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*Testimony of Rep. Sally Cluchey presenting*

**LD 1846, An Act to Amend the Law Governing Notification to Vehicle Owners and Lienholders When a Vehicle Is Towed or Left Without Permission on Residential or Business Property.**

*Before the Joint Standing Committee on Transportation*

Good afternoon, Senator Nangle, Representative Crafts, and honorable members of the Transportation Committee. My name is Sally Cluchey, and I represent House District 52, which includes the communities of Bowdoinham, Bowdoin, and Richmond. I'm here to introduce **LD 1846, An Act to Amend the Law Governing Notification to Vehicle Owners and Lienholders When a Vehicle Is Towed or Left Without Permission on Residential or Business Property.**

In my work on the Health Coverage, Insurance, and Financial Services Committee, I have had the opportunity to hear about issues related to both towing and credit unions. I believe towing is an essential service that helps keep our roadways safe. I also believe that credit unions strengthen our communities. Having previously volunteered for a credit union I understand that there can sometimes be conflicts between the two industries, as credit unions are frequently lienholders. When the Maine Credit Union League approached me about introducing a bill on this issue, I was happy to assist, and I encourage you to direct any technical questions to them.

The most substantive change this bill makes is to require that towing companies notify both owners and lienholders that a vehicle is in their possession within 48 hours, using certified mail. Currently, the notification process is not defined in law, and credit unions are often unaware of a vehicle's location. Under current practice, towing companies notify the Secretary of State only when they intend to claim salvage title to a vehicle—and that claim is often the first and only notice a credit union receives. This bill would change the salvage title "claim" to a "report" to clarify that it is separate from the notification process.

The bill also includes a requirement to itemize invoices. This has been required for nonconsensual tows of commercial motor vehicles in Maine since 2017.

I know that several bills regarding towing have already come before this committee during the current session. Should the committee choose to move forward with LD 1377 instead of this bill, I hope the

contents of LD 1846 can be incorporated into that legislation or used as a vehicle to advance the outcomes of the study.

Again, I encourage you to direct your questions to those behind me. Thank you for your time and consideration.