

**CITY OF BALTIMORE  
COUNCIL BILL 20-0558  
(First Reader)**

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Introduced by: Councilmembers Dorsey, Sneed

Introduced and read first time: July 6, 2020

Assigned to: Transportation Committee

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REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Human Resources, Baltimore City Parking Authority Board, Department of Transportation, Police Department, Department of Housing and Community Development, Housing Authority of Baltimore City

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A BILL ENTITLED

1 AN ORDINANCE concerning

2 **City Officers and Employees – Commuting Benefits**

3 FOR the purpose of requiring that the Department of Human Resources have a written policy  
4 regarding certain parking benefits; requiring the Department of Human Resources offer a  
5 public mass transit subsidy to every officer and employee of the City; requiring the  
6 Department of Human Resources offer a cash equivalent alternative to any City officer or  
7 employee entitled or eligible to receive a parking benefit; defining certain terms; and  
8 generally relating to encouraging the use of public mass transit by City officers and  
9 employees.

10 BY adding

11 Article 1 - Mayor, City Council, and Municipal Agencies

12 Section(s) 7-12

13 Baltimore City Code

14 (Edition 2000)

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

17 **Baltimore City Code**

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

19 **Subtitle 7. City Officers and Employees**

20 **§ 7-11. {RESERVED}**

21 **§ 7-12. COMMUTING BENEFITS.**

22 (A) *PURPOSE OF SECTION.*

23 (1) BALTIMORE HAS ENACTED A COMPREHENSIVE COMPLETE STREETS LAW, CODIFIED AT  
24 CITY CODE ARTICLE 26, SUBTITLE 40, THAT AIMS TO EQUITABLY ADVANCE ACCESS TO

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

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1 WALKING, BIKING, AND PUBLIC TRANSPORTATION. FURTHER, BALTIMORE’S  
2 SUSTAINABILITY GOALS CALL FOR A REDUCTION IN VEHICLE MILES TRAVELED AND  
3 INCREASES IN WALKING, BIKING, AND PUBLIC TRANSPORTATION. YET, VEHICLE MILES  
4 TRAVELED ARE INCREASING, AND RATES OF ALTERNATIVE TRANSPORTATION USES ARE  
5 DECREASING. BALTIMORE SUBSIDIZES AUTOMOBILE COMMUTES IN THE FORM OF  
6 PARKING SUBSIDIES, BUT ONLY FOR CERTAIN EMPLOYEES. THIS PROMOTES  
7 CONGESTION ON CITY STREETS, PARTICULARLY DOWNTOWN AND PARTICULARLY  
8 DURING PEAK TRAVEL HOURS, AND THIS WORKS AGAINST GOALS FOR EQUITABLE  
9 TRANSPORTATION ACCESS AND REDUCED VEHICLE MILES TRAVELED.

10 (2) THUS, IT IS THE POLICY OF THE MAYOR AND CITY COUNCIL OF BALTIMORE TO  
11 ESTABLISH A PARKING CASH-OUT OPTION AND TRANSPORTATION ALTERNATIVES  
12 SUBSIDY, WHICH ARE BOTH PROVEN TO SHIFT PEOPLE DRIVING ALONE INTO  
13 ALTERNATIVE MODES OF TRANSPORTATION LIKE WALKING, BIKING, PUBLIC TRANSIT,  
14 AND CARPOOLING. IT IS ALSO TO REQUIRE THAT A POLICY BE CLEARLY WRITTEN AS TO  
15 THE JUSTIFICATION AND THE CRITERIA FOR A CITY OFFICIAL OR EMPLOYEE TO BE  
16 ENTITLED TO A PARKING SUBSIDY. THIS WILL HELP MEET THE GOALS STATED ABOVE  
17 AND MORE CLEARLY ALIGN BALTIMORE’S POLICIES WITH ITS STATED AND EXPRESSED  
18 VALUES AND CONCERNS, INCLUDING THE GRAVE MATTER OF CLIMATE CHANGE.

19 (B) *DEFINITIONS.*

20 (1) *IN GENERAL.*

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

22 (2) *AGENCY.*

23 (I) *IN GENERAL.*

24 “AGENCY” MEANS ANY DEPARTMENT, BOARD, COMMISSION, COUNCIL,  
25 AUTHORITY, COMMITTEE, OFFICE, OR OTHER UNIT OF CITY GOVERNMENT.

26 (II) *INCLUSIONS.*

27 “AGENCY” ALSO INCLUDES THE:

- 28 (A) BALTIMORE CITY PARKING AUTHORITY;
- 29 (B) BALTIMORE POLICE DEPARTMENT; AND
- 30 (C) HOUSING AUTHORITY OF BALTIMORE CITY.

31 (2) *PARKING BENEFIT.*

32 (I) *IN GENERAL.*

33 “PARKING BENEFIT” MEANS PERSONAL MOTOR VEHICLE PARKING PROVIDED TO AN  
34 OFFICER OR AN EMPLOYEE, EITHER DIRECTLY BY THE AGENCY OR INDIRECTLY  
35 THROUGH A PARKING SUBSIDY PAID BY THE AGENCY.

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1 (II) *EXCLUSION.*

2 “PARKING BENEFIT” DOES NOT INCLUDE PARKING WHOSE COST AND USE IS NOT  
3 ACCOUNTED FOR BY A DAILY, WEEKLY, MONTHLY, OR YEARLY RATE.

4 (3) *PARKING SUBSIDY.*

5 (I) “*COMMERCIAL PARKING FACILITY*” *DEFINED.*

6 IN THIS PARAGRAPH, “COMMERCIAL PARKING FACILITY” HAS THE MEANING  
7 STATED IN CITY CODE ARTICLE 15, § 12-1(B) {“COMMERCIAL PARKING  
8 FACILITY”}.

9 (II) *IN GENERAL.*

10 “PARKING SUBSIDY” MEANS AN AMOUNT OF MONEY REGULARLY PAID BY AN  
11 AGENCY TO EITHER AN OFFICER OR AN EMPLOYEE DIRECTLY OR TO A COMMERCIAL  
12 PARKING FACILITY TO OFFSET, EITHER FULLY OR PARTIALLY, THE COST PAID BY  
13 THE OFFICER OR THE EMPLOYEE FOR A PARKING SPACE FOR THE OFFICER OR  
14 EMPLOYEE’S PERSONAL MOTOR VEHICLE.

15 (III) *INCLUSION.*

16 “PARKING SUBSIDY” INCLUDES A DISCOUNTED RATE OFFERED BY A COMMERCIAL  
17 PARKING FACILITY TO CITY OFFICERS AND EMPLOYEES THAT IS NOT OFFERED OR  
18 AVAILABLE TO THE PUBLIC AT LARGE.

19 (4) *PUBLIC TRANSIT SUBSIDY.*

20 (I) “*PUBLIC TRANSPORTATION*” *DEFINED.*

21 (A) *IN GENERAL.*

22 IN THIS PARAGRAPH, “PUBLIC TRANSPORTATION” MEANS A CORE  
23 TRANSPORTATION SERVICE ADMINISTERED BY THE MARYLAND TRANSIT  
24 ADMINISTRATION, SUCH AS CITYLINK, LOCALINK, LIGHT RAILLINK, METRO  
25 SUBWAYLINK, AND BALTIMORE NEIGHBORHOOD SHUTTLES.

26 (B) *EXCLUSIONS.*

27 “PUBLIC TRANSPORTATION” DOES NOT INCLUDE MARC TRAIN SERVICE OR  
28 EXPRESS BUSLINK SERVICE.

29 (II) *IN GENERAL.*

30 “PUBLIC TRANSIT SUBSIDY” MEANS AN AMOUNT OF MONEY REGULARLY PAID BY  
31 AN AGENCY TO EITHER AN OFFICER OR EMPLOYEE DIRECTLY OR TO THE  
32 MARYLAND TRANSIT ADMINISTRATION TO FULLY OFFSET THE COST OF PUBLIC  
33 TRANSPORTATION.

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1 (C) *DEPARTMENT OF HUMAN RESOURCES POLICY.*

2 THE DEPARTMENT OF HUMAN RESOURCES MUST HAVE A WRITTEN POLICY THAT CLEARLY  
3 ARTICULATES THE ELIGIBILITY CRITERIA FOR ANY AGENCY OFFICER OR EMPLOYEE TO  
4 RECEIVE A PARKING BENEFIT.

5 (D) *AGENCY BENEFITS.*

6 AN AGENCY MAY ONLY AUTHORIZE A PARKING BENEFIT TO AN AGENCY OFFICER OR  
7 EMPLOYEE:

8 (1) IN ACCORDANCE WITH THE DEPARTMENT OF HUMAN RESOURCES POLICY  
9 DESCRIBED IN SUBSECTION (C) OF THIS SECTION; AND

10 (2) PROVIDED THAT OFFICERS OR EMPLOYEES WHO ARE INELIGIBLE FOR A PARKING  
11 BENEFIT UNDER THE DEPARTMENT OF HUMAN RESOURCES POLICY SHALL RECEIVE  
12 A PUBLIC TRANSIT SUBSIDY.

13 (E) *CASH EQUIVALENT ALTERNATIVE REQUIRED.*

14 IF AN AGENCY OFFICER OR EMPLOYEE IS ELIGIBLE TO RECEIVE A PARKING BENEFIT UNDER  
15 THE POLICY DESCRIBED IN SUBSECTION (C) OF THIS SECTION, THE AGENCY OFFICER OR  
16 EMPLOYEE MUST BE OFFERED, AS AN ALTERNATIVE, THE CASH EQUIVALENT OF THE  
17 AMOUNT THAT THE AGENCY WOULD HAVE PAID FOR THE PARKING BENEFIT.

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

21 **SECTION 3. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on July 1,  
22 2021.