

**Department of Legislative Services**  
Maryland General Assembly  
2009 Session

**FISCAL AND POLICY NOTE**

House Bill 1004

(Delegates Conaway and Rosenberg)

Environmental Matters

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**Transportation - Parking Facilities - Towing Prohibited Unless Parking Payment Options Available**

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This bill prohibits a parking facility, including a parking garage and parking lot, from using towing services to enforce parking restrictions unless customers are allowed to pay for hourly or daily parking with a credit, debit, or charge card, or currency with a value of \$20 or less, including coins. The bill does not apply to publicly owned metered parking spaces.

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**Fiscal Summary**

**State Effect:** State expenditures (all funds) may increase minimally to modify parking payment systems or enforcement procedures at State-owned parking facilities. General fund revenues may increase minimally due to the applicable civil penalty in current law paid to the District Court. Any additional caseload for the District Court is expected to be minimal and able to be handled with existing resources.

**Local Effect:** Local government expenditures may increase to modify parking payment systems or enforcement procedures at locally owned parking facilities.

**Small Business Effect:** Potential meaningful adverse impact on small businesses engaged in parking and towing services.

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**Analysis**

**Current Law:** State agencies and local governments may adopt ordinances or regulations that regulate the towing of vehicles from publicly owned and privately owned

parking lots. However, State law does not specify the method of payment that must be offered by a privately owned parking facility.

**Small Business Effect:** A parking facility must either upgrade its payment processing equipment and services or alter the way that it enforces its parking procedures. For certain parking facilities that rely on towing services currently, costs will increase to upgrade payment systems. Other facilities may choose to no longer enforce parking restrictions through the use of towing, thereby reducing demand for small business towing services.

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## **Additional Information**

**Prior Introductions:** None.

**Cross File:** None.

**Information Source(s):** Judiciary (Administrative Office of the Courts), Department of State Police, Maryland Department of Transportation, Department of Legislative Services

**Fiscal Note History:** First Reader - March 6, 2009  
mam/ljm

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Analysis by: Evan M. Isaacson

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510