



May 27, 2026

POLICY ANALYSIS AND FISCAL IMPACT STATEMENT

TO: Transportation, Infrastructure, Energy and Environment (TIEE) Committee

THRU: Kenny Battle
Committee Director

FROM: Alex Hirtle *MA*
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-033-2026 Emergency Act Concerning Vehicle Access and Recovery

CB-033-2026 (*proposed by:* Council Member Olson, Ivey, Oriadha, Dernoga, Blegay, Burroughs, Adams-Stafford, Hunter, Adams, and Fisher)

Referred to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee

AN EMERGENCY ACT CONCERNING VEHICLE ACCESS AND RECOVERY ACT, for the purpose of providing for redemption of a certain vehicle on posted private property and on public and private property; requiring proof of ownership or control of a vehicle; providing for indemnification; providing for prohibited conduct and penalty regarding impoundment; providing for notice to a family member or household member of a vehicle owner; providing for a certain emergency; and generally regarding vehicle access and recovery

Fiscal Summary

Direct Impact

Expenditures: Nominal.

Revenues: No direct revenues foreseen.

Indirect Impact

Website: <https://pgccouncil.us> | Wayne K. Curry Administration Bldg.
Office: (301) 952-3431 | 1301 McCormick Drive, 3rd Floor
FAX: (301) 780-2097 | Largo, Maryland 20774

Potentially favorable.

Legislative Summary

CB-033-2026 was introduced on April 14, 2026, and was referred to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee. This bill provides for the redemption of certain vehicles on posted private property and on public and private property. It provides proof of ownership or control of a vehicle and authorizes a family member or household member of a vehicle to recover a towed vehicle, through providing a government or valid non-profit identification or consular registration, or vehicle registration, and documentation reasonably establishing shared residence or familial relationship. An impounded vehicle may be redeemed by an authorized agent with presentation of a notarized letter signed by the owner authorizing release and custody of the vehicle; a letter from an insurance company, lienholder, or rental car company indicating agent entitlement, and provides for indemnification, or a transfer of financial responsibility to another person other than the vehicle owner.

A towing company must require, as a condition of release to a person not the vehicle owner, execution of an indemnification and hold harmless agreement on a form prescribed by the County. The indemnification will not extend to gross negligence or willful misconduct on the part of the County or towing company. Persons making false statements in establishing themselves in the release of a particular vehicle shall pay a \$500 fine.

Current Law/Background:

The legislation refers to Subtitle 26, Vehicles and Traffic, Sections 26-142.08.01, 26-142.08.02, 26-142.08.03, 26-168.01, 26-168.02, and 26-168.03. This emergency legislation was initiated by concerns from residents of the County that have experienced or have family members or friends that have experienced various government agencies, most notably the U.S. Immigration and Customs Enforcement (ICE) detaining persons while driving their vehicle, and the vehicle was impounded. As the County Code currently stands, family members or friends of the vehicle owner have limited options to recover an impounded vehicle.

Resource Personnel:

- Kathy Canning, Legislative Officer
 - Julio Murillo, Chief of Staff (District 3)
-

Discussion/Policy Analysis:

The U.S. Immigrant and Customs Enforcement (ICE) arrested 3,308 people in Maryland from January 1 to October 15, 2025, more than double the persons in all of 2024.¹ *The Washington Post* reported that from January 20 to March 10th of this year (2026), 1,250 persons in the DC metropolitan area were detained by ICE.² Presumably, many of these persons were apprehended while driving on the way to work or school, going out to shop, or to eat at a restaurant. Many of them were driving their own vehicle, as reported by local leaders and advocates of immigrants.³

Councilmembers have been notified by several constituents that a family member or friend was detained while driving, and the constituent was unable to retrieve the vehicle that was impounded. When a vehicle is impounded, the tow company deposits the vehicle at a holding center or lot until the owner or authorized person can retrieve the vehicle. While in holding, there is usually a daily fee for storage, capped at \$50/day in Prince George's County (starting 18 hours after vehicle has been impounded).⁴ Additionally, if the vehicle is not reclaimed within 21 days after impoundment, the owner waives all rights, title, and interest in the vehicle.⁵

The proposed legislation provides for authorized family members, friends, and household members with the proper documentation to retrieve the vehicle without the owner's presence. This amendment will provide both cost savings to the vehicle owner, and ease of obtaining the vehicle to an authorized person.

Fiscal Impact:

- *Direct Impact*

Adoption of CB-033-2026 should not have a noticeable fiscal impact on the County. With a process in place to facilitate a vehicle owner's authorized family member, friend, or household member to retrieve their vehicle, a large part of the administrative burden of constituent services should be relieved on the County also.

- *Indirect Impact*

Adoption of CB-033-2026 should have a favorable indirect impact by relieving a higher financial burden of vehicle storage fees on residents, presumably allowing them to spend money locally, that would otherwise go solely to a towing company.

¹ Maryland Matters, January 11, 2026.

² Washington Post, April 6, 2026. DC, MD. & VA. Online section.

³ IBID.

⁴ <https://www.princegeorgescountymd.gov/departments-offices/environment/laws-regulations/hearings-commissions/towing-company-documents-and-faqs>

⁵ <https://www.princegeorgescountymd.gov/departments-offices/environment/laws-regulations/hearings-commissions/vehicle-towing>

- *Appropriated in the Current Fiscal Year Budget*

No.

Policy Implementation Resource/Project Timeline:

(note- timeline drafted by PAFI Analyst- Agency response was not available at time of report completion)

Legislative Initiative

Milestone 1 (June/July 2026) – legislation passed and signed by County Executive.

Milestone 2 (July/August 2026) – County (presumably Department of the Environment) implements administrative process of the legislation.

Milestone 3 (August/September 2026) – 45 days after becoming law, Bill takes effect.

Disclaimer - Relative timeline based on County Agency and OMB input at a point in time.

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 me via phone or email.