

**AMENDMENTS TO COUNCIL BILL 19-0431
(1st Reader Copy)**

By: Public Safety Committee
{To be offered on the Council Floor}

Amendment No. 1

On page 1, in line 5, after the semi-colon, insert “providing that the Department of Transportation provide administrative and staffing support to the Board;”; and, on page 7, in line 22, strike “LAW” and substitute “TRANSPORTATION”.

Amendment No. 2

On page 5, strike lines 10 through 18 in their entireties and substitute:

“§§ 22-3 TO 22-5. {RESERVED}”

Amendment No. 3

On page 10, in line 10, after “SUBTITLE”, insert:

“AND THOSE QUALIFICATIONS MUST INCLUDE CONSIDERATION OF THE APPLICANT’S:

(I) AGE;

(II) DRIVING RECORD;

(III) CRIMINAL HISTORY; AND

(IV) DRUG AND ALCOHOL USE”;

and, on that same page, strike lines 13 through 17 in their entireties.

Amendment No. 4

On page 12, strike lines 22 and 23 their entireties, and substitute:

“(1) THE BOARD MAY SET MAXIMUM CHARGES, SUBJECT TO STATE LAW, FOR TOWING SERVICES, STORAGE, AND RELEASE FEES.

“(2) IN NO EVENT MAY THE BOARD ESTABLISH A MAXIMUM RELEASE FEE THAT EXCEEDS 25% OF THE TOWING FEE.

“(3) PRIOR TO ANY MAXIMUM CHARGE SET BY THE BOARD BECOMING EFFECTIVE, THE MAXIMUM CHARGE MUST BE APPROVED BY THE BOARD OF ESTIMATES.”.

Amendment No. 5

On page 2, in line 29, strike the colon; and, on page 3, in line 1, strike “(1)”; and, on that same page and line, strike beginning with the semi-colon down through and including “VEHICLE” in line 2; and, on page 8, in line 8, strike beginning with “OR” down through and including “VEHICLE” in line 9; and, on page 15, in line 23, strike “THE POLICE OFFICER ON THE SCENE MUST PERMIT”; and, on that same page, in line 24, after the second comma, insert “MAY”; and, on that same page and line, strike “TO”; and, on page 16, in line 1, after the comma, insert “ONLY”; and, on that same page and line, strike beginning with the first instance of “THE” down through and including “SUMMON” in line 2; and, on that same page, in line 2, after “VEHICLE”, insert “MAY TOW THE VEHICLE”; and, on that same page, in line 6, after the comma, insert “ONLY”; and, on that same page and line, strike beginning with “THE” down through “SUMMON” in line 7; and, on that same page, in line 8, strike “TO” and substitute “MAY”; and, on that same page, in line 10, strike beginning with “TO” down through and including the first instance of “THE” in line 11 and substitute “THE”; and, on that same page, in line 13, strike “IS” and substitute “MAY”; and, on that same page and line, after “NOT”, insert “BE”; and, on page 16, in line 15, strike “IS” and substitute “MUST BE”.

Amendment No. 6

On page 18, strike line 16 in its entirety, and substitute:

“§ 22-33. INCOMPLETE TOWS.

(A) SCOPE OF SECTION.

THIS SECTION APPLIES TO INSTANCES WHEN A VEHICLE IS PARKED WITHOUT AUTHORIZATION OR OTHERWISE ILLEGALLY ON PRIVATE PROPERTY OR A PUBLIC RIGHT-OF-WAY.

(B) IN GENERAL.

IF A VEHICLE OWNER RETURNS TO HIS OR HER VEHICLE AT ANY TIME AFTER THE VEHICLE IS ATTACHED TO THE TOW TRUCK BUT BEFORE IT IS TOWED, THE TOWING COMPANY MUST RELEASE THE VEHICLE TO THE OWNER ON PAYMENT OF A RELEASE FEE.

(C) NO RELEASE FEE TO BE CHARGED.

(1) A TOWING COMPANY MAY NOT CHARGE FOR RELEASING AN UNAUTHORIZED VEHICLE UNLESS THE SERVICE HAS PHYSICALLY ATTACHED THE VEHICLE TO THE TOW TRUCK AND LIFTED THE VEHICLE WITH AT LEAST 2 WHEELS OFF THE GROUND BEFORE THE VEHICLE OWNER RETURNS.

(2) IF THE TOWING COMPANY HAS BEGUN TO ATTACH THE VEHICLE TO THE TOW TRUCK BUT HAS NOT COMPLETED THE ATTACHMENT OR LIFTED THE VEHICLE, THE TOWING COMPANY MUST RELEASE THE VEHICLE WITHOUT CHARGING THE OWNER ANY FEE.

§ 22-34. CREDIT CARDS.

A TOWING COMPANY MUST ACCEPT AT LEAST 2 MAJOR CREDIT CARDS AS A FORM OF PAYMENT.”.

Amendment No. 7

On page 1, in line 9, after the second semi-colon, insert “providing for special effective dates;”; and, on page 24, in line 20, after “That”, insert “, except as provided in Section 6 of this Ordinance.”; and, in that same page and line, strike “60th” and substitute “180th”.

Amendment No. 8

On page 6, in line 13, strike “T” and substitute “AT”; and, on page 10, in line 28, strike “(C)” and substitute “(D)”; and, on page 11, in line 11, strike “E” and substitute “BE”.

Amendment No. 9

On page 13, after line 13, insert:

“(3) THE RECEIPT MUST INCLUDE THE BOARD’S PHONE NUMBER AND EMAIL ADDRESS.”

Amendment No. 10

On page 17, strike lines 6 through 27 in their entirety and substitute:

“(B) IN GENERAL.

(1) SUBJECT TO § 22-29 {“DISABLED VEHICLES: GENERALLY”} OF THIS SUBTITLE, WHENEVER THE SERVICES OF A TOWING VEHICLE ARE REQUIRED AND REQUESTED, THE RIGHT-OF-WAY TOWING COMPANY WHOSE PLACE OF BUSINESS IS CLOSEST TO THE SITE REQUESTED FOR TOWING SHALL HAVE THE PRIORITY TO TOW THE DISABLED VEHICLE.

(2) IF THE RIGHT-OF-WAY TOWING COMPANY THAT IS CLOSEST TO THE REQUESTED SITE DOES NOT HAVE A TOWING VEHICLE AVAILABLE, THE NEXT CLOSEST RIGHT-OF-WAY TOWING COMPANY SHALL BE CONTACTED, AND SO ON UNTIL A TOWING VEHICLE HAS BEEN SECURED.”;

and, on page 24, after line 21, insert:

“SECTION 6. AND BE IT FURTHER ORDAINED, That:

- (a) No later than 30 days from the enactment of this Ordinance and as fully set forth in this Section, Baltimore City Information Technology, in consultation with the Baltimore Police Department, the Baltimore City Fire Department, Department of Transportation, and the Department of Public Works, shall submit a report to the Mayor and City Council setting forth a comprehensive evaluation of cost, feasibility, and the respective strengths and weaknesses of at least 3 different methods of dispatching towing vehicles.
- (b) At least 1 of the dispatch methods evaluated in the report required by this Section shall include direct integration with the existing computer-aided dispatch system and utilized in the same manner as the Baltimore City Fire Department and the Department of Public Works currently use that same dispatch system. The other methods evaluated may rely primarily on third-party software.
- (c) Any evaluation of the cost of a respective dispatch method shall account for the hardware and software required and propose a reasonable means to share the cost between the City and licensed towing companies.”.