

X SB 578-Department of State Police-Police-Initiat

Uploaded by: Andrea Mansfield

Position: FAV



Towing & Recovery Professionals of Maryland

P.O Box 905 * Huntingtown, Maryland 20639

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MEMORANDUM

TO: The Honorable Marc Korman, Chair and Members of the Environment and Transportation Committee

FROM: Vince Flook, President, Towing & Recovery Professionals of Maryland
Will Cain, 1st Vice President, Towing & Recovery Professionals of Maryland

DATE: March 31, 2026

RE: **SB 578 Public Safety – Department of State Police – Police-Initiated Towing - Alterations**

POSITION: **SUPPORT**

The Towing Recovery Professionals of Maryland (TRPM) SUPPORT SB 578. This bill defines light-duty towing in statute and requires the Maryland Department of State Police (MDSP) to establish maximum rates for police-initiated light-duty towing and recovery similar to how MDSP establishes rates for medium and heavy-duty towing and recovery.

SB 578 is a consumer protection focused bill aimed to provide uniformity and reasonable guidance for the towing industry to follow with respect to the rates charged for police-initiated light-duty towing and recovery. It is the outcome of MDSP and TRPM collaboration on towing matters that come before MDSP.

This bill, and its cross file, HB 30, has been amended to provide clarity and expand the charge of the Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy -Duty Towing and Recovery to examine important insurance matters related to vehicles registered and insured out of state and the cost and cleanup of cargo and debris. TRPM supports both bills as amended and the streamlined name incorporated into HB 30.

For these reasons, TRPM urges the Committee to conform SB 578 to HB 30 and issue a **FAVORABLE** report.

HB578 Hannah Burris NICB FAV

Uploaded by: Hannah Burris

Position: FAV



March 23, 2026

Hon. Marc Korman and Members of the Committee
Committee on Environment and Transportation
Maryland House of Representatives

RE: NICB Support for S.B. 0578

Dear Chair Korman and Members of the Committee:

On behalf of the National Insurance Crime Bureau (NICB), I'm writing to express NICB's support for Senate Bill 0578. NICB is a national, century-old, not-for-profit organization supported by approximately 1,200 property and casualty insurance companies, including many who write business in Maryland. Working hand-in-hand with our member companies and Maryland state and local law enforcement, we help to detect, prevent, and deter insurance crimes.

Insurance fraud is not a victimless crime. A 2022 study placed total U.S. insurance fraud at \$308.6 billion. Fraudsters will exploit every avenue, forum, and opportunity to bilk consumers and their insurers to line their own pockets, which ultimately increases costs for everyone. Vehicle collisions can provide an opportunity for fraudsters to prey on victims that are often already under significant strain. In addition to dealing with any serious injuries that may result, victims must often report to law enforcement and file insurance claims. Handling ongoing medical issues; managing follow-up appointments with either medical professionals, insurance carriers, or law enforcement agencies; providing additional written material that may be required; and finding a reputable vehicle repair shop all pose significant burdens on victims as they deal with the after-effects of a collision.

This high-stress situation creates the perfect opportunity for predatory wrecking and towing companies to exploit accident victims. Some wreckers or towers often take advantage of confusion at the accident scene or even after the fact by grossly inflating invoices or falsely claiming various services were rendered at the scene. NICB has seen examples of towers charging accident victims exorbitant fees for towing and storage – sometimes as high as \$17,000 for a single routine vehicle tow and upwards of \$100,000 for a semi-truck tow. In some situations, predatory towers may hold a car hostage until the fee is paid or file lawsuits against the vehicle owner.

Senate Bill 0578 would help combat predatory towing by amending Maryland's towing regulations to expand the Department of State Police's authority to set and regulate rates for all police-initiated towing, not just medium or heavy-duty commercial vehicles. This would further strengthen Maryland's towing regulations, including the Department's authority to maintain a public list of approved towing companies and its formal process for handling complaints and removing companies that violate standards. These changes will better protect consumers by combating inflated billing and ensuring greater oversight of towing services. **Accordingly, NICB supports S.B. 0578 and urges passage of this bill.**

As always, please consider NICB a resource and partner in the fight against insurance crime. If you have any questions or need additional information, please contact me at hburriss@nicb.org or 847-707-2554.

Sincerely,

A handwritten signature in black ink, appearing to read "Hannah Burriss", is written over a light blue circular stamp.

Hannah Burriss
Director, Strategy, Policy and Government Affairs
National Insurance Crime Bureau

NICB Letter of Support for MD SB 0578.pdf

Uploaded by: Hannah Burriss

Position: FAV



March 23, 2026

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Committee on Environment and Transportation
Maryland House of Representatives

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Hannah Burriss
Director, Strategy, Policy and Government Affairs
National Insurance Crime Bureau

SB 578 2026 E&T Sen James Sponsor Testimony.pdf

Uploaded by: Mary-Dulany James

Position: FWA

MARY-DULANY JAMES
Legislative District 34
Harford County



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Judicial Proceedings Committee
Executive Nominations Committee

Senate Chair

Joint Committee on
Children, Youth, and Families

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Testimony of Senator Mary-Dulany James
In Support of Senate Bill 578 - Public Safety - Department of State Police - Police-Initiated
Towing - Alterations
House Environment and Transportation Committee
March 31, 2026

Mr. Chairman, Vice Chair, and Members of the Committee,

The Maryland Department of State Police (MDSP) currently sets maximum allowable rates for police-initiated medium- and heavy-duty towing and recovery. Senate Bill 578 as introduced would have simply required MDSP to set the rates for light-duty towing and recovery as well. The Senate Judicial Proceedings Committee also amended the bill to eliminate unnecessary deadlines from statute, provide more clarity for the establishment of rates for light-duty tows, and establish additional responsibilities for the Committee that provides guidance for the rates that may be charged for police-initiated towing and recovery.

The cross-file of Senate Bill 578 is House Bill 30, which was introduced by Delegate Foley and passed out of the House unanimously after being amended by the Environment and Transportation Committee. The House amendments to HB 30 largely mirror the Senate amendments to SB 578, with the only substantive difference being that the House legislation also shortens the name of the Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy-Duty Towing and Recovery. I believe this is a good addition to the bill and applaud the committee's and subcommittee's work.

Thank you for your consideration of Senate Bill 578 and I ask that the committee issue a favorable report with amendments to conform it to its cross-file, House Bill 30.

Respectfully,

A handwritten signature in cursive script that reads "Mary-Dulany James".

Senator Mary-Dulany James
Harford County, Maryland

MDSP_Oppose_SB0578.pdf

Uploaded by: Breanna Mowbray

Position: INFO



State of Maryland
Department of State Police
Government Affairs Unit
Annapolis Office (410) 260-6100

POSITION ON PROPOSED LEGISLATION

DATE: March 31, 2026

BILL NUMBER: Senate Bill 578 **POSITION:** Letter of Information

BILL TITLE: Public Safety – Department of State Police – Police-Initiated Towing-
Alterations

REVIEW AND ANALYSIS

This legislation seeks to establish a definition for light-duty towing and recovery of vehicles and requires the Department of State Police (DSP) to set towing rates for light-duty towing and recovery for state police-initiated tows in every county of the state. The Department would not be required to use the current Committee on Rate Setting and Complaint Resolution for Police-Initiated Medium and Heavy-Duty Towing and Recovery.

Under current law, the Committee is required to establish towing and recovery rate recommendations to the Superintendent of the Department only for medium and heavy-duty vehicles. Once adopted, all medium- and heavy-duty tow-and-recovery requests by the Department would be subject to the pricing schedule. While the Department staffs and advises the committee, we are not solely responsible for establishing the rates.

Senate Bill 578 creates a new requirement for the Department to establish rates for police-initiated light-duty tows, including vehicles and trailers weighing less than 10,000 lbs. As currently written, the bill requires the Department, on its own initiative, to set and enforce maximum towing rates and to ensure that light-duty towing rates are capped at a statutory percentage of medium-duty rates. As defined, these requirements present a problem for the two companies and the Department.

The DSP has been in conversations with industry representatives regarding proposed amendments. These amendments require the Committee to establish the towing and recovery rates for light-duty vehicles in consultation with the DSP, as well as set a reasonable percentage in statute of towing and recovery costs for light-duty vehicles versus medium-duty vehicles. As currently written, the bill presents several challenges for the DSP and the towing and recovery industry. The amendments to SB 578 presented to DSP for review would resolve those issues.

For these reasons, the Department of State Police respectfully requests that the Committee consider this letter of information when deliberating on Senate Bill 578.