




February 3, 2025

FISCAL AND POLICY NOTE

TO: Jennifer A. Jenkins
Council Administrator

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Deputy Council Administrator

THRU: Josh Hamlin 
Director of Budget and Policy Analysis

FROM: Alex Hirtle 
Legislative Budget and Policy Analyst

Policy Analysis and Fiscal Impact Statement
CB-002-2025 Watercraft Parked on County Roads

CB-002-2025 (*proposed by:* Council Member Olson)

Assigned to the Council of the Whole (COW)

AN ACT CONCERNING WATERCRAFT PARKED ON COUNTY ROADS for the purpose of prohibiting the parking of watercraft on public streets, roads, highways, and rights of way within the County; to establish fines and penalties for parking a personally-owned watercraft on public streets, roads, highways, and rights of way in the County; to permit the towing and impounding of any personally-owned watercraft after a certain number of violations; and generally relating to the prohibition of parking a personally-owned watercraft on public streets, roads, highways, and rights-of-way in Prince George's County.

Fiscal Summary

Direct Impact:

Expenditures: Probable modest additional expenditures.

Revenues: Possible increased revenue through penalties & additional violations.

Indirect Impact:

Potentially favorable.

Legislative Summary:

CB-002-2025 was presented on January 21st and referred to the Council of the Whole (COW). The proposed legislation prohibits watercraft, including fishing boats, pontoon boats, dinghies, and other personally owned and operated vehicles designed to traverse water to be parked on any public street, road, highway, or rights-of-way in the County at any time. A \$250 fine for the first offense and a \$500 fine for each subsequent offense shall be issued for violations of this ordinance. Any watercraft not moved after the second offense is subject to tow and impoundment by the Revenue Authority or the County Police Department. These authorities are also charged with the immediate impoundment of watercraft that has been deemed to obstruct traffic or traffic sightlines and is parked on a public road or public right-of-way. The proposed legislation also prohibits leaving abandoned watercraft in any place within the County and prohibits property owners from allowing an abandoned watercraft to remain on their property.

Current Law/Background:

CB-002-2025 was initiated by reports that the Council has received regarding the abandonment and parking of watercraft on County roadways or in the County right-of-way. Currently there is no prohibition of these actions within County roads and rights-of-way. Watercraft, due to their size and shape, particularly if they are parked on trailers, can be larger and taller than typical vehicles, creating potential hazards by obstructing traffic or obstructing traffic sightlines. The proposed legislation requires immediate impoundment of such watercraft that are deemed obstructing traffic or sightlines to eliminate potential hazards. Additionally, watercraft abandoned for more than 48 hours, per the Code as defined, are subject to a fine for each violation.

Resource Personnel:

- Joel Peebles, Legislative Officer
 - Julio Murillo, Chief of Staff (District 3)
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Discussion/Policy Analysis:

Parking of watercraft and associated trailers creates a potential hazard within many parts of the County due to its nature of size and height, which can lead to traffic and sightline obstruction, including the forcing of mobile vehicles to maneuver around such craft that are parked (often times crossing over the center line of the roadway to do so). Neighboring jurisdictions such as [Montgomery County](#) and the [District of Columbia](#) have had in their Codes for years prohibitions regarding parking of boats and recreational vehicles on public roadways; with that said, both

jurisdictions allow for temporary parking of such craft to allow for loading or unloading of people and materials. This Bill has no such provisions for temporary parking and may need to include such a provision in accommodating a boat or any watercraft that is temporarily parked for loading or unloading.

Another consideration is the definition provided in the Bill on page 2, lines 15-26. The definition of “Watercraft” includes bass boats, pontoon boats, dinghies, and “any other personally owned and operated vehicles designed to traverse water” (lines 25 and 26). The definition lacks such craft as sailboats, and lines 25 and 26 indicate that the craft needs to be “personally owned”. This would indicate that a craft such as a corporate-owned sailboat would not apply to lines 17-26, although lines 15 and 16 appear to cover this. The Council may want to request that the definition of “Watercraft” be revised to provide for more clear text to be placed into the Code, assuming a future draft of the legislation is passed.

Fiscal Impact:

- *Direct Impact*

Enactment of CB-002-2025 will possibly have an adverse fiscal impact on the County, although both expenditures and revenues will likely see an increase. The increased demands this Bill will have on the County Police Department and Revenue Authority may require additional staff within those agencies or staff assigned to carry out the legislation’s provisions, which may have been re-directed from other duties. There is also the likelihood that revenues will increase, due to the fines associated with violations of this legislation. As of this report’s writing, neither agency had provided the data requested for the fiscal impact of CB-002-2025.

- *Indirect Impact*

Enactment of CB-002-2025 should have a favorable indirect impact on the County by increasing street and traffic safety and the quality of life within neighborhoods by reducing and possibly eliminating unsightly watercraft parked on public streets and rights-of-way; additionally, this can be applied to the reduction and elimination of abandoned watercraft on other properties within the County.

- *Appropriated in the Current Fiscal Year Budget*

No.

Effective Date of Proposed Legislation:

The proposed Bill shall be effective forty-five (45) calendar days after it becomes law.

If you require additional information, or have questions about this fiscal impact statement, please reach out to me via phone or email.