 vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-  
5 vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider  
6 permits under certain circumstances; establishing certain standards of operation; defining  
7 certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under  
8 certain circumstances; correcting, clarifying, and conforming related provisions governing  
9 bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating  
10 to the regulation of dockless vehicles; and providing for a special effective date.

11 BY repealing and reordaining  
12 Article 31 - Transit and Traffic  
13 Section(s) 20-1(b)  
14 Baltimore City Code  
15 (Edition 2000)

16 BY adding  
17 Article 31 - Transit and Traffic  
18 Section(s) 38-1 to 38-28, to be under the new subtitle,  
19 "Subtitle 38. Dockless Vehicles"  
20 Baltimore City Code  
21 (Edition 2000)

22 BY repealing and reordaining, with amendments  
23 Article 1 - Mayor, City Council, and Municipal Agencies  
24 Section(s) 40-14(e)(5) and 41-14(4)  
25 Baltimore City Code  
26 (Edition 2000)

EXPLANATION: CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.

**Council Bill 19-0324**

1 BY adding  
2 Article 28 - Taxes  
3 Section(s) 31-1 to 31-5, to be under the new subtitle,  
4 "Subtitle 31. Dockless Vehicles"  
5 Baltimore City Code  
6 (Edition 2000)

7 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the  
8 Laws of Baltimore City read as follows:

9 **Baltimore City Code**

10 **Article 31. Transit and Traffic**

11 **Subtitle 20. Bike Lanes**

12 **§ 20-1. Definitions.**

13 (b) *Bike Lane.*

14 "Bike Lane" means a portion of a City street designated exclusively for single directional  
15 [bicycle] FLOW OF BICYCLES AND DOCKLESS VEHICLES, AS THOSE TERMS ARE DEFINED IN  
16 THIS ARTICLE.

17 **Subtitle 38. DOCKLESS VEHICLES**

18 ***PART 1. DEFINITIONS; GENERAL PROVISIONS***

19 **§ 38-1. DEFINITIONS.**

20 (A) *IN GENERAL.*

21 IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

22 (B) *DOCKLESS VEHICLE.*

23 "DOCKLESS VEHICLE" MEANS A BICYCLE, E-BIKE OR E-SCOOTER THAT DOES NOT REQUIRE  
24 THE CONSTRUCTION OF A SPECIAL DOCKING LOCATION FOR ITS USE.

25 (C) *DOCKLESS VEHICLE FOR HIRE.*

26 "DOCKLESS VEHICLE FOR HIRE" MEANS A DOCKLESS VEHICLE AVAILABLE FOR SHORT-  
27 TERM RENTAL BY A PROVIDER FOR THE PURPOSE OF PROVIDING INDIVIDUAL  
28 TRANSPORTATION ON A PUBLIC RIGHT-OF-WAY.

29 (D) *E-BIKE.*

30 (1) *IN GENERAL.*

Council Bill 19-0324

1 "E-BIKE" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

- 2 (I) AN ELECTRIC MOTOR FOR SELF-PROPULSION;
- 3 (II) 2 TANDEM WHEELS, EITHER OF WHICH IS MORE THAN 20 INCHES IN DIAMETER;
- 4 AND
- 5 (III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING
- 6 STRUCTURES.

7 (2) *EXCLUSIONS.*

8 "E-BIKE" DOES NOT INCLUDE:

- 9 (I) A MOTORCYCLE;
- 10 (II) A MOTOR VEHICLE;
- 11 (III) A PUBLIC TRANSPORTATION VEHICLE; OR
- 12 (IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {"DEFINITIONS – DIRT
- 13 BIKE"}; OR
- 14 (V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {"DEFINITIONS –
- 15 MINIBIKE"}.

16 (E) *E-SCOOTER.*

17 (1) *IN GENERAL.*

18 "E-SCOOTER" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

- 19 (I) A MOTOR FOR SELF-PROPULSION;
- 20 (II) 2 WHEELS BELOW A PLATFORM ON WHICH A USER CAN STAND UPRIGHT TO
- 21 OPERATE AND CONTROL THE VEHICLE; AND
- 22 (III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING
- 23 STRUCTURES.

24 (2) *EXCLUSIONS.*

25 "E-SCOOTER" DOES NOT INCLUDE:

- 26 (I) A MOTORCYCLE;
- 27 (II) A MOTOR VEHICLE; .
- 28 (III) A PUBLIC TRANSPORTATION VEHICLE; OR
- 29

**Council Bill 19-0324**

1 (IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {"DEFINITIONS – DIRT  
2 BIKE"}; OR

3 (V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {"DEFINITIONS –  
4 MINIBIKE"}.

5 (F) *ENFORCEMENT OFFICER.*

6 "ENFORCEMENT OFFICER" HAS THE MEANING STATED IN CITY CODE ARTICLE 1, § 41-1(C).

7 (G) *PROVIDER.*

8 "PROVIDER" MEANS A PROVIDER OF DOCKLESS VEHICLES FOR HIRE.

9 (H) *PROGRAM.*

10 "PROGRAM" MEANS THE DOCKLESS VEHICLE PROGRAM ESTABLISHED PURSUANT TO THIS  
11 SUBTITLE.

12 (I) *USER.*

13 "USER" MEANS ANY MEMBER OF THE PUBLIC.

14 **§ 38-2. MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.**

15 (A) *MANDATORY TERMS.*

16 "MUST" AND "SHALL" ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT  
17 OR TO IMPOSE A DUTY.

18 (B) *PROHIBITORY TERMS.*

19 "MAY NOT" AND "NO ... MAY" ARE EACH MANDATORY NEGATIVE TERMS USED TO  
20 ESTABLISH A PROHIBITION.

21 (C) *PERMISSIVE TERMS.*

22 "MAY" IS PERMISSIVE.

23 **§ 38-3. RULES AND REGULATIONS.**

24 (A) *IN GENERAL.*

25 THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

26 (B) *FILING WITH LEGISLATIVE REFERENCE.*

27 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED  
28 WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

Council Bill 19-0324

1 (C) *POSTED TO DEPARTMENT WEBSITE.*

2 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE  
3 POSTED ON A DEPARTMENT WEBSITE.

4 §§ 38-4 TO 38-5. *{RESERVED}*

5 *PART 2. DOCKLESS VEHICLE PROGRAM*

6 § 38-6. **DOCKLESS VEHICLE PROGRAM ESTABLISHED.**

7 (A) *IN GENERAL.*

8 THERE IS A DOCKLESS VEHICLE PROGRAM ESTABLISHED FOR THE PURPOSE OF  
9 REGULATING THE OPERATION OF DOCKLESS VEHICLES AND DOCKLESS VEHICLES FOR HIRE.

10 (B) *DEPARTMENT OF TRANSPORTATION TO ADMINISTER.*

11 THE DEPARTMENT IS RESPONSIBLE FOR ADMINISTERING IN A MANNER CONSISTENT WITH  
12 THIS SUBTITLE.

13 (C) *COST RECOVERY.*

14 THE COST OF PROGRAM ADMINISTRATION SHALL BE CHARGED TO THE PROVIDERS  
15 THROUGH THE IMPOSITION OF FEES ESTABLISHED BY THE DEPARTMENT AND APPROVED BY  
16 THE BOARD OF ESTIMATES.

17 (D) *PROGRAM TERMINATION.*

18 (1) THE PROGRAM MAY BE TERMINATED AT ANY TIME BY:

19 (I) THE DIRECTOR, WITH 60 DAYS PRIOR NOTICE TO THE CITY COUNCIL AND ALL  
20 PROVIDERS; OR

21 (II) ORDINANCE OF THE MAYOR AND CITY COUNCIL.

22 (2) A TERMINATION OF THE PROGRAM OPERATES TO

23 (I) REVOKE ALL EXISTING PERMITS ISSUED UNDER THIS SUBTITLE; AND

24 (II) REQUIRE ALL DOCKLESS VEHICLES FOR HIRE TO BE REMOVED FROM PUBLIC  
25 RIGHT-OF-WAYS WITHIN 48 HOURS FROM THE EFFECTIVE DATE OF THE  
26 TERMINATION.

27 § 38-7. **SCOPE OF PROGRAM.**

28 THE PROGRAM ESTABLISHED UNDER THIS SUBTITLE SHALL:

**Council Bill 19-0324**

1 (1) PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO  
2 DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS;  
3 AND

4 (2) BE LIMITED TO PERMITTING:

5 (I) NO MORE THAN 6 PROVIDERS, ALLOCATED, AS DETERMINED BY THE DIRECTOR,  
6 AMONG THE 3 TYPES OF DOCKLESS VEHICLES PERMITTED UNDER THIS  
7 SUBTITLE; AND

8 (II) NO MORE THAN 12,000 DOCKLESS VEHICLES TO BE ALLOCATED, AS  
9 DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES  
10 PERMITTED UNDER THIS SUBTITLE.

11 **§ 38-8. PERMIT REQUIRED.**

12 (A) *IN GENERAL.*

13 NO PROVIDER MAY OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT HAVING  
14 FIRST OBTAINED A PERMIT FROM THE DIRECTOR.

15 (B) *ISSUANCE.*

16 THE DIRECTOR MAY ISSUE A PERMIT UNDER THIS SUBTITLE IN THE FORM THE DIRECTOR  
17 REQUIRES.

18 **§ 38-9. PERMIT APPLICATIONS.**

19 (A) *FORM.*

20 AN APPLICATION FOR A PERMIT TO OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS  
21 MUST BE SUBMITTED IN THE FORM REQUIRED BY THE RULES AND REGULATIONS ADOPTED  
22 UNDER THIS SUBTITLE.

23 (B) *CONTENTS.*

24 THE PERMIT APPLICATION MUST INCLUDE:

25 (1) THE PROVIDER'S FULL LEGAL NAME AND ANY TRADE NAME(S) UNDER WHICH IT  
26 OPERATES;

27 (2) DOCUMENTARY EVIDENCE FROM AN INSURANCE COMPANY INDICATING THAT THE  
28 INSURANCE COMPANY HAS BOUND ITSELF TO PROVIDE LIABILITY INSURANCE TO  
29 THE PROVIDER AS REQUIRED BY THE DIRECTOR IN THE RULES AND REGULATIONS  
30 ADOPTED UNDER THIS SUBTITLE;

31 (3) AN AGREEMENT TO INDEMNIFY THE CITY;

32 (4) A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; AND



**Council Bill 19-0324**

1 (5) ANY OTHER INFORMATION REQUIRED BY THE RULES AND REGULATIONS ADOPTED  
2 UNDER THIS SUBTITLE.

3 **§ 38-10. TERM AND RENEWAL.**

4 (A) *TERM.*

5 A PERMIT ISSUED UNDER THIS SUBTITLE EXPIRES ON THE 1<sup>ST</sup> ANNIVERSARY OF ITS  
6 EFFECTIVE DATE AND IS RENEWABLE AS PROVIDED IN THIS SECTION.

7 (B) *RENEWAL APPLICATION.*

8 THE APPLICATION FOR RENEWAL MUST BE IN THE FORM AND CONTAIN THE INFORMATION  
9 REQUIRED UNDER § 38-9 OF THIS SUBTITLE.

10 **§ 38-11. PERMIT NOT TRANSFERABLE OR SHAREABLE.**

11 A PERMIT ISSUED UNDER THIS SUBTITLE TO ANY PROVIDER IS NOT ASSIGNABLE OR  
12 TRANSFERABLE TO OR SHAREABLE WITH ANY OTHER PROVIDER NOT IDENTIFIED IN THE  
13 PERMIT.

14 **§ 38-12. DATA SHARING REQUIREMENTS.**

15 (A) *IN GENERAL.*

16 AS A CONDITION TO HOLDING A PERMIT, A PROVIDER MUST SUBMIT DATA AND REPORTS AS  
17 REQUIRED BY THE DIRECTOR IN A FORMAT DETERMINED BY THE DIRECTOR.

18 (B) *CONFIDENTIALITY.*

19 (1) EXCEPT AS OTHERWISE REQUIRED BY LAW, THE DATA AND REPORTS PROVIDED TO THE  
20 DEPARTMENT UNDER THIS SECTION MUST BE KEPT CONFIDENTIAL.

21 (2) IF DISCLOSURE OF THE DATA AND REPORTS IS REQUIRED BY LAW, THE DEPARTMENT  
22 MUST PROVIDE THE PROVIDER WITH REASONABLE PRIOR NOTICE OF THE DISCLOSURE.

23 (C) *USER PRIVACY PROTECTIONS.*

24 A PROVIDER MUST ESTABLISH A PRIVACY POLICY APPROVED BY THE DEPARTMENT THAT  
25 SAFEGUARDS USER INFORMATION.

26 **§ 38-13. PERMIT REVOCATION.**

27 (A) *IN GENERAL.*

28 AFTER A HEARING CONDUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS  
29 ADOPTED UNDER THIS SUBTITLE AND WITH PROPER NOTICE TO THE PROVIDER, THE  
30 DEPARTMENT MAY REVOKE A PERMIT IF THE DEPARTMENT FINDS THAT THE PROVIDER:

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1 (1) INTENTIONALLY OR KNOWINGLY MADE A FALSE STATEMENT AS TO A MATERIAL  
2 MATTER ON THE PERMIT APPLICATION;

3 (2) FAILED TO MAINTAIN THE LIABILITY INSURANCE REQUIRED THE DIRECTOR IN THE  
4 RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;

5 (3) FAILED TO SUPPLY THE DATA REQUIRED UNDER THIS SUBTITLE;

6 (4) FAILED TO PAY ANY FEES AND TAXES REQUIRED UNDER THIS SUBTITLE OR THE  
7 BALTIMORE CITY CODE;

8 (5) FAILED TO PROVIDE A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS  
9 SUBTITLE; OR

10 (6) WAS CONVICTED TWICE WITHIN A 12-MONTH PERIOD OF A VIOLATION OF THIS  
11 SUBTITLE.

12 (B) *FORM AND EFFECT OF REVOCATION.*

13 (1) ANY REVOCATION UNDER THIS SECTION MUST BE IN WRITING FROM THE DEPARTMENT  
14 AND SPECIFY THE REASONS FOR THE ACTION.

15 (2) A PROVIDER RECEIVING A REVOCATION UNDER THIS SECTION IS PROHIBITED FROM  
16 APPLYING FOR A PERMIT UNDER THIS SUBTITLE FOR 2 YEARS FROM THE DATE OF THE  
17 REVOCATION.

18 § 38-14. APPEALS.

19 (A) *IN GENERAL.*

20 A PROVIDER AGGRIEVED BY A DECISION OF THE DEPARTMENT MAY APPEAL THAT  
21 DECISION TO THE DIRECTOR IN WRITING WITHIN 10 DAYS OF THE DEPARTMENT'S  
22 DECISION.

23 (B) *DECISION.*

24 THE DIRECTOR MUST ISSUE A WRITTEN DECISION WITHIN 30 DAYS OF RECEIPT OF THE  
25 PROVIDER'S APPEAL.

26 § 38-15. DATA BREACHES.

27 IF A PROVIDER DETERMINES THAT A BREACH OF ITS DATA SYSTEM HAS OCCURRED AND THAT  
28 THE BREACH HAS PLACED USER PERSONAL INFORMATION AT RISK, THE PROVIDER MUST,  
29 WITHIN 48 HOURS OF THAT DETERMINATION, NOTIFY THE DEPARTMENT AND ALL CURRENT  
30 AND PRIOR USERS OF THE BREACH AND THE LIKELY CONSEQUENCES OF THE BREACH.

31 §§ 38-16 TO 38-17. *{RESERVED}*

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*PART 3. STANDARDS OF OPERATION*

§ 38-18. UNLAWFUL OPERATION.

AN E-BIKE OR E-SCOOTER MAY NOT BE RIDDEN:

- (1) IN A MANNER THAT VIOLATES APPLICABLE STATE OR LOCAL LAW;
- (2) AT SPEEDS THAT EXCEEDS 15 MILES PER HOUR;
- (3) BY A PERSON YOUNGER THAN 16-YEARS OF AGE;
- (4) WITH A PASSENGER;
- (5) WITHOUT THE USE OF A HEADLIGHT OR HEADLAMP AFTER DUSK, BEFORE DAWN, OR WHEN THE SAFE OPERATION OF A VEHICLE REQUIRES THE USE OF HEADLIGHT OR HEADLAMP;
- (6) ON A PUBLIC RIGHT-OF-WAY WITH A POSTED SPEED THAT EXCEEDS 30 MILES PER HOUR;
- (7) ON A SIDEWALK, UNLESS THE POSTED SPEED ON THE ABUTTING PUBLIC RIGHT-OF-WAY EXCEEDS 30 MILES PER HOUR AND THE SPEED OF THE E-BIKE OR E-SCOOTER ON THE SIDEWALK DOES NOT EXCEED 6 MILES PER HOUR;
- (8) WHILE CARRYING A PACKAGE, BUNDLE, OR OTHER ARTICLE THAT PREVENTS THE USER FROM KEEPING BOTH HANDS ON THE HANDLEBARS; OR
- (9) WHILE PHYSICALLY CONTROLLING MORE THAN ONE E-BIKE OR E-SCOOTER.

§ 38-19. UNLAWFUL PARKING.

(A) *PUBLIC STREETS AND ALLEYS.*

A DOCKLESS VEHICLE MAY NOT BE PARKED ON A PUBLIC STREET OR ALLEY UNLESS THE DIRECTOR HAS DESIGNATED AN AREA SPECIALLY-DESIGNED TO ACCOMMODATE DOCKLESS VEHICLE PARKING.

(B) *SIDEWALKS.*

UNLESS OTHERWISE PROHIBITED BY LAW, RULE, OR REGULATION THAT PROHIBITS PARKING ON A SIDEWALK, DOCKLESS VEHICLES MAY BE PARKED:

- (1) ON ANY SIDEWALK; OR
- (2) ONLY AT DESIGNATED LOCATIONS ON SIDEWALKS AS DETERMINED BY THE DIRECTOR.

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1 (C) *MISCELLANEOUS LOCATIONS.*

2 A DOCKLESS VEHICLE MAY NOT BE PARKED IN:

- 3 (1) A DRIVEWAY;
- 4 (2) AN AREA RESERVED FOR SIDEWALK DINING;
- 5 (3) A TRANSIT ZONE, INCLUDING BUS STOPS, SHELTERS, AND PASSENGER-WAITING  
6 AREAS;
- 7 (4) A LOADING ZONE;
- 8 (5) A PARKING ZONE DEDICATED TO ACCESSIBLE PARKING;
- 9 (6) A MANNER THAT REDUCES THE PEDESTRIAN ZONE TO LESS THAN 4 FEET OR THAT  
10 OTHERWISE PROHIBITS THE FREE FLOW OF PEDESTRIAN TRAFFIC;
- 11 (7) A MANNER THAT INTERFERES WITH PLACES OF ACCESS FOR PERSONS WITH  
12 DISABILITIES AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT; OR
- 13 (8) A MANNER OR LOCATION PROHIBITED BY THE DIRECTOR BY RULE OR REGULATION.

14 (D) *DISCARDED DOCKLESS VEHICLES.*

15 DOCKLESS VEHICLES MUST BE PARKED IN A STANDING UPRIGHT POSITION.

16 **§ 38-20. USER EDUCATION.**

17 (A) *IN GENERAL.*

18 A PROVIDER MUST EDUCATE ITS USERS IN THE LAWS, RULES, AND REGULATIONS  
19 APPLICABLE TO THE RIDING, OPERATION, AND PARKING OF DOCKLESS VEHICLES.

20 (B) *PUBLICATION.*

21 AS A COMPONENT OF THE EDUCATION REQUIRED UNDER THIS SECTION, A PROVIDER MUST  
22 MAKE VISIBLE ON ITS DOCKLESS VEHICLES OR PUBLISH ON ITS MOBILE APPLICATION, OR  
23 BOTH, THE STANDARDS OF OPERATION SET FORTH IN § 38-17 AND § 38-18 OF THIS  
24 SUBTITLE.

25 **§ 38-21. ADVERTISING PROHIBITED.**

26 A PROVIDER MAY NOT DISPLAY THIRD PARTY ADVERTISING ON ITS DOCKLESS VEHICLES.

27 **§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES.**

28 A PROVIDER MUST:

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- 1 (1) OPERATE A 24-HOUR CUSTOMER SERVICE PHONE NUMBER FOR USERS, THE GENERAL  
2 PUBLIC, AND CITY OFFICIALS TO REPORT DOCKLESS VEHICLES THAT ARE INOPERABLE  
3 OR SUSPECTED OF BEING OPERATED OR PARKED IN APPARENT VIOLATION OF THE LAW;
- 4 (2) REMOVE ITS DOCKLESS VEHICLES FROM ANY PUBLIC RIGHT-OF-WAY BETWEEN DUSK  
5 AND DAWN AS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS  
6 ADOPTED UNDER THIS SUBTITLE;
- 7 (3) ENSURE THAT ITS DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR  
8 REGULATION;
- 9 (4) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY  
10 WITHIN 2 HOURS OF BEING NOTIFIED BY THE DEPARTMENT OR ANY OTHER  
11 GOVERNMENT AGENCY OF A VIOLATION;
- 12 (5) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY  
13 WITHIN 6 HOURS OF BEING NOTIFIED BY THE PUBLIC;
- 14 (6) ENSURE THAT ITS DOCKLESS VEHICLES ADHERE TO APPLICABLE NATIONAL SAFETY  
15 STANDARDS;
- 16 (7) ENSURE THAT ITS OPERATIONS ADHERE TO THE REQUIREMENTS OF EQUITABLE ACCESS  
17 AS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER  
18 THIS SUBTITLE; AND
- 19 (8) COMPLY WITH ALL OTHER REQUIREMENTS ESTABLISHED BY THE DIRECTOR FOR THE  
20 OPERATION OF DOCKLESS VEHICLES FOR HIRE.

21 § 38-23. PERFORMANCE BOND.

22 (A) *IN GENERAL.*

23 PROVIDERS MUST PROVIDE A PERFORMANCE BOND IN AN AMOUNT AND FORM SPECIFIED BY  
24 THE DIRECTOR.

25 (B) *USE.*

26 THE FUNDS AVAILABLE FROM THE BOND REQUIRED BY THIS SECTION SHALL BE APPLIED TO  
27 PAY FOR:

- 28 (1) DAMAGE TO PUBLIC PROPERTY CAUSED BY A PROVIDER'S DOCKLESS VEHICLES; OR
- 29 (2) THE REMOVAL AND STORAGE OF A PROVIDER'S DOCKLESS VEHICLES THAT ARE  
30 PARKED ILLEGALLY.

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1 § 38-24. SEIZURE.

2 (A) *IN GENERAL.*

3 A DOCKLESS VEHICLE FOR HIRE IS SUBJECT TO SEIZURE IF IT IS PARKED OR USED IN  
4 VIOLATION OF THIS SUBTITLE.

5 (B) *WARRANT NOT NECESSARY.*

6 (1) AN ENFORCEMENT OFFICER NEED NOT HAVE A WARRANT IN ORDER TO SEIZE A  
7 DOCKLESS VEHICLE FOR HIRE IN VIOLATION OF THIS SUBTITLE IF:

8 (I) THE ENFORCEMENT OFFICER HAS PROBABLE CAUSE TO BELIEVE THAT THE  
9 DOCKLESS VEHICLE FOR HIRE HAS BEEN PARKED OR USED IN VIOLATION OF THIS  
10 SUBTITLE; AND

11 (II) A WARRANT IS NOT CONSTITUTIONALLY REQUIRED UNDER THE  
12 CIRCUMSTANCES.

13 (2) WHENEVER AN ENFORCEMENT OFFICER SEIZES A DOCKLESS VEHICLE FOR HIRE UNDER  
14 THIS SECTION, THE ENFORCEMENT OFFICER MAY CAUSE IT TO BE MOVED TO A PLACE  
15 DESIGNATED BY THE DEPARTMENT.

16 (C) *VEHICLES RETURNED ON PAYMENT.*

17 ANY DOCKLESS VEHICLE FOR HIRE SEIZED UNDER THIS SECTION MUST BE RETURNED TO ITS  
18 PROVIDER ON PAYMENT FROM FUNDS PROVIDED BY THE PERFORMANCE BOND REQUIRED  
19 BY § 38-23 OF THIS SUBTITLE.

20 (D) *RULES AND REGULATIONS.*

21 THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST INCLUDE THE  
22 ADMINISTRATION AND PROCESSES NECESSARY TO IMPLEMENT THIS SECTION.

23 §§ 38-25 TO 38-26. *{RESERVED}*

24 *PART 4. PENALTIES AND ENFORCEMENT*

25 § 38-27. ENFORCEMENT BY CITATION.

26 (A) *IN GENERAL.*

27 IN ADDITION TO ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT PROCEDURE,  
28 THIS SUBTITLE MAY BE ENFORCED BY ISSUANCE OF:

29 (1) AN ENVIRONMENTAL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1,  
30 SUBTITLE 40 {"ENVIRONMENTAL CONTROL BOARD"}; OR

31 (2) A CIVIL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 41  
32 {"CIVIL CITATIONS"}.

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1 (B) *PROCESS NOT EXCLUSIVE.*

2 THE ISSUANCE OF A CITATION TO ENFORCE THIS SUBTITLE DOES NOT PRECLUDE PURSUING  
3 ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT ACTION AUTHORIZED BY LAW.

4 (C) *EACH DAY A SEPARATE OFFENSE.*

5 EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.  
6

7 **§ 38-28. CRIMINAL PENALTIES.**

8 (A) *IN GENERAL.*

9 EXCEPT AS OTHERWISE SPECIFIED, ANY PERSON WHO VIOLATES ANY PROVISIONS OF THIS  
10 SUBTITLE OR OF THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE IS GUILTY  
11 OF A MISDEMEANOR AND, ON CONVICTION, IS SUBJECT TO FINE OF NOT MORE THAN \$1,000  
12 OR TO IMPRISONMENT FOR NOT MORE THAN 30 DAYS OR TO BOTH FINE AND IMPRISONMENT  
13 FOR EACH OFFENSE.

14 (B) *EACH DAY A SEPARATE OFFENSE.*

15 EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.

16 **Article 1. Mayor, City Council, and Municipal Agencies**

17 **Subtitle 40. Environmental Control Board**

18 **§ 40-14. Violations to which subtitle applies.**

19 (c) *Provisions and penalties enumerated.*

20 (5) *Article 31. Transit and Traffic*

21 **SUBTITLE 38. DOCKLESS VEHICLES**

22 § 38-17. UNLAWFUL OPERATION \$20

23 § 38-18. UNLAWFUL PARKING \$20  
24

25 **Article 1. Mayor, City Council, and Municipal Agencies**

26 **Subtitle 41. Civil Citations**

27 **§ 41-14. Offenses to which subtitle applies – Listing.**

28 (4) *Article 31. Transit and Traffic*  
29

30 **SUBTITLE 38. DOCKLESS VEHICLES**

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1 § 38-17. UNLAWFUL OPERATION \$20

2  
3 § 38-18. UNLAWFUL PARKING \$20

4  
5 Article 28. Taxes

6 Subtitle 31. DOCKLESS VEHICLES

7 § 31-1. DEFINITIONS.

8 (A) *IN GENERAL.*

9 IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

10  
11 (B) *DIRECTOR.*

12 “DIRECTOR” MEANS THE DIRECTOR OF THE DEPARTMENT OF FINANCE OR THE  
13 DIRECTOR’S DESIGNEE.

14 (C) *DOCKLESS VEHICLE FOR HIRE.*

15 “DOCKLESS VEHICLE FOR HIRE” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, §  
16 38-1(C) {“DEFINITIONS – DOCKLESS VEHICLE FOR HIRE”}.

17 (D) *PROVIDER.*

18 “PROVIDER” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § 38-1(F)  
19 {“DEFINITIONS – PROVIDER”}.

20 § 31-2. TAX IMPOSED.

21 AN EXCISE TAX IS LEVIED AND IMPOSED UPON EVERY PROVIDER OF DOCKLESS VEHICLES FOR  
22 HIRE.

23 § 31-3. AMOUNT OF TAX.

24 THE AMOUNT OF THE TAX IS 10 CENTS PER DOCKLESS-VEHICLE-FOR-HIRE RENTAL.

25 § 31-4. REMITTANCE AND REPORTS.

26 (A) *REMITTANCE.*

27 A PROVIDER SHALL REMIT THE TAX IMPOSED BY THIS SUBTITLE TO THE DIRECTOR ON OR  
28 BEFORE THE FIRST DAY OF JANUARY AND THE FIRST DAY OF JULY OF EACH YEAR.

29 (B) *REPORTS.*

30 (1) EACH REMITTANCE MUST BE ACCOMPANIED BY A REPORT OF ALL SERVICE  
31 TRANSACTIONS FOR THE PERIOD REPORTED.



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1 (2) THE REPORT MUST BE IN THE FORM AND CONTAIN THE INFORMATION THAT THE  
2 DIRECTOR REQUIRES.

3 § 31-5. RULES AND REGULATIONS.

4 (A) *IN GENERAL.*

5 THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

6 (B) *FILING WITH LEGISLATIVE REFERENCE.*

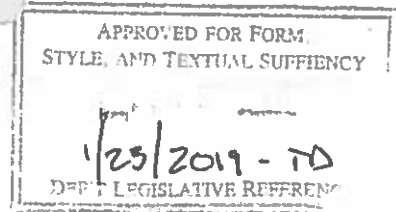
7 A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED  
8 WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

9 SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance  
10 are not law and may not be considered to have been enacted as a part of this or any prior  
11 Ordinance.

12 SECTION 3. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on May 1,  
13 2019.



**INTRODUCTORY\***  
**CITY OF BALTIMORE**  
**COUNCIL BILL \_\_\_\_\_**



---

Introduced by: The Council President  
At the request of: The Administration (Department of Transportation)

---

A BILL ENTITLED

AN ORDINANCE concerning

**Dockless Vehicles – Regulation and Taxation**

FOR the purpose of establishing the Dockless Vehicle Program; requiring permits for dockless-vehicle-for-hire providers; imposing certain data sharing requirements upon dockless-vehicle-for-hire providers; providing for the revocation of dockless-vehicle-for-hire provider permits under certain circumstances; establishing certain standards of operation; defining certain terms; imposing certain penalties; allowing for the seizure of a dockless vehicle under certain circumstances; correcting, clarifying, and conforming related provisions governing bike lanes; imposing an excise tax on dockless-vehicle-for-hire providers; generally relating to the regulation of dockless vehicles; and providing for a special effective date.

BY repealing and reordaining  
Article 31 - Transit and Traffic  
Section(s) 20-1(b)  
Baltimore City Code  
(Edition 2000)

BY adding  
Article 31 - Transit and Traffic  
Section(s) 38-1 to 38-28, to be under the new subtitle,  
“Subtitle 38. Dockless Vehicles”  
Baltimore City Code  
(Edition 2000)

BY repealing and reordaining, with amendments  
Article 1 - Mayor, City Council, and Municipal Agencies  
Section(s) 40-14(c)(5) and 41-14(4)  
Baltimore City Code  
(Edition 2000)

EXPLANATION: CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.

\* WARNING: THIS IS AN UNOFFICIAL, INTRODUCTORY COPY OF THE BILL.  
THE OFFICIAL COPY CONSIDERED BY THE CITY COUNCIL IS THE FIRST READER COPY.

By adding  
Article 28 - Taxes  
Section(s) 31-1 to 31-5, to be under the new subtitle,  
"Subtitle 31. Dockless Vehicles"  
Baltimore City Code  
(Edition 2000)

**SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the Laws of Baltimore City read as follows:

**Baltimore City Code**

**Article 31. Transit and Traffic**

**Subtitle 20. Bike Lanes**

**§ 20-1. Definitions.**

(b) *Bike Lane.*

"Bike Lane" means a portion of a City street designated exclusively for single directional [bicycle] FLOW OF BICYCLES AND DOCKLESS VEHICLES, AS THOSE TERMS ARE DEFINED IN THIS ARTICLE.

**Subtitle 38. DOCKLESS VEHICLES**

***PART 1. DEFINITIONS; GENERAL PROVISIONS***

**§ 38-1. DEFINITIONS.**

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *DOCKLESS VEHICLE.*

"DOCKLESS VEHICLE" MEANS A BICYCLE, E-BIKE OR E-SCOOTER THAT DOES NOT REQUIRE THE CONSTRUCTION OF A SPECIAL DOCKING LOCATION FOR ITS USE.

(C) *DOCKLESS VEHICLE FOR HIRE.*

"DOCKLESS VEHICLE FOR HIRE" MEANS A DOCKLESS VEHICLE AVAILABLE FOR SHORT-TERM RENTAL BY A PROVIDER FOR THE PURPOSE OF PROVIDING INDIVIDUAL TRANSPORTATION ON A PUBLIC RIGHT-OF-WAY.

(D) *E-BIKE.*

(1) *IN GENERAL.*

"E-BIKE" MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

- (1) AN ELECTRIC MOTOR FOR SELF-PROPULSION;

(II) 2 TANDEM WHEELS, EITHER OF WHICH IS MORE THAN 20 INCHES IN DIAMETER;  
AND

(III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
STRUCTURES.

(2) *EXCLUSIONS.*

“E-BIKE” DOES NOT INCLUDE:

(I) A MOTORCYCLE;

(II) A MOTOR VEHICLE;

(III) A PUBLIC TRANSPORTATION VEHICLE; OR

(IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {“DEFINITIONS – DIRT  
BIKE”}; OR

(V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {“DEFINITIONS –  
MINIBIKE”}.

(E) *E-SCOOTER.*

(1) *IN GENERAL.*

“E-SCOOTER” MEANS A DEVICE DESIGNED AND EQUIPPED WITH:

(I) A MOTOR FOR SELF-PROPULSION;

(II) 2 WHEELS BELOW A PLATFORM ON WHICH A USER CAN STAND UPRIGHT TO  
OPERATE AND CONTROL THE VEHICLE; AND

(III) A LOCKING DEVICE TO EITHER LOCK ITSELF OR LOCK TO EXISTING  
STRUCTURES.

(2) *EXCLUSIONS.*

“E-SCOOTER” DOES NOT INCLUDE:

(I) A MOTORCYCLE;

(II) A MOTOR VEHICLE;

(III) A PUBLIC TRANSPORTATION VEHICLE; OR

(IV) A DIRT BIKE AS DEFINED IN ARTICLE 19, § 40-1(C) {“DEFINITIONS – DIRT  
BIKE”}; OR

(V) A MINIBIKE AS DEFINED IN ARTICLE 19, § 40-1(D) {“DEFINITIONS –  
MINIBIKE”}.

(F) *ENFORCEMENT OFFICER.*

“ENFORCEMENT OFFICER” HAS THE MEANING STATED IN CITY CODE ARTICLE 1, § 41-1(C).

(G) *PROVIDER.*

“PROVIDER” MEANS A PROVIDER OF DOCKLESS VEHICLES FOR HIRE.

(H) *PROGRAM.*

“PROGRAM” MEANS THE DOCKLESS VEHICLE PROGRAM ESTABLISHED PURSUANT TO THIS SUBTITLE.

(I) *USER.*

“USER” MEANS ANY MEMBER OF THE PUBLIC.

**§ 38-2. MANDATORY, PROHIBITORY, AND PERMISSIVE TERMS.**

(A) *MANDATORY TERMS.*

“MUST” AND “SHALL” ARE EACH MANDATORY TERMS USED TO EXPRESS A REQUIREMENT OR TO IMPOSE A DUTY.

(B) *PROHIBITORY TERMS.*

“MAY NOT” AND “NO ... MAY” ARE EACH MANDATORY NEGATIVE TERMS USED TO ESTABLISH A PROHIBITION.

(C) *PERMISSIVE TERMS.*

“MAY” IS PERMISSIVE.

**§ 38-3. RULES AND REGULATIONS.**

(A) *IN GENERAL.*

THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

(C) *POSTED TO DEPARTMENT WEBSITE.*

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE POSTED ON A DEPARTMENT WEBSITE.

**§§ 38-4 TO 38-5. {RESERVED}**

*PART 2. DOCKLESS VEHICLE PROGRAM*

**§ 38-6. DOCKLESS VEHICLE PROGRAM ESTABLISHED.**

(A) *IN GENERAL.*

THERE IS A DOCKLESS VEHICLE PROGRAM ESTABLISHED FOR THE PURPOSE OF REGULATING THE OPERATION OF DOCKLESS VEHICLES AND DOCKLESS VEHICLES FOR HIRE.

(B) *DEPARTMENT OF TRANSPORTATION TO ADMINISTER.*

THE DEPARTMENT IS RESPONSIBLE FOR ADMINISTERING IN A MANNER CONSISTENT WITH THIS SUBTITLE.

(C) *COST RECOVERY.*

THE COST OF PROGRAM ADMINISTRATION SHALL BE CHARGED TO THE PROVIDERS THROUGH THE IMPOSITION OF FEES ESTABLISHED BY THE DEPARTMENT AND APPROVED BY THE BOARD OF ESTIMATES.

(D) *PROGRAM TERMINATION.*

(1) THE PROGRAM MAY BE TERMINATED AT ANY TIME BY:

- (i) THE DIRECTOR, WITH 60 DAYS PRIOR NOTICE TO THE CITY COUNCIL AND ALL PROVIDERS; OR
- (ii) ORDINANCE OF THE MAYOR AND CITY COUNCIL.

(2) A TERMINATION OF THE PROGRAM OPERATES TO

- (i) REVOKE ALL EXISTING PERMITS ISSUED UNDER THIS SUBTITLE; AND
- (ii) REQUIRE ALL DOCKLESS VEHICLES FOR HIRE TO BE REMOVED FROM PUBLIC RIGHT-OF-WAYS WITHIN 48 HOURS FROM THE EFFECTIVE DATE OF THE TERMINATION.

**§ 38-7. SCOPE OF PROGRAM.**

THE PROGRAM ESTABLISHED UNDER THIS SUBTITLE SHALL:

- (1) PROVIDE, IN A MANNER ESTABLISHED BY THE DIRECTOR, EQUITABLE ACCESS TO DOCKLESS VEHICLES FOR HIRE THROUGHOUT THE CITY AND IN UNDER-SERVED AREAS; AND
- (2) BE LIMITED TO PERMITTING:
  - (i) NO MORE THAN 6 PROVIDERS, ALLOCATED, AS DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES PERMITTED UNDER THIS SUBTITLE; AND
  - (ii) NO MORE THAN 12,000 DOCKLESS VEHICLES TO BE ALLOCATED, AS DETERMINED BY THE DIRECTOR, AMONG THE 3 TYPES OF DOCKLESS VEHICLES

PERMITTED UNDER THIS SUBTITLE.

**§ 38-8. PERMIT REQUIRED.**

(A) *IN GENERAL.*

NO PROVIDER MAY OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS WITHOUT HAVING FIRST OBTAINED A PERMIT FROM THE DIRECTOR.

(B) *ISSUANCE.*

THE DIRECTOR MAY ISSUE A PERMIT UNDER THIS SUBTITLE IN THE FORM THE DIRECTOR REQUIRES.

**§ 38-9. PERMIT APPLICATIONS.**

(A) *FORM.*

AN APPLICATION FOR A PERMIT TO OPERATE A DOCKLESS-VEHICLE-FOR-HIRE BUSINESS MUST BE SUBMITTED IN THE FORM REQUIRED BY THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE.

(B) *CONTENTS.*

THE PERMIT APPLICATION MUST INCLUDE:

- (1) THE PROVIDER'S FULL LEGAL NAME AND ANY TRADE NAME(S) UNDER WHICH IT OPERATES;
- (2) DOCUMENTARY EVIDENCE FROM AN INSURANCE COMPANY INDICATING THAT THE INSURANCE COMPANY HAS BOUND ITSELF TO PROVIDE LIABILITY INSURANCE TO THE PROVIDER AS REQUIRED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) AN AGREEMENT TO INDEMNIFY THE CITY;
- (4) A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; AND
- (5) ANY OTHER INFORMATION REQUIRED BY THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE.

**§ 38-10. TERM AND RENEWAL.**

(A) *TERM.*

A PERMIT ISSUED UNDER THIS SUBTITLE EXPIRES ON THE 1<sup>ST</sup> ANNIVERSARY OF ITS EFFECTIVE DATE AND IS RENEWABLE AS PROVIDED IN THIS SECTION.

(B) *RENEWAL APPLICATION.*

THE APPLICATION FOR RENEWAL MUST BE IN THE FORM AND CONTAIN THE INFORMATION REQUIRED UNDER § 38-9 OF THIS SUBTITLE.



**§ 38-11. PERMIT NOT TRANSFERABLE OR SHAREABLE.**

A PERMIT ISSUED UNDER THIS SUBTITLE TO ANY PROVIDER IS NOT ASSIGNABLE OR TRANSFERABLE TO OR SHAREABLE WITH ANY OTHER PROVIDER NOT IDENTIFIED IN THE PERMIT.

**§ 38-12. DATA SHARING REQUIREMENTS.**

(A) *IN GENERAL.*

AS A CONDITION TO HOLDING A PERMIT, A PROVIDER MUST SUBMIT DATA AND REPORTS AS REQUIRED BY THE DIRECTOR IN A FORMAT DETERMINED BY THE DIRECTOR.

(B) *CONFIDENTIALITY.*

(1) EXCEPT AS OTHERWISE REQUIRED BY LAW, THE DATA AND REPORTS PROVIDED TO THE DEPARTMENT UNDER THIS SECTION MUST BE KEPT CONFIDENTIAL.

(2) IF DISCLOSURE OF THE DATA AND REPORTS IS REQUIRED BY LAW, THE DEPARTMENT MUST PROVIDE THE PROVIDER WITH REASONABLE PRIOR NOTICE OF THE DISCLOSURE.

(C) *USER PRIVACY PROTECTIONS.*

A PROVIDER MUST ESTABLISH A PRIVACY POLICY APPROVED BY THE DEPARTMENT THAT SAFEGUARDS USER INFORMATION.

**§ 38-13. PERMIT REVOCATION.**

(A) *IN GENERAL.*

AFTER A HEARING CONDUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE AND WITH PROPER NOTICE TO THE PROVIDER, THE DEPARTMENT MAY REVOKE A PERMIT IF THE DEPARTMENT FINDS THAT THE PROVIDER:

- (1) INTENTIONALLY OR KNOWINGLY MADE A FALSE STATEMENT AS TO A MATERIAL MATTER ON THE PERMIT APPLICATION;
- (2) FAILED TO MAINTAIN THE LIABILITY INSURANCE REQUIRED THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) FAILED TO SUPPLY THE DATA REQUIRED UNDER THIS SUBTITLE;
- (4) FAILED TO PAY ANY FEES AND TAXES REQUIRED UNDER THIS SUBTITLE OR THE BALTIMORE CITY CODE;
- (5) FAILED TO PROVIDE A PERFORMANCE BOND AS PROVIDED IN § 38-23 OF THIS SUBTITLE; OR
- (6) WAS CONVICTED TWICE WITHIN A 12-MONTH PERIOD OF A VIOLATION OF THIS SUBTITLE.

(B) *FORM AND EFFECT OF REVOCATION.*

- (1) ANY REVOCATION UNDER THIS SECTION MUST BE IN WRITING FROM THE DEPARTMENT AND SPECIFY THE REASONS FOR THE ACTION.
- (2) A PROVIDER RECEIVING A REVOCATION UNDER THIS SECTION IS PROHIBITED FROM APPLYING FOR A PERMIT UNDER THIS SUBTITLE FOR 2 YEARS FROM THE DATE OF THE REVOCATION.

§ 38-14. **APPEALS.**

(A) *IN GENERAL.*

A PROVIDER AGGRIEVED BY A DECISION OF THE DEPARTMENT MAY APPEAL THAT DECISION TO THE DIRECTOR IN WRITING WITHIN 10 DAYS OF THE DEPARTMENT'S DECISION.

(B) *DECISION.*

THE DIRECTOR MUST ISSUE A WRITTEN DECISION WITHIN 30 DAYS OF RECEIPT OF THE PROVIDER'S APPEAL.

§ 38-15. **DATA BREACHES.**

IF A PROVIDER DETERMINES THAT A BREACH OF ITS DATA SYSTEM HAS OCCURRED AND THAT THE BREACH HAS PLACED USER PERSONAL INFORMATION AT RISK, THE PROVIDER MUST, WITHIN 48 HOURS OF THAT DETERMINATION, NOTIFY THE DEPARTMENT AND ALL CURRENT AND PRIOR USERS OF THE BREACH AND THE LIKELY CONSEQUENCES OF THE BREACH.

§§ 38-16 TO 38-17. *{RESERVED}*

*PART 3. STANDARDS OF OPERATION*

§ 38-18. **UNLAWFUL OPERATION.**

AN E-BIKE OR E-SCOOTER MAY NOT BE RIDDEN:

- (1) IN A MANNER THAT VIOLATES APPLICABLE STATE OR LOCAL LAW;
- (2) AT SPEEDS THAT EXCEEDS 15 MILES PER HOUR;
- (3) BY A PERSON YOUNGER THAN 16-YEARS OF AGE;
- (4) WITH A PASSENGER;
- (5) WITHOUT THE USE OF A HEADLIGHT OR HEADLAMP AFTER DUSK, BEFORE DAWN, OR WHEN THE SAFE OPERATION OF A VEHICLE REQUIRES THE USE OF HEADLIGHT OR HEADLAMP;
- (6) ON A PUBLIC RIGHT-OF-WAY WITH A POSTED SPEED THAT EXCEEDS 30 MILES PER HOUR;
- (7) ON A SIDEWALK, UNLESS THE POSTED SPEED ON THE ABUTTING PUBLIC RIGHT-OF-WAY

EXCEEDS 30 MILES PER HOUR AND THE SPEED OF THE E-BIKE OR E-SCOOTER ON THE SIDEWALK DOES NOT EXCEED 6 MILES PER HOUR;

(8) WHILE CARRYING A PACKAGE, BUNDLE, OR OTHER ARTICLE THAT PREVENTS THE USER FROM KEEPING BOTH HANDS ON THE HANDLEBARS; OR

(9) WHILE PHYSICALLY CONTROLLING MORE THAN ONE E-BIKE OR E-SCOOTER.

**§ 38-19. UNLAWFUL PARKING.**

(A) *PUBLIC STREETS AND ALLEYS.*

A DOCKLESS VEHICLE MAY NOT BE PARKED ON A PUBLIC STREET OR ALLEY UNLESS THE DIRECTOR HAS DESIGNATED AN AREA SPECIALLY-DESIGNED TO ACCOMMODATE DOCKLESS VEHICLE PARKING.

(B) *SIDEWALKS.*

UNLESS OTHERWISE PROHIBITED BY LAW, RULE, OR REGULATION THAT PROHIBITS PARKING ON A SIDEWALK, DOCKLESS VEHICLES MAY BE PARKED:

(1) ON ANY SIDEWALK; OR

(2) ONLY AT DESIGNATED LOCATIONS ON SIDEWALKS AS DETERMINED BY THE DIRECTOR.

(C) *MISCELLANEOUS LOCATIONS.*

A DOCKLESS VEHICLE MAY NOT BE PARKED IN:

(1) A DRIVEWAY;

(2) AN AREA RESERVED FOR SIDEWALK DINING;

(3) A TRANSIT ZONE, INCLUDING BUS STOPS, SHELTERS, AND PASSENGER-WAITING AREAS;

(4) A LOADING ZONE;

(5) A PARKING ZONE DEDICATED TO ACCESSIBLE PARKING;

(6) A MANNER THAT REDUCES THE PEDESTRIAN ZONE TO LESS THAN 4 FEET OR THAT OTHERWISE PROHIBITS THE FREE FLOW OF PEDESTRIAN TRAFFIC;

(7) A MANNER THAT INTERFERES WITH PLACES OF ACCESS FOR PERSONS WITH DISABILITIES AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT; OR

(8) A MANNER OR LOCATION PROHIBITED BY THE DIRECTOR BY RULE OR REGULATION.

(D) *DISCARDED DOCKLESS VEHICLES.*

DOCKLESS VEHICLES MUST BE PARKED IN A STANDING UPRIGHT POSITION.

**§ 38-20. USER EDUCATION.**

**(A) *IN GENERAL.***

A PROVIDER MUST EDUCATE ITS USERS IN THE LAWS, RULES, AND REGULATIONS APPLICABLE TO THE RIDING, OPERATION, AND PARKING OF DOCKLESS VEHICLES.

**(B) *PUBLICATION.***

AS A COMPONENT OF THE EDUCATION REQUIRED UNDER THIS SECTION, A PROVIDER MUST MAKE VISIBLE ON ITS DOCKLESS VEHICLES OR PUBLISH ON ITS MOBILE APPLICATION, OR BOTH, THE STANDARDS OF OPERATION SET FORTH IN § 38-17 AND § 38-18 OF THIS SUBTITLE.

**§ 38-21. ADVERTISING PROHIBITED.**

A PROVIDER MAY NOT DISPLAY THIRD PARTY ADVERTISING ON ITS DOCKLESS VEHICLES.

**§ 38-22. PROVIDER OPERATIONAL RESPONSIBILITIES.**

A PROVIDER MUST:

- (1) OPERATE A 24-HOUR CUSTOMER SERVICE PHONE NUMBER FOR USERS, THE GENERAL PUBLIC, AND CITY OFFICIALS TO REPORT DOCKLESS VEHICLES THAT ARE INOPERABLE OR SUSPECTED OF BEING OPERATED OR PARKED IN APPARENT VIOLATION OF THE LAW;
- (2) REMOVE ITS DOCKLESS VEHICLES FROM ANY PUBLIC RIGHT-OF-WAY BETWEEN DUSK AND DAWN AS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE;
- (3) ENSURE THAT ITS DOCKLESS VEHICLES ARE PARKED AS REQUIRED BY LAW, RULE, OR REGULATION;
- (4) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY WITHIN 2 HOURS OF BEING NOTIFIED BY THE DEPARTMENT OR ANY OTHER GOVERNMENT AGENCY OF A VIOLATION;
- (5) REMOVE OR REPOSITION ITS DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY WITHIN 6 HOURS OF BEING NOTIFIED BY THE PUBLIC;
- (6) ENSURE THAT ITS DOCKLESS VEHICLES ADHERE TO APPLICABLE NATIONAL SAFETY STANDARDS;
- (7) ENSURE THAT ITS OPERATIONS ADHERE TO THE REQUIREMENTS OF EQUITABLE ACCESS AS DETERMINED BY THE DIRECTOR IN THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE; AND
- (8) COMPLY WITH ALL OTHER REQUIREMENTS ESTABLISHED BY THE DIRECTOR FOR THE OPERATION OF DOCKLESS VEHICLES FOR HIRE.

**§ 38-23. PERFORMANCE BOND.**

(A) *IN GENERAL.*

PROVIDERS MUST PROVIDE A PERFORMANCE BOND IN AN AMOUNT AND FORM SPECIFIED BY THE DIRECTOR.

(B) *USE.*

THE FUNDS AVAILABLE FROM THE BOND REQUIRED BY THIS SECTION SHALL BE APPLIED TO PAY FOR:

- (1) DAMAGE TO PUBLIC PROPERTY CAUSED BY A PROVIDER'S DOCKLESS VEHICLES; OR
- (2) THE REMOVAL AND STORAGE OF A PROVIDER'S DOCKLESS VEHICLES THAT ARE PARKED ILLEGALLY.

**§ 38-24. SEIZURE.**

(A) *IN GENERAL.*

A DOCKLESS VEHICLE FOR HIRE IS SUBJECT TO SEIZURE IF IT IS PARKED OR USED IN VIOLATION OF THIS SUBTITLE.

(B) *WARRANT NOT NECESSARY.*

- (1) AN ENFORCEMENT OFFICER NEED NOT HAVE A WARRANT IN ORDER TO SEIZE A DOCKLESS VEHICLE FOR HIRE IN VIOLATION OF THIS SUBTITLE IF:
  - (I) THE ENFORCEMENT OFFICER HAS PROBABLE CAUSE TO BELIEVE THAT THE DOCKLESS VEHICLE FOR HIRE HAS BEEN PARKED OR USED IN VIOLATION OF THIS SUBTITLE; AND
  - (II) A WARRANT IS NOT CONSTITUTIONALLY REQUIRED UNDER THE CIRCUMSTANCES.
- (2) WHENEVER AN ENFORCEMENT OFFICER SEIZES A DOCKLESS VEHICLE FOR HIRE UNDER THIS SECTION, THE ENFORCEMENT OFFICER MAY CAUSE IT TO BE MOVED TO A PLACE DESIGNATED BY THE DEPARTMENT.

(C) *VEHICLES RETURNED ON PAYMENT.*

ANY DOCKLESS VEHICLE FOR HIRE SEIZED UNDER THIS SECTION MUST BE RETURNED TO ITS PROVIDER ON PAYMENT FROM FUNDS PROVIDED BY THE PERFORMANCE BOND REQUIRED BY § 38-23 OF THIS SUBTITLE.

(D) *RULES AND REGULATIONS.*

THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST INCLUDE THE ADMINISTRATION AND PROCESSES NECESSARY TO IMPLEMENT THIS SECTION.

**§§ 38-25 TO 38-26. {RESERVED}**

**PART 4. PENALTIES AND ENFORCEMENT**

**§ 38-27. ENFORCEMENT BY CITATION.**

**(A) IN GENERAL.**

IN ADDITION TO ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT PROCEDURE, THIS SUBTITLE MAY BE ENFORCED BY ISSUANCE OF:

- (1) AN ENVIRONMENTAL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 40 {"ENVIRONMENTAL CONTROL BOARD"}; OR
- (2) A CIVIL CITATION AS AUTHORIZED BY THE CITY CODE ARTICLE 1, SUBTITLE 41 {"CIVIL CITATIONS"}.

**(B) PROCESS NOT EXCLUSIVE.**

THE ISSUANCE OF A CITATION TO ENFORCE THIS SUBTITLE DOES NOT PRECLUDE PURSUING ANY OTHER CIVIL OR CRIMINAL REMEDY OR ENFORCEMENT ACTION AUTHORIZED BY LAW.

**(C) EACH DAY A SEPARATE OFFENSE.**

EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.

**§ 38-28. CRIMINAL PENALTIES.**

**(A) IN GENERAL.**

EXCEPT AS OTHERWISE SPECIFIED, ANY PERSON WHO VIOLATES ANY PROVISIONS OF THIS SUBTITLE OR OF THE RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE IS GUILTY OF A MISDEMEANOR AND, ON CONVICTION, IS SUBJECT TO FINE OF NOT MORE THAN \$1,000 OR TO IMPRISONMENT FOR NOT MORE THAN 30 DAYS OR TO BOTH FINE AND IMPRISONMENT FOR EACH OFFENSE.

**(B) EACH DAY A SEPARATE OFFENSE.**

EACH DAY THAT A VIOLATION CONTINUES IS SEPARATE OFFENSE.

**Article 1. Mayor, City Council, and Municipal Agencies**

**Subtitle 40. Environmental Control Board**

**§ 40-14. Violations to which subtitle applies.**

**(e) Provisions and penalties enumerated.**

**(5) Article 31. Transit and Traffic**

**SUBTITLE 38. DOCKLESS VEHICLES**

§ 38-17. UNLAWFUL OPERATION \$20

§ 38-18. UNLAWFUL PARKING \$20

**Article 1. Mayor, City Council, and Municipal Agencies**

**Subtitle 41. Civil Citations**

**§ 41-14. Offenses to which subtitle applies – Listing.**

(4) *Article 31. Transit and Traffic*

SUBTITLE 38. DOCKLESS VEHICLES

§ 38-17. UNLAWFUL OPERATION \$20

§ 38-18. UNLAWFUL PARKING \$20

**Article 28. Taxes**

**Subtitle 31. DOCKLESS VEHICLES**

**§ 31-1. DEFINITIONS.**

(A) *IN GENERAL.*

IN THIS SUBTITLE, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED.

(B) *DIRECTOR.*

“DIRECTOR” MEANS THE DIRECTOR OF THE DEPARTMENT OF FINANCE OR THE DIRECTOR’S DESIGNEE.

(C) *DOCKLESS VEHICLE FOR HIRE.*

“DOCKLESS VEHICLE FOR HIRE” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § 38-1(C) {“DEFINITIONS – DOCKLESS VEHICLE FOR HIRE”}.

(D) *PROVIDER.*

“PROVIDER” HAS THE MEANING STATED IN CITY CODE ARTICLE 31, § 38-1(F) {“DEFINITIONS – PROVIDER”}.

**§ 31-2. TAX IMPOSED.**

AN EXCISE TAX IS LEVIED AND IMPOSED UPON EVERY PROVIDER OF DOCKLESS VEHICLES FOR HIRE.

**§ 31-3. AMOUNT OF TAX.**

THE AMOUNT OF THE TAX IS 10 CENTS PER DOCKLESS-VEHICLE-FOR-HIRE RENTAL.

**§ 31-4. REMITTANCE AND REPORTS.**

(A) *REMITTANCE.*

A PROVIDER SHALL REMIT THE TAX IMPOSED BY THIS SUBTITLE TO THE DIRECTOR ON OR

BEFORE THE FIRST DAY OF JANUARY AND THE FIRST DAY OF JULY OF EACH YEAR.

(B) *REPORTS.*

- (1) EACH REMITTANCE MUST BE ACCOMPANIED BY A REPORT OF ALL SERVICE TRANSACTIONS FOR THE PERIOD REPORTED.
- (2) THE REPORT MUST BE IN THE FORM AND CONTAIN THE INFORMATION THAT THE DIRECTOR REQUIRES.

**§ 31-5. RULES AND REGULATIONS.**

(A) *IN GENERAL.*

THE DIRECTOR MUST ADOPT RULES AND REGULATIONS TO CARRY OUT THIS SUBTITLE.

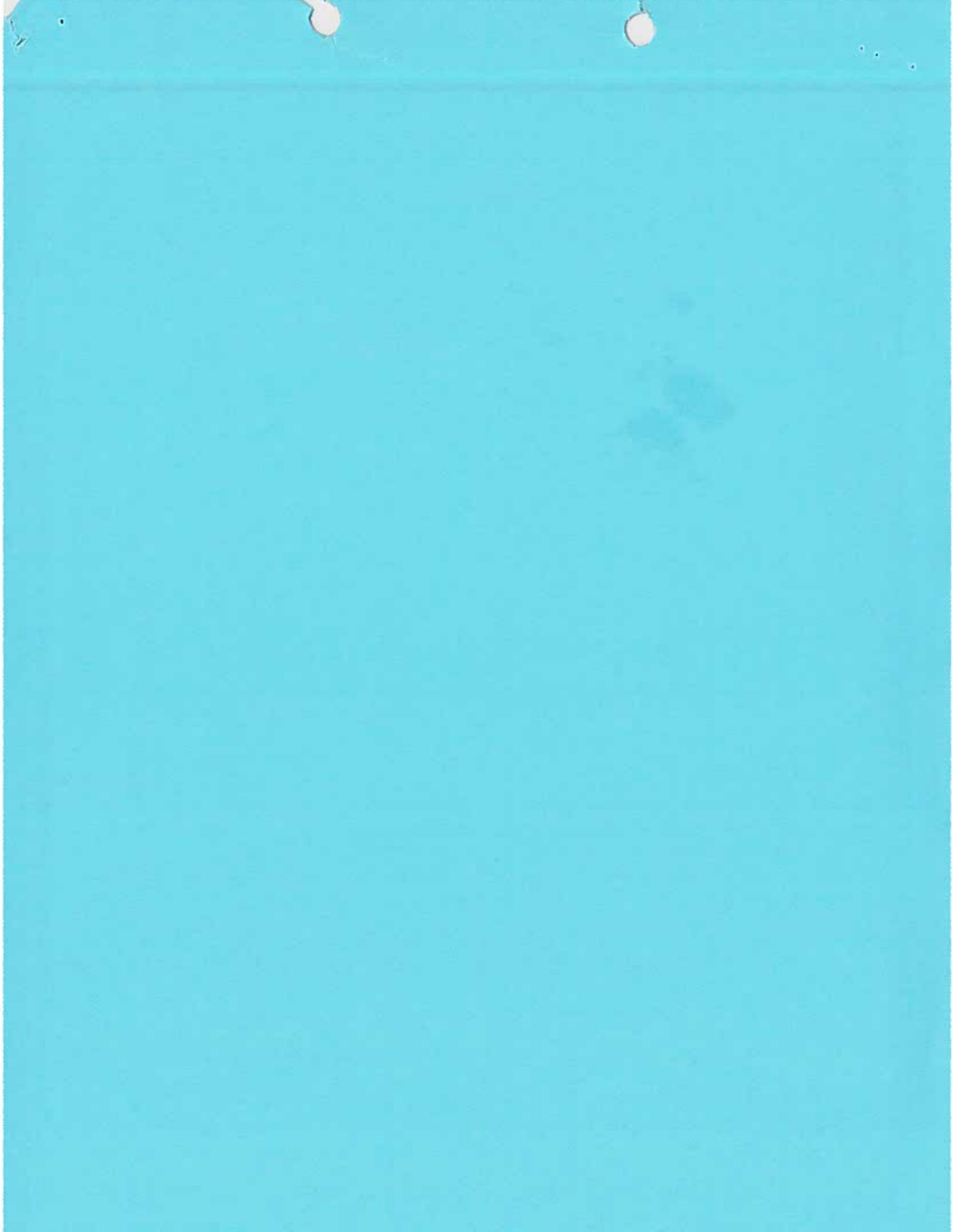
(B) *FILING WITH LEGISLATIVE REFERENCE.*

A COPY OF ALL RULES AND REGULATIONS ADOPTED UNDER THIS SUBTITLE MUST BE FILED WITH THE DEPARTMENT OF LEGISLATIVE REFERENCE BEFORE THEY TAKE EFFECT.

**SECTION 2. AND BE IT FURTHER ORDAINED,** That the catchlines contained in this Ordinance are not law and may not be considered to have been enacted as a part of this or any prior Ordinance.

**SECTION 3. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on May 1, 2019.





ACTION BY THE CITY COUNCIL

JAN 28 2019

FIRST READING (INTRODUCTION) \_\_\_\_\_

PUBLIC HEARING HELD ON March 20, 20 19

COMMITTEE REPORT AS OF March 25, 20 19

\_\_\_\_\_ FAVORABLE \_\_\_\_\_ UNFAVORABLE \_\_\_\_\_ FAVORABLE AS AMENDED \_\_\_\_\_ WITHOUT RECOMMENDATION

*Edward Jensen*

Chair

COMMITTEE MEMBERS:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

COMMITTEE MEMBERS:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SECOND READING: The Council's action being favorable (unfavorable), this City Council bill was (was not) ordered printed for Third Reading on:

MAR 25 2019  
20 \_\_\_\_\_

Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING \_\_\_\_\_

MAR 25 2019

\_\_\_\_\_ Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING (ENROLLED) \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_ Amendments were read and adopted (defeated) as indicated on the copy attached to this blue backing.

THIRD READING (RE-ENROLLED) \_\_\_\_\_ 20 \_\_\_\_\_

WITHDRAWAL \_\_\_\_\_ 20 \_\_\_\_\_

There being no objections to the request for withdrawal, it was so ordered that this City Council Ordinance be withdrawn from the files of the City Council.

*Sharon M. ...*

President

Chief Clerk