

Facts on Low Cost Transportation, Repairs and Tran

Uploaded by: Fatima Waheed

Position: FAV

Facts on Low-Cost Transportation, Repairs, Consumer Protection and Transformative Economic Efficiency

My name is **Husain Waheed**, and I am here to speak in support of the **Transformative Economic Efficiency bill HB 1569** designed to protect Maryland residents from unfair parking penalties on low-cost vehicles used for basic transportation.

This bill addresses a **simple but widespread problem**.

Maryland vehicle owners are often hit with **hundreds — sometimes thousands — of dollars in parking penalties** for violations they never committed, never saw, and were never informed about.

A common scenario occurs when a **vehicle is at a repair shop**.

The shop parks the car illegally, a ticket is placed on the windshield, and the owner never sees it because the vehicle is not in their possession.

Months later, the owner discovers the ticket only after **late fees, penalties, and collection charges have dramatically increased the cost**.

At that point, the owner has **no practical way to challenge the violation**.

The system assumes the owner was responsible, even though the vehicle was **under someone else's custody and control**.

For many Maryland residents — especially **students, researchers, and working families** who rely on low-cost vehicles simply to get to work, school, or medical appointments — these penalties can become **financially devastating**.

Many people **do not have the time or resources** to gather documentation and fight the issue in court.

The legal process itself can become **expensive and burdensome**.

As penalties accumulate, some people **lose their vehicles entirely** because they cannot afford the growing fines.

In some cases, the vehicle may even be **scrapped**, eliminating a person's primary means of transportation.

These unresolved penalties can also **follow individuals later**, affecting their standing with local jurisdictions when they begin working in **professional or skilled careers**.

- This bill restores fairness in **two simple ways**:
 - It places responsibility on the **party who actually had custody and control of the vehicle** at the time of the violation.
 - It ensures that **vehicle owners receive proper notice before penalties and fees are allowed to accumulate**.

This is **not about avoiding responsibility**.

It is about making sure responsibility is **assigned to the right party** and that Maryland residents are **given a fair chance to respond**.

Protecting access to **low-cost transportation** helps ensure that **students, workers, and researchers** can continue contributing to Maryland's economy instead of being pushed out of mobility by procedural penalties.

A system that penalizes people for violations they never saw and never committed is not enforcing the law — it is punishing access to work, education, and opportunity.

Thank you for your time and consideration.

HB1569_Self Storage Assoc_UNF

Uploaded by: Daniel Bryant

Position: UNF



March 10, 2026

Via electronic mail

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
Maryland House of Delegates
250 Taylor House Office Building
251 Taylor House Office Building
6 Bladen Street
Annapolis, MD 21401

Re: Opposition to House Bill 1569 – Unfair and Unworkable Liability Shift to Storage Facilities

Dear Chair Korman, Vice Chair Guyton, and Members of the Committee:

On behalf of the membership, I write today in opposition to House Bill 1569 and respectfully urge you to vote “no” or amend it to exclude legitimate self storage operations.

HB 1569 would dramatically expand the definition of “auto repair or storage facility” to include any business that stores motor vehicles for compensation. Under the bill, if a parking citation is issued while a vehicle is in a facility’s “custody or control,” the registered owner would be shielded from liability and the citation could be reissued directly to the storage business. The storage facility would then become the responsible party for fines, late fees, court appearances, and administrative headaches - even though we never drove the vehicle, never parked it on a public street, and never caused the violation.

This makes no sense for self storage operators. First, unlike the other businesses identified in the bill, self storage operators do not take care, custody, or control of the property as follows:

§ 18-505. Occupant responsible for care of stored property until sale. Unless the rental agreement specifically provides otherwise and until a lien sale under this subtitle, the

exclusive care, custody, and control of all personal property stored in the leased self service storage space remains vested in the occupant.

Additionally, vehicles are delivered by the customer, parked by the customer, and remain locked and immobile until the customer returns. Storage facilities do not “operate” or move these vehicles in a way that could create a parking violation. Self storage operators do not have a key to the vehicle or any meaningful way to access the property to move it. Therefore, there is simply no way for the storage owner to be the causal agent of the parking violation. Any parking ticket attached to a stored vehicle almost always originated before the vehicle reached the facility - often days or weeks earlier. Shifting liability to a storage facility after the fact is simply punitive.

Conclusion

Therefore, I respectfully request that the committee either defeat HB 1569, or amend the bill as follows:

(2) “AUTO REPAIR OR STORAGE FACILITY” MEANS A PERSON ENGAGED IN THE REPAIR, SERVICING, STORAGE, OR MAINTENANCE OF MOTOR VEHICLES FOR COMPENSATION. **AUTO REPAIR OR STORAGE FACILITY DOES NOT INCLUDE A SELF-SERVICE STORAGE FACILITY AS DEFINED IN § 18-501.** [emphasis added].

Thank you for the opportunity to submit these comments.

Respectfully submitted,

Daniel Bryant

Daniel T. Bryant
Legal & Legislative Counsel
Self Storage Association