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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.