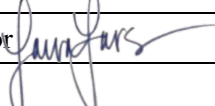




CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Laura Larsen, Budget Director 
DATE	March 17 th , 2026
SUBJECT	26-0145 Commercial Vehicle Parking

Position: Support

The Department of Finance is herein reporting on City Council Bill 26-0145, Commercial Vehicle Parking, the purpose of which is to expand and clarify the definition of “commercial vehicle,” including trailers, and tighten restrictions on when and where commercial vehicles and trailers may park on Baltimore City streets—particularly near residences and overnight—while updating enforcement provisions and fine structures based on federal vehicle classification standards.

Background

Baltimore has long prohibited overnight parking of commercial vehicles and restricted daytime parking in residential areas. Currently, the prohibition is based on a vehicle’s weight and type. Enforcement is carried out by the Department of Transportation by Traffic Enforcement Officers. Under current law, parking violations are determined by whether a vehicle weighs more or less than 20,000 pounds. The table below shows the number of citations issued from fiscal year 2018 through January 1, 2026.

Citations for parking or standing a commercial vehicle FY 2018-Jan 1, 2026		
Citation Type	Greater than 20,000 pounds	Less than 20,000 pounds
Year		
2018	159	1,176
2019	165	912
2020	94	654
2021	107	741
2022	185	1,067
2023	173	922
2024	129	710
2025	199	808
2026	175	324
TOTAL	1,386	7,314

Since 2018, Enforcement has averaged 154 tickets per year for commercial vehicles weighing more than 20,000 pounds and 813 tickets per year for commercial vehicles weighing less than 20,000 pounds. Ticketing for commercial vehicles is not a major revenue source for Baltimore; however, it enforces an important quality of life issue for Baltimore residents.

City Council Bill 26-0145

City Council Bill 26-0145 shifts the definitions of vehicles from weight to the Federal Highway Administration (FHWA) classification system. The FHWA classifications rely on visually identifiable vehicle characteristics rather than precise calculations, see Appendix 1 for the FHWA classification guide. City Council Bill 26-0145 keeps the same general fine structure.

Fiscal Impact

The Department of Finance is not expecting a significant fiscal impact from this legislation.

Fiscal Analysis

City Council Bill 26-0145 does not change fine amounts, it simplifies enforcement by using the FHWA vehicle classification system instead of a weight threshold, which can make enforcement more consistent.



































Conclusion

City Council Bill 26-0145 simplifies Baltimore City's commercial vehicle parking framework by replacing a weight-based threshold with the more practical FHWA vehicle classification system. This change is expected to improve clarity, promote more consistent enforcement, and better align local practice with nationally recognized standards, while maintaining the existing fine structure and generating no significant fiscal impact.

For the reasons stated above, the Department of Finance supports City Council Bill 26-0145.

cc: Michael Mocksten
Nina Themelis

APPENDIX I

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
			
			
			

Source: Federal Highway Administration