



**BALTIMORE CITY COUNCIL  
CHARTER REVIEW  
SPECIAL COMMITTEE**

**The Honorable Ryan Dorsey**

**CHAIR**

**PUBLIC HEARING**

**6/10/2026**

**1:00pm**

**CLARENCE "DU" BURNS COUNCIL CHAMBERS**

**26-0201**

*Charter Amendment*

*Parking Benefits District - Local Fund*

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*Staff: Paroma Nandi  
(Paroma.Nandi@baltimorecity.gov)*

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## **CHARTER REVIEW SPECIAL COMMITTEE**

Ryan Dorsey - Chair  
John Bullock - Vice Chair  
Zac Blanchard  
Jermaine Jones  
Odette Ramos

*Staff: Ethan Navarre (Ethan.Navarre@baltimorecity.gov)*

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# CITY OF BALTIMORE

Brandon M. Scott – Mayor  
Zeke Cohen – Council President



## Office of Council Services

Nancy Mead – Director  
100 Holliday Street, Room 415  
Baltimore, MD 21202

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## CHARTER REVIEW SPECIAL COMMITTEE

The Honorable Ryan Dorsey  
CHAIR

### Bill Hearing

26-0201

*Charter Amendment – Parking Benefits District – Local Fund*

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Sponsor: Council Member Zac Blanchard District 11

FOR THE PURPOSE OF establishing a continuing, nonlapsing parking benefits district fund to return a portion of parking meter revenues to a certain geographic area; specifying the allowed uses of the fund; and submitting this amendment to the qualified voters of the City for adoption or rejection.

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### ***REPORTING AGENCIES***

- Department of Law
  - Department of Finance
  - Parking Authority of Baltimore City
  - Department of Transportation
  - Baltimore Development Corporation
  - Mayor's Office of Small and Minority Business Advocacy and Development
  - Department of Housing and Community Development
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### ***BACKGROUND***

If enacted and approved by the qualified voters of the City, the bill would establish a non-lapsing fund whose contents do not revert to the City's General Fund at the end of the fiscal year for purposes of providing certain parking revenues to areas nearby the point(s) of parking revenue collection.

The bill would allow for the establishment of "Parking Benefits Districts" (PBDs) and the appropriation of money to the fund by separate respective ordinances. In addition, the bill provides for several specific uses of appropriated money including: neighborhood beautification, public amenities, improvements to public safety, grants, maintenance services, and others related to the improvement of a community within a PBD.

Such subsequent ordinances could resemble laws currently in place in [Montgomery County](#), which maintains certain parking revenues in discrete funds based on designated districts. [Other jurisdictions](#) around the country have implemented similar measures.

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### ***FISCAL NOTE***

If enacted and approved, the amendment itself carries no fiscal consequence; however, the enactment of subsequent ordinances resulting from the powers granted by the amendment could result in a reduction of parking revenue directed towards the City's General Fund and/or an increase in overall revenue derived from parking if combined with increases in parking meter operating hours.

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Analysis by: Ethan Navarre  
Analysis Date: 6/8/2026

Direct Inquiries to: [Ethan.Navarre@baltimorecity.gov](mailto:Ethan.Navarre@baltimorecity.gov)

**CITY OF BALTIMORE  
COUNCIL BILL 26-0201  
(First Reader)**

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Introduced by: Councilmember Blanchard  
Cosponsored by: Councilmembers Parker, Dorsey, Jones, and Ramos  
Introduced and read first time: June 8, 2026  
Assigned to: Charter Review Special Committee

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REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Finance, Parking Authority of Baltimore City, Department of Transportation, Baltimore Development Corporation, Mayor's Office of Small and Minority Business Advocacy and Development, Department of Housing and Community Development

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A RESOLUTION ENTITLED

1 A RESOLUTION OF THE MAYOR AND CITY COUNCIL concerning

2 **Charter Amendment – Parking Benefits District – Local Fund**

3 FOR the purpose of establishing a continuing, nonlapsing parking benefits district fund to return a  
4 portion of parking meter revenues to a certain geographic area; specifying the allowed uses of  
5 the fund; and submitting this amendment to the qualified voters of the City for adoption or  
6 rejection.

7 BY proposing to add  
8 Article 1 – General Provisions  
9 Section 21  
10 Baltimore City Charter  
11 (1996 Edition)

12 **SECTION 1. BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the  
13 City Charter is proposed to be amended to read as follows:

14 **Baltimore City Charter**

15 **Article 1. General Provisions**

16 **§ 21. PARKING BENEFITS DISTRICT FUND.**

17 (A) *FUND ESTABLISHED.*

18 THERE IS A CONTINUING, NONLAPSING FUND TO BE USED EXCLUSIVELY FOR PURPOSES OF  
19 PROMOTING ECONOMICALLY VIBRANT COMMUNITIES BY RETURNING A PORTION OF  
20 PARKING REVENUES TO THE AREA THAT IMMEDIATELY SURROUNDS THE POINT OF  
21 REVENUE COLLECTION.

EXPLANATION: CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.

**Council Bill 26-0201**

1 (B) *ESTABLISHMENT OF DISTRICTS.*

2 (1) THE MAYOR AND CITY COUNCIL OF BALTIMORE MAY, BY ORDINANCE, ESTABLISH  
3 PARKING BENEFITS DISTRICTS.

4 (2) A PARKING BENEFITS DISTRICT SHALL HAVE DESIGNATED BOUNDARIES THAT  
5 ESTABLISH A CERTAIN GEOGRAPHIC AREA WHERE PARKING REVENUES MAY BE  
6 COLLECTED.

7 (C) *IMPLEMENTATION.*

8 THE MAYOR AND CITY COUNCIL OF BALTIMORE MAY, BY ORDINANCE, PROVIDE FOR THE  
9 ADMINISTRATION OF THE FUND.

10 (D) *PERMITTED USES.*

11 (1) *IN GENERAL.*

12 EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, MONEY APPROPRIATED  
13 TO THIS FUND MAY BE USED FOR:

14 (I) BEAUTIFYING NEIGHBORHOODS;

15 (II) PROVIDING AMENITIES IN PUBLIC AREAS;

16 (III) IMPROVING PUBLIC SAFETY;

17 (IV) PROVIDING GRANTS FOR:

18 (A) FACADE IMPROVEMENT;

19 (B) TENANT BUILDOUT; AND

20 (C) PROPERTY ACQUISITION;

21 (V) PROVIDING SUPPLEMENTAL MAINTENANCE SERVICES TO A COMMUNITY WITHIN  
22 A PARKING BENEFITS DISTRICT; AND

23 (VI) ANY OTHER PURPOSE RELATED TO IMPROVING A COMMUNITY WITHIN A  
24 PARKING BENEFITS DISTRICT.

25 (2) *LIMITATIONS.*

26 (I) MONEY APPROPRIATED TO THIS FUND MAY NOT BE USED TO SUBSTITUTE OR  
27 REPLACE CITY SERVICES.

28 (II) THE MAYOR AND CITY COUNCIL MAY, BY ORDINANCE, RESTRICT PARKING  
29 REVENUE COLLECTED IN 1 PARKING BENEFITS DISTRICT FOR EXCLUSIVE USE IN  
30 THAT DISTRICT.

**Council Bill 26-0201**

1       **SECTION 2. AND BE IT FURTHER RESOLVED**, That this proposed amendment to the City  
2 Charter be submitted to the legal and qualified voters of Baltimore City, for adoption or rejection,  
3 in accordance with Article XI-A, § 5 of the Maryland Constitution, in the form specified by the  
4 City Solicitor.

# BALTIMORE CITY COUNCIL



## CHARTER REVIEW SPECIAL COMMITTEE

*26-0201*

*Charter Amendment*

*Parking Benefits District - Local Fund*

# Agency Reports

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CITY OF BALTIMORE

BRANDON M. SCOTT  
Mayor



DEPARTMENT OF LAW  
EBONY THOMPSON  
CITY SOLICITOR  
100 N. HOLLIDAY STREET  
SUITE 101, CITY HALL  
BALTIMORE, MD 21202

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June 9, 2026

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 26-0201 – Charter Amendment – Parking Benefits District – Local Fund

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 26-0201 for form and legal sufficiency. The bill—entitled a resolution—would amend Article 1 of the Charter to establish a nonlapsing fund to be used for specific purposes in communities surrounding the area of parking revenue collection.

Under Section 5 of Article XI-A of the Maryland Constitution, a resolution of the Mayor and City Council, such as this one, is an appropriate method of initiating an amendment to the Baltimore City Charter. If enacted, the resolution would be placed on the ballot at the City’s next general election and, if approved by the voters, the amendment would be adopted and become part of the Charter 30 days after the election. Md. Const., Art. XI-A, § 5.

There are a number of problems with the first reader version of the bill, including, but not limited to, the following:

- The bill does not provide for sources of funding;
- Proposed Section 21(b)(2) provides that a parking benefits district shall have designated boundaries in which “parking revenues may be *collected*.” This appears to be erroneous and is instead likely meant to cover areas where funds may be *expended*.
- It is unclear what “supplemental maintenance services” means in proposed Section 21(d)(1)(v).

Given the expedited timeline surrounding the bill’s introduction and consideration, the Law Department worked directly with the sponsor on substantial amendments to address these and other concerns. Assuming these amendments are adopted, the Law Department can approve the bill for form and legal sufficiency.

Sincerely,



Jeffrey Hochstetler  
Chief Solicitor

cc: Ebony Thompson, City Solicitor  
Nina Themlis, Mayor's Office of Government Relations  
Ty'lor Schnella, Mayor's Office of Government Relations  
Hilary Ruley, Chief Solicitor, General Counsel Division  
Ashlea Brown, Chief Solicitor  
Michelle Toth, Assistant Solicitor  
Desireé Luckey, Assistant Solicitor



## MEMORANDUM

**DATE:** June 9, 2026  
**TO:** Charter Review Special Committee  
**FROM:** Otis Rolley, President and CEO  
**POSITION:** Defer to Department of Finance  
**SUBJECT:** Council Bill 26-201

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### **INTRODUCTION**

The Baltimore Development Corporation (BDC) is reporting on Baltimore City Council Bill 26-201 introduced by Councilman Blanchard.

### **PURPOSE**

The purpose of this bill is to permit the Mayor & City Council of Baltimore to establish a non-lapsing parking benefits district fund. The purpose of this fund is to divert a portion of parking meter revenue in a benefits district directly to the district itself. This is a charter amendment which if passed will be placed on the ballot for adoption by the voters of Baltimore City.

### **BRIEF HISTORY**

The goal of establishing these parking benefits districts is to ensure that a portion of revenue from metered parking is spent on certain street level improvements in said districts, which would help promote economic activity in our commercial corridors. Baltimore Development Corporation is broadly in support of this policy goal. However the operational burden of creation and administration of these districts will not fall to BDC, therefore we defer to the position of the Department of Finance, which will most likely be tasked with the disbursement and tracking of fund proceeds.

### **AGENCY POSITION**

The Baltimore Development Corporation respectfully **defers to the Department of Finance** report on City Council Bill 26-201. If you have any questions, please contact Tom Whelley at 410-837-9305 or [tom.whelley@baltimoredevelopment.com](mailto:tom.whelley@baltimoredevelopment.com).

cc: Nina Themelis, Mayor's Office of Government Relations  
Ty'lor Schnella, Mayor's Office of Government Relations

[TW]



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Timothy Keane, Acting Commissioner, Housing and Community Development
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	June 9, 2026
<b>SUBJECT</b>	26-0201 Charter Amendment – Parking Benefits District – Local

**Position: Defer to the Parking Authority of Baltimore City**

*Cassie Clemente*

**BILL SYNOPSIS**

The Department of Housing and Community Development (DHCD) has reviewed City Council Bill 26-0201 Charter Amendment – Parking Benefits District – Local Fund for the purpose of establishing a continuing, nonlapsing parking benefits district fund to return a portion of parking meter revenues to a certain geographic area; specifying the allowed uses of the fund; and submitting this amendment to the qualified voters of the City for adoption or rejection.

If enacted, City Council Bill 26-0201 would establish a nonlapsing fund designed to reallocate a portion of parking meter revenues to certain geographic areas for community improvement, with examples of such improvements given within the Bill. If approved, this Bill would be presented as a charter amendment to Baltimore City voters, for their approval or rejection, on November 3, 2026.

**SUMMARY OF POSITION**

This Bill would have minimal operational impact on DHCD as currently written. We defer to the opinion of the Parking Authority of Baltimore City on this matter.

**FISCAL IMPACT**

As drafted, this Bill would have minimal fiscal or administrative impact on DHCD.

**AMENDMENTS**

DHCD does not seek any amendments to this Bill at this time.



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Veronica P. McBeth, Director, Department of Transportation
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	June 8, 2026
<b>SUBJECT</b>	26-0201 • Charter Amendment – Parking Benefits District – Local Fund

**Position: Unfavorable**

**BACKGROUND**

Council Bill 26-0201 would authorize the creation of non-lapsing “parking benefits district funds” (“District”) in Baltimore City. The District would capture a portion of parking meter revenues and return it to the area in which they are established. Revenues captured by a District may be used for general neighborhood improvement and economic development purposes, with the caveat that they are to be used in addition to (not instead of) existing funding.

As the agency responsible for parking enforcement, this could impact operations by requiring additional enforcement requirements. Currently parking revenue is deposited in a separate parking fund which supports the Department’s parking enforcement operations, along with other parking related commitments. The revenue collected as part of this bill would be prioritized over covering the cost of operations or other fiduciary commitments. Reductions to revenues allocated to this parking fund may necessitate supplemental funds from the General Fund to be allocated toward parking enforcement. In addition, community demand for increased revenue may lead to an expansion of the footprint and/or operating hours of parking meters, resulting in greater demand for parking enforcement. The cost of additional enforcement may not be offset by increased parking meter revenue, leading to net losses to City revenues.

**RECOMMENDATION**

For the reasons above, the Department respectfully requests an unfavorable report on Council Bill 26-0201 but remains committed to working with Councilmembers and stakeholders to identify and address priorities through existing resources in an equitable, data-driven manner.



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Bob Cename, Deputy Finance Director <i>Bob C</i>
<b>DATE</b>	June 9 <sup>th</sup> , 2026
<b>SUBJECT</b>	26-201 Charter Amendment – Parking Benefits District

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

**Position: Oppose**

The Department of Finance is herein reporting on City Council Bill 26-201 Charter Amendment – Parking Benefits District, the purpose of which is to create a non-lapsing Parking Benefits District Fund that would return a portion of parking revenues to the neighborhoods where the revenues are collected. The fund could be used for community improvements such as beautification projects, public safety enhancements, public amenities, façade improvement grants, tenant buildouts, property acquisition, and supplemental maintenance services. The legislation authorizes the Mayor and City Council to establish Parking Benefits Districts (PBDs) by ordinance and requires voter approval before the amendment can take effect.

**Background**

*Parking Revenues and Expenses*

Primary generators of parking revenues include parking tax, meters, fines and penalties on parking and traffic violations, and income from City-owned garages. Parking revenues are collected by two different agencies: the Parking Authority of Baltimore City (PABC) and the Department of Finance’s Bureau of Revenue Collections (BRC). Parking revenues are deposited into the City’s Parking Enterprise Fund (managed by the City’s Department of Finance), and those revenues are legally committed by the City to the repayment of the City’s parking revenue bond debt and to the operating expenses of the Parking Enterprise and Parking Management Funds. The net proceeds are then deposited into the General Fund. The Fiscal 2026 budget includes a net transfer of \$21.9 million to the General Fund:

**Council Bill 26-0201 - Parking Funds Transfer to the  
General Fund**

<b>Revenues</b>	<b>Fiscal 2026 Budget</b>
<i>Meter Revenue</i>	\$10,700,000
<i>All other Parking Fund Revenues</i>	\$60,921,000
<b><i>Total Parking Fund Revenues</i></b>	<b>\$71,621,000</b>
<b>Expenses</b>	<b>Fiscal 2026 Budget</b>
<i>Parking Enforcement</i>	\$16,236,000
<i>Debt Service</i>	\$8,597,000
<i>All Other Parking Funds Expenses</i>	\$24,825,000
<b><i>Total Parking Funds Expenses</i></b>	<b>\$49,658,000</b>
<b><i>Transfer to the General Fund</i></b>	<b>\$21,963,000</b>

*Non-Lapsing Funds*

City Council Bill 26-201 creates a proposed Charter amendment establishing a continuing, non-lapsing Parking Benefits District Fund that would dedicate a portion of parking meter revenues for use within designated geographic districts and for specified community improvement purposes.

The Department of Finance has generally advised against the creation of special non-lapsing revenue funds. The best approach to budgeting is to centrally capture all discretionary funds in the General Fund, and then to allocate those resources through an annual budget process that is transparent and subject to a full annual review. Locking away increasing portions of general revenues into narrowly defined and potentially permanent purposes only serves to materially fragment the operating budget. Over time this limits the City’s ability to reprioritize resources, respond to changing conditions, or manage fiscal stress in a coherent and comprehensive manner.

This risk is especially serious given the City’s already comparatively high tax burden and high service demands from residents. In that context, expanding the ability to further earmark revenues outside the annual appropriations process would compound structural rigidity in the budget, weaken Council and executive budgetary discretion, and materially impair the City’s capacity to respond to evolving service demands, economic pressures, and affordability concerns.

**Fiscal Impact**

The creation of a new non-lapsing fund in and of itself does not create any fiscal impact for the City. However, our concern is that the follow-on legislation to create the Parking Benefit Districts (PBD) will ultimately impact General Fund resources.

*Recurring Revenues and Expenses*

The creation of the RBD’s has the potential to directly the City’s General Fund. For example, if the boundaries of the RBD or the parameters of the Fund are devised in a way that captures existing parking meter revenue, it would divert that money away from the General Fund.

Further, if a PBD chooses to expand parking meter operating hours, this would require additional enforcement personnel and create an additional General Fund expense.

#### *Administrative Costs*

City Council Bill 26-201 in and of itself does not create any new administrative burden. However, any follow-on legislation to create PBD could create a new administrative burden for either the City or a new entity. Resources would need to be dedicated to drawing clearly defined boundaries, developing systems to track parking meter revenues by district, modifying existing parking and financial systems, adding accounting controls, and reconciling revenues to ensure that they are attributed to the correct district. Further, once the revenues are collected, additional resources would need to be dedicated to administering the distribution of funds, calculating district allocations, monitoring allowable uses, processing payments, and ensuring compliance. These new responsibilities could result in additional staffing needs and operational costs for either the City or a new entity.

#### **Conclusion**

The Department of Finance generally advises against the creation of new non-lapsing special funds. These funds tend to divert resources away from the General Fund and serve to undermine the City's budget process. In addition, this particular proposal could add significant new administrative costs to establish and manage the new Parking Benefit Districts. Preserving the ability to allocate revenues through the annual budget process remains essential to maintaining sound financial management and providing the flexibility to respond to changing service demands and economic needs.

**For the reasons stated above, the Department of Finance opposes City Council Bill 26-201.**

cc: Michael Mocksten  
Nina Themelis



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Christopher R. Lundy, Director MOSMBAD
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	June 9, 2026
<b>SUBJECT</b>	Charter Amendment — Parking Benefits District — Local Fund

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**Position: Without Recommendation**

**BILL SYNOPSIS**

This Charter Amendment seeks to establish a non-lapsing fund for purposes of promoting economically vibrant Main Street communities by returning a portion of parking revenues to the area that immediately surrounds the point of revenue collection.

**SUMMARY OF POSITION**

The Baltimore Main Streets (BMS) program is a public private partnership with nine communities, including: Highlandtown, Pennsylvania Avenue, Belair-Edison, Hamilton - Lauraville, Park Heights, Fells Point, Pigtown, Federal Hill, & Waverly. Each of the community organizations is an independently operated non-profit organization. The BMS program follows the Main Street America (MSA) approach centered around transformation strategies organized as four points: Economic Vitality, Design, Promotion, and Organization. BMS is a coordinating program accredited by MSA to grant accreditation to local coordinating programs. Maryland DHCD is similarly an accredited coordinating program. BMS funds the local coordinating programs on an annual basis if they remain eligible to receive funds by maintaining compliance with both MSA requirements and the BMS annual funding agreement, inclusive of quarterly reporting requirements. The BMS Program is a multi-module approach that depends upon the support of our partner directors and managers in the community. We cannot have a successful program without the partnership, hard work, and support of these community leaders.

Our work is impacted by a host of factors, including the need for additional community funding. SMBA&D remains optimistic that the FY27 budget will have increased funding and will continue to advocate for strategic community investment through the BMS program. BMS has successfully deployed funds previously via grants funded through the Pimlico Community Development Authority (PCDA) in Park Heights for business development, façade improvement, and lighting and safety enhancements. Additionally, SMBA&D has deployed funds through the

MBDA Advanced Manufacturing Center's Cares Act Small Business Strategic Consulting Fund Program and our Catalyst Baltimore program supporting businesses with various consultants to provide technical assistance. SMBA&D appreciates the sponsors' efforts to identify mechanisms to increase the funding of BMS and support the revitalization of our local Main Street communities. The bill recognizes our partnership and the unique relationship with these communities in working toward neighborhood revitalization. Nonetheless, despite the very good intention, the bill has the potential to cause inequity amongst the Main Street communities regarding the rate and presence of parking meters.

***FISCAL IMPACT***

There is no anticipated fiscal impact on MOSMBAD.



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Peter Little, Executive Director, Parking Authority of Baltimore City
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	June 8, 2026
<b>SUBJECT</b>	26-201 Charter Amendment – Parking Benefits District – Local Fund

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**Position: Unfavorable**

**BILL SYNOPSIS**

City Council Bill 26-201 proposes the establishment of a continuing, non-lapsing parking benefits district fund to return a portion of parking meter revenues to a certain geographic area; specifying the allowed uses of the fund; and submitting this amendment to the qualified voters of the City for adoption or rejection.

**SUMMARY OF POSITION**

The Parking Authority of Baltimore City (PABC) has reviewed the proposed legislation. Although the establishment of parking benefits districts might possibly have some positive impact on the public's perception of the parking meter program, our serious concerns outweigh those possible benefits.

There are several dozen neighborhoods throughout the City that currently have parking meters. All of them are likely to demand the establishment of parking benefits districts if allowed by law. Each of those neighborhoods would then need to designate a group or committee to work with a City agency to receive and administer those funds. This would add a sizable administrative burden to the City agency that is assigned this task. It would result in added costs for that particular agency and, therefore, the City.

Baltimore City parking meter revenues (along with other parking related revenues) are pledged and committed, as security to bondholders via bond indenture, to the City's Parking Enterprise Fund which is established for the payment of the City's parking revenue bond debt service. Parking revenue bonds are sold by the City to fund the development and repair of City parking facilities. It may not be possible for the City to divert parking meter revenues from the Parking Enterprise Fund to parking benefits districts. Even if it is possible to divert parking meter revenue funds to parking benefits districts, doing so would likely negatively affect the City's parking revenue bond rating, which would increase the interest rate on future bond issuances, making it more expensive for the City to repair or develop parking facilities in the future.

The purpose of parking meters is to manage parking – creating availability of on-street parking for patrons of businesses and attractions in commercial areas. Revenue collection is ancillary to that purpose. If the purpose of parking meters is turned upside-down, focusing on increasing revenue collection, instead of good parking management practices, the intent of the meter program is distorted, thereby eroding support from the public at large for the parking meter program.

- Parking meters should only be installed on blocks where they are needed to manage parking in commercial areas. The City would likely be pressured by neighborhoods with parking benefits districts to install parking meters where they are not really needed to generate more revenue for the neighborhood.
- Parking meters should only operate when they are needed to manage parking in commercial areas. The City would likely be pressured by neighborhoods with parking benefits districts to extend parking meter hours of operation to hours when they are not really needed to generate more revenue for the neighborhood.
- Parking meter rates should be the lowest rate necessary to create an average of one or two available parking spaces on each block face. The City would likely be pressured by neighborhoods with parking benefits districts to increase parking meter rates beyond what is really needed to generate more revenue for the neighborhood.
- Neighborhoods with parking benefits districts may demand ever increasing enforcement of parking meter compliance in order to realize incremental additional funding. At some point, there would be diminishing returns on additional enforcement, with the City spending more on additional enforcement than it gains in additional parking meter revenue. These demands might also draw enforcement away from other important parking enforcement functions.

## **FISCAL IMPACT**

As noted above, whichever City agency or agencies might be tasked with managing these parking benefits districts would have a sizable additional workload, increasing their costs and, therefore, the City's costs. That agency or agencies would need to, at a minimum: establish the framework for creating and operating parking benefits districts; work with each neighborhood wishing to establish a parking benefits district to determine the group or committee that would manage the funds; establish what baseline City services will be for each parking benefits district; draft and execute a memorandum of understanding with each parking benefits district; track the parking meter revenues collected in each district and then allocate the appropriate funds to each of them; monitor the use of the funds by each district to ensure they are being spent on appropriate goods or services; and commission regular audits of the program as a whole and each district's activities.

## **AMENDMENTS**

No amendments are being requested.