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Montgomery County

Environment and Transportation  
Committee

Chair, Non-Energy Utilities  
Subcommittee



The Maryland House of Delegates  
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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony:** HB 30 - Public Safety - Department of State Police - Police-Initiated Towing - Alterations

**Committee:** Environment and Transportation

**Hearing Date:** February 5, 2026

**Position:** Favorable

Good afternoon, Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee. Thank you for the opportunity to present this bill today.

I am Delegate Foley, and I am presenting House Bill 30, which defines “light-duty towing” and establishes guidelines for light-duty towing and recovery rates.

I am also presenting proposed amendments to the bill, which set more concrete guidelines for light-duty towing rates and add additional responsibilities for the Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy-Duty Towing and Recovery to examine issues with insurance and cargo clean-up.

First, under current law, the Maryland Department of State Police establishes maximum rates for police-initiated medium- and heavy-duty towing and recovery. House Bill 30 adds light-duty towing alongside these existing responsibilities, establishing clearer guidelines for approved towing companies.

The proposed amendment would also require that the light-duty towing rate not exceed 80% of the maximum rates for medium-duty towing and recovery. This amendment would assist the Maryland Department of State Police in establishing fair maximum rates while protecting consumers from overcharging.

Second, the Maryland Insurance Administration currently requires that the at-fault vehicle’s insurance cover the cost of cargo and debris cleanup after an accident. However, in situations where the at-fault driver’s insurance does not cover these cleanup costs, towing companies are left to bear these expenses themselves.

Towing companies have also faced significant challenges receiving payment and resolving insurance matters for vehicles registered and insured outside of Maryland.

With the proposed amendments, House Bill 30 would direct the existing Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy-Duty Towing and Recovery to examine these two situations and make recommendations to assist authorized towing companies in addressing them.

This existing committee already convenes the appropriate stakeholders, including members of the Towing and Recovery Professionals of Maryland, representatives from the Maryland Transportation Authority Police, and representatives from the Maryland Insurance Administration, making it the ideal committee to efficiently develop solutions to these insurance issues.

In summary, House Bill 30, with proposed amendments, delivers meaningful benefits to the Maryland Department of State Police, approved towing companies, and consumers by ensuring that police-initiated towing in Maryland protects consumers from overcharging while preventing approved towing companies from being forced to bear costs that insurance should rightfully cover.

This legislation was drafted in collaboration with the Maryland Department of State Police and the Towing & Recovery Professionals of Maryland.

I urge a favorable report on HB30, and I am happy to answer any questions.