



Timothy Nangle  
Senator, District 26

THE MAINE SENATE  
132nd Legislature

3 State House Station  
Augusta, Maine 04333

*Testimony of Senator Tim Nangle introducing*  
**LD 2137, “An Act to Modify Provisions of Law Governing Parking Enforcement  
on Property Accessible to the Public,”**  
*Before the Joint Standing Committee on Transportation*  
*January 22, 2026*

Representative Crafts, and my distinguished friends on the Joint Standing Committee on Transportation, I am Senator Tim Nangle. I have the honor of representing Senate District 26, which includes the communities of Windham, Raymond, Casco, Frye Island, and part of Westbrook. Thank you for the opportunity to present LD 2137, “An Act to Modify Provisions of Law Governing Parking Enforcement on Property Accessible to the Public.”

Last year, the Legislature passed LD 1794, which was heard by the Health Coverage, Insurance and Financial Services Committee and enacted as Public Law 2025, chapter 350. That law was designed to address concerns about private parking enforcement practices on lots accessible to the public — particularly situations where drivers were receiving delayed or unclear notices and facing fees without a meaningful opportunity to respond. The intent was consumer protection, and that intent remains.

Since enactment, however, two unintended consequences have become clear.

First, the current law permits parking violations to be enforced through mailed notices sent well after the alleged violation. In practice, this can mean a driver receives a notice weeks later, with no timely awareness that a violation occurred and no opportunity to immediately correct the behavior. In some cases, those delayed notices may be missed altogether, leading to escalation into collections or credit reporting. That outcome undermines the transparency and fairness the law was meant to ensure.

LD 2137 addresses this by requiring that notice of a parking violation be affixed to the vehicle at the time of the violation. That ensures prompt, clear notice to drivers so people are not unknowingly accumulating fines before they have an opportunity to correct their behavior. This approach also benefits parking operators. The purpose of enforcement is not simply to issue fines, but to deter improper parking so that lots function as intended. When drivers are notified immediately, they can adjust their behavior in real time, reducing disputes, improving compliance, and supporting smoother parking operations and better vehicle flow. This is essential to the efficient use of parking facilities and to the revenue model these operators rely on.

Second, the signage requirement adopted last year — requiring postings at every entrance and exit — has created unintended financial burdens for municipalities that operate public parking lots. Some communities have been advised they may need to spend tens of thousands of dollars to comply. That was not the Legislature’s intent and has effectively created an unfunded mandate on local governments.



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For that reason, I am offering an amendment that you should have before you, which exempts municipal lots from the signage requirement established in last year's law while preserving the core consumer protections the Legislature intended. This amendment ensures municipalities are not forced to incur unnecessary costs to meet requirements designed primarily for private parking operations.

Finally, I want to be clear about where many of these concerns originated. Over the past two years, my office has heard directly from constituents — particularly students and families connected to the University of Southern Maine — who have experienced what they believe to be an unfair and opaque parking enforcement system.

We know of students who were unaware they were violating any rules, only to receive dozens of tickets in the mail weeks later, totaling hundreds or even thousands of dollars. These concerns were publicly documented in a 2024 Press Herald report following USM's decision to contract with Parking Revenue Recovery Services<sup>1</sup>, and they are consistent with what constituents have shared directly with my office.

In the interim, I attempted to obtain basic information from the university about parking enforcement requirements and contractual expectations, but those requests were not fulfilled. When a news organization later sought similar records, it was told the cost to process a FOAA request would be in the thousands of dollars. That lack of transparency reinforces why clear, immediate, on-vehicle notice matters — so people know when a violation occurs, can understand what went wrong, and can change their behavior before penalties quietly compound.

In closing, LD 2137 does not undo the work of last session. It corrects unintended consequences, protects municipalities from unnecessary costs, and strengthens fairness and transparency for Maine drivers.

Thank you for your time, and I'm happy to answer any questions.

Sincerely,

**Tim Nangle**  
State Senator, Senate District 26  
*Representing Casco, Frye Island, Raymond, Windham, and part of Westbrook*

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<sup>1</sup> "University of Southern Maine Students Say New Parking System Has Cost Them Thousands in Fines." Press Herald, 8 Apr. 2024, [www.pressherald.com/2024/04/08/students-say-new-usm-parking-system-has-cost-them-thousands-of-dollars-in-fines](http://www.pressherald.com/2024/04/08/students-say-new-usm-parking-system-has-cost-them-thousands-of-dollars-in-fines)

## **Sponsor's Amendment**

**LD 2137, "An Act to Modify Provisions of Law Governing Parking Enforcement on Property Accessible to the Public"**

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Amend the bill by striking out everything after the enacting clause and before the emergency clause and insert:

**Sec. 1. 10 MRSA §1500-LL, sub-§1 and 2, as enacted by PL 2025, c. 350, §1 and reallocated by RR 2025, c. 1, Pt. A, §20, is amended to read:**

**1. Fine, fee or charge amount must be reasonable and conspicuously posted.** The amount of any fine, fee or charge to any person for the violation of any parking rule applicable to property accessible to the public for the parking of motor vehicles must be reasonable and must be conspicuously and prominently posted within the property so that it is visible at any entrance and exit of a parking lot or parking structure within the property by a person entering and exiting in a motor vehicle.

**1-A. Exemption.** A municipality that has adopted an ordinance on a fee, fine or charge for the violation of any parking rule applicable to property owned by the municipality and accessible to the public for the parking of motor vehicles is exempt from the requirements of subsection 1.

**Sec. 2. 10 MRSA §1500-LL, sub-§2, as enacted by PL 2025, c. 350, §1 and reallocated by RR 2025, c. 1, Pt. A, §20, is amended to read:**

**2. Written notice of violation required.** Written notice of a violation of any parking rule applicable to property accessible to the public for the parking of motor vehicles, including the failure to pay an amount of money to park a motor vehicle, must be provided to the registered owner of the motor vehicle affixed in a conspicuous place on the motor vehicle at the time of the violation. At a minimum, the written notice must include the following information:

- A. The date and time of the violation;
- B. The nature of the violation, including the parking rule violated;
- C. The amount of the fine, fee or charge for the violation and the payment due date for the fine, fee or charge for the violation, which must be at least 10 business days after the date of the written notice of the violation;
- D. Payment instructions; and
- E. Contact information for the person or entity responsible for collecting the fine, fee or charge for the violation.; and
- F. The motor vehicle's license plate number, state of registration and plate type.**

## **SUMMARY**

This amendment provides an exception to the requirements that any fine, fee or charge to any person for the violation of any parking rule applicable to property accessible to the public for the parking of motor vehicles must be conspicuously and prominently posted within the property so that it is visible at any entrance and exit of a parking lot or parking structure within the property by a person entering and exiting in a motor vehicle. A municipality is exempt from the posting requirements if the municipality adopts an ordinance on a fee, fine or charge for the violation of

any parking rule applicable to property owned by the municipality and accessible to the public for the parking of motor vehicles.

The amendment also specifies the written notice must include the motor vehicle's plate type, rather than registration type.