

Council Bill 20-0558

1 ~~(1) BALTIMORE HAS ENACTED A COMPREHENSIVE COMPLETE STREETS LAW, CODIFIED AT~~
2 ~~CITY CODE ARTICLE 26, SUBTITLE 40, THAT AIMS TO EQUITABLY ADVANCE ACCESS TO~~
3 ~~WALKING, BIKING, AND PUBLIC TRANSPORTATION. FURTHER, BALTIMORE’S~~
4 ~~SUSTAINABILITY GOALS CALL FOR A REDUCTION IN VEHICLE MILES TRAVELED AND~~
5 ~~INCREASES IN WALKING, BIKING, AND PUBLIC TRANSPORTATION. YET, VEHICLE MILES~~
6 ~~TRAVELED ARE INCREASING, AND RATES OF ALTERNATIVE TRANSPORTATION USES ARE~~
7 ~~DECREASING. BALTIMORE SUBSIDIZES AUTOMOBILE COMMUTES IN THE FORM OF~~
8 ~~PARKING SUBSIDIES, BUT ONLY FOR CERTAIN EMPLOYEES. THIS PROMOTES~~
9 ~~CONGESTION ON CITY STREETS, PARTICULARLY DOWNTOWN AND PARTICULARLY~~
10 ~~DURING PEAK TRAVEL HOURS, AND THIS WORKS AGAINST GOALS FOR EQUITABLE~~
11 ~~TRANSPORTATION ACCESS AND REDUCED VEHICLE MILES TRAVELED.~~

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

21 ~~(B) DEFINITIONS:~~

22 ~~(1) IN GENERAL:~~

23 IN THIS SECTION, THE FOLLOWING TERMS HAVE THE MEANINGS INDICATED:

24 ~~(2) AGENCY:~~

25 ~~(i) IN GENERAL:~~

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

28 ~~(ii) INCLUSIONS:~~

29 “AGENCY” ALSO INCLUDES THE:

30 (A) BALTIMORE CITY PARKING AUTHORITY;

31 (B) BALTIMORE POLICE DEPARTMENT; AND

32 (C) HOUSING AUTHORITY OF BALTIMORE CITY.

33 ~~(2) PARKING BENEFIT:~~

34 ~~(i) IN GENERAL:~~

Council Bill 20-0558

1 ~~“PARKING BENEFIT” MEANS PERSONAL MOTOR VEHICLE PARKING PROVIDED TO AN~~
2 ~~OFFICER OR AN EMPLOYEE, EITHER DIRECTLY BY THE AGENCY OR INDIRECTLY~~
3 ~~THROUGH A PARKING SUBSIDY PAID BY THE AGENCY.~~

4 ~~(H) EXCLUSION:~~

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

7 ~~(3) PARKING SUBSIDY:~~

8 ~~(I) “COMMERCIAL PARKING FACILITY” DEFINED:~~

9 ~~IN THIS PARAGRAPH, “COMMERCIAL PARKING FACILITY” HAS THE MEANING~~
10 ~~STATED IN CITY CODE ARTICLE 15, § 12-1(B) {“COMMERCIAL PARKING~~
11 ~~FACILITY”}.~~

12 ~~(II) IN GENERAL:~~

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

18 ~~(III) INCLUSION:~~

19 ~~“PARKING SUBSIDY” INCLUDES A DISCOUNTED RATE OFFERED BY A COMMERCIAL~~
20 ~~PARKING FACILITY TO CITY OFFICERS AND EMPLOYEES THAT IS NOT OFFERED OR~~
21 ~~AVAILABLE TO THE PUBLIC AT LARGE.~~

22 ~~(4) PUBLIC TRANSIT SUBSIDY:~~

23 ~~(I) “PUBLIC TRANSPORTATION” DEFINED:~~

24 ~~(A) IN GENERAL:~~

25 ~~IN THIS PARAGRAPH, “PUBLIC TRANSPORTATION” MEANS A CORE~~
26 ~~TRANSPORTATION SERVICE ADMINISTERED BY THE MARYLAND TRANSIT~~
27 ~~ADMINISTRATION, SUCH AS CITYLINK, LOCALLINK, LIGHT RAILLINK, METRO~~
28 ~~SUBWAYLINK, AND BALTIMORE NEIGHBORHOOD SHUTTLES.~~

29 ~~(B) EXCLUSIONS:~~

30 ~~“PUBLIC TRANSPORTATION” DOES NOT INCLUDE MARC TRAIN SERVICE OR~~
31 ~~EXPRESS BUSLINK SERVICE.~~

Council Bill 20-0558

~~(H) IN GENERAL.~~

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

~~(C) DEPARTMENT OF HUMAN RESOURCES POLICY.~~

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

~~(D) AGENCY BENEFITS.~~

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

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

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

~~(E) CASH EQUIVALENT ALTERNATIVE REQUIRED.~~

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

~~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 July 1, 2021.~~

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That:

(a) On or before June 30, 2021, the Department of Human Resources and the Department of Finance shall jointly submit a report to the Mayor and City Council evaluating the development and implementation of a uniform parking and commuter benefit policy for use by the Board of Estimates and City agencies.

(b) The report required by this Section shall include:

(1) proposals and recommendations for specific eligibility criteria, based on articulable best practices from other political jurisdictions as well as the private

Council Bill 20-0558

1 sector, to be used by agencies in determining which agency officers or employees
2 may receive parking and commuter benefits as part of their compensation;

3 (2) a cost-benefit analysis of whether there is a necessity for the City to provide
4 certain agency officials or employees with parking and commuter benefits in order
5 to attract and retain quality personnel;

6 (3) a study of the feasibility of a providing a cash-equivalent alternative for agency
7 officials and employees who may be otherwise eligible to receive parking and
8 commuter benefits but wish to opt-out; and

9 (4) research into potential partnerships with, or cost-accommodations from, the
10 Maryland Transit Administration in order to provide each agency officer and
11 employee with a commuter benefit for use on certain Maryland Transit
12 Administration facilities, such as CityLink, LocalLink, Light RailLink, Metro
13 SubwayLink, and Baltimore Neighborhood Shuttles.

14 **SECTION 2. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the date it is**
15 **enacted.**

Certified as duly passed this ____ day of _____, 20__

President, Baltimore City Council

Certified as duly delivered to His Honor, the Mayor,

this ____ day of _____, 20__

Chief Clerk

Approved this ____ day of _____, 20__

Mayor, Baltimore City