

**Members appointed to the Joint Transportation Committee**



● **Senate Chair** Thomas M. McGee



● **Senate Vice Chair** Jennifer L. Flanagan



● **House Chair** William M. Straus



● **House Vice Chair** Aaron M. Michlewitz

<b>Senate Members</b>	<b>House Members</b>
● Karen Spilka	● James R. Miceli
● Michael F. Rush	● Carl M. Sciortino, Jr
● Brian A. Joyce	● Denise Provost
● Marc R. Pacheco	● Timothy R. Madden
● Robert L. Hedlund	● Marcos A. Devers
	● Mark J. Cusack
	● Michael J. Finn
	● John J. Mahoney
	● Chris Walsh
	● Donald H. Wong
	● Steven S. Howitt

House Address	Room	Phone Number
State House Boston, MA 02133	134	(617) 722-2400

**Bill H00238** By Mr. Stephen Kulik of Worthington, petition (accompanied by bill, House, No. 00238) of William "Smitty" Pignatelli and Anne M. Gobi relative to the registration of antique snowmobiles. **Joint Committee on Environment, Natural Resources and Agriculture.**

A state resident or non resident who owns a snowmobile that is more than 25 years old and that is substantially maintained in original or restored condition may register that snowmobile under this subsection as a vintage snowmobile. Vintage snowmobiles must meet the sound and emission specifications in place at the time of their manufacture. A vintage snowmobile registration authorizes that snowmobile to be operated only for the purpose of traveling to, returning from and participating in an exhibition, parade or other event of interest to the public or for occasional personal use. The fee for a vintage snowmobile registration is \$40. A vintage snowmobile registration is valid until the ownership of that vintage snowmobile is transferred to another person. Upon the transfer of ownership, the new owner may register that snowmobile as a vintage snowmobile by paying the current vintage snowmobile registration fee.



**Definition:**

A "Vintage Snowmobile" means a snowmobile more than 25 years old that is registered as a vintage snowmobile under the snowmobile registration section.

**Bill H00952** By Mr. Theodore C. Speliotis of Danvers, to further regulate motorcycle sound levels.. **Joint Committee on Transportation.**

SECTION 7U of chapter 90 of the General Laws, as appearing in the 2004 Official Edition, is hereby amended by adding the following sentence:- "The use and sale of any exhaust pipe that increases the sound emission of any vehicle including motorcycles shall be prohibited. All motorcycle exhaust pipes must conform to 82dBA maximum noise level measured directly to the rear exhaust outlet at a distance of 12 inches. The angle of measurement shall not exceed 30 degrees. Sound measurements taken beyond 12 inches that exceed the requirements are not acceptable. Violation of said decibel level, or illegal retrofitting, will result in a license suspension for six (6) months and/or a fine not to exceed two hundred and fifty dollars (\$250)."

**Bill H00905** By Mr. Brownsberger of Belmont, petition relative to motor vehicle registration plates. **Joint Committee on Transportation.**

Section 1. Section 2 of Chapter 90 of the General Laws as appearing in the 2008 official edition is hereby amended in the seventh paragraph, line 2, by striking the words "two number plates of suitable design" and inserting the words "one number plate of suitable design to be placed at the rear of the vehicle",.....

Section 2. Section 6 of Chapter 90 of the General Laws as appearing in the 2008 official edition is hereby amended in line 6 by striking the following words: "at the front and".

**Bill H03242** By Mr. Webster of Pembroke (by request), a petition (accompanied by bill, House, No. 3242) of [petitioners] relative to the sales tax on motor vehicles **Joint Committee on Revenue.**

SECTION 1. Section 25 of chapter 64H of the general laws, as appearing in the 2008 Official Edition, is hereby amended by inserting after the word "commissioner", in line 12, the following words:- ; provided however, that for a motor vehicle sold for more than 10 per cent below the wholesale or trade-in value which corresponds to a particular make, model, type, and year of a motor vehicle, as listed in the most recent edition of the applicable National Automobile Dealers Association used vehicle pricing guide, the tax due shall be calculated on the lower value.

SECTION 2. Section 26 of chapter 64I of the general laws, as so appearing, is hereby amended by inserting after the word "commissioner", in line 13, the following words:- ; provided however, that for a motor vehicle sold for more than 10 per cent below the wholesale or trade-in value which corresponds to a particular make, model, type, and year of a motor vehicle, as listed in the most recent edition of the applicable National Automobile Dealers Association used vehicle pricing guide, the tax due shall be calculated on the lower value.

**Bill S01719** By Mr. Brewer, petition (accompanied by bill, Senate, No. 1719) of Gobi and Brewer for legislation relative to year of manufacture registration plates [**Joint Committee on Transportation**].

SECTION 1. Notwithstanding any general or special law or regulation to the contrary, section 6 of chapter 90 of the general laws, as appearing in the 2008 official edition, shall be amended by inserting after the word "section" in line 40 the following: - **"However, the restoration of year of manufacture registration plates, painted and restored to their original year of manufacture colors and design, will not be considered altering such registration plates when used on antique automobiles."**

# *The Massachusetts Association of Auto Clubs*

*Monday, March 01, 2010*

## *Beacon Hill Watch update*

There has been recent activity on the Street Rod & Custom Registration and Inspection Bill with the MassDEP proposing changes that address their concerns with kit cars. What they are proposing involves changes in Chapter 111 under TITLE XVI Public Health and not Chapter 90 for which the two Street Rod & Custom Car Registration bills, HB 3199 & 3201 were proposed. The proposed changes do address the issues for current kit car owners by providing an alternative to the EPA's 2008 kit car policy through a "grandfathering" period to be exempt from the new requirements. However, there were other restrictions that would limit usage to 2,000 miles per year and hamstringing Massachusetts registration of vehicles purchased out-of-state or out-of-country which would have to meet the new requirements. Additional sticking points in the proposal include the certified engine model year cutoff being newer than 1992 and number of transmission gears in a certified configuration to meet emission compliance. Although the two original bills were to allow Street Rods and Custom Cars to have their own unique registration plates along with similar emissions and safety inspection requirements allowed for antique vehicles, the popular replica and kit cars being built by hobbyists have been getting all the attention by MassDEP.

There is a compromise proposal from the kit car community which attempts to address both the hobbyists and DEP concerns. When both proposals have their day in court, so to speak, we will know whether we have sensible changes that will not harm our hobby interests or whether we have another battle on our hands. We only need to look to the issues facing California hobbyists that are being documented by Brian Brennan in his Street Rodder magazine series. Are these same problems facing right coast street rod and custom car hobbyists down the road?

**H.B. 3199** Presented by Rep. Carolyn Dykema

**H.B. 3201** Presented by Brian S. Dempsey



Both bills are identical to the Street Rod and Custom Registration and Inspection Bill that was passed but Pocket Vetoes by the governor in January 2009. These bills defined a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. The bill also allowed kit cars and replica vehicles to be assigned a certificate of title bearing the same model year designation as the production vehicles they most closely resemble.

**STATUS:** *Both bills were referred to the Joint Committee on Transportation and a public hearing was held on June 30, 2009. MassDEP has proposed changes that trapped hobbyists and preventing them to have properly titled and registered kit cars get annual inspection stickers. The DEP proposal would allow those owners to grandfather their kit cars built after the October 1, 2008 EPA guidelines for kit cars were implemented in Massachusetts, but not without some other onerous restrictions like a 2,000 mile per year usage limitation.*

*....submitted by J. Buchanan*

## *Other Updates for 'Muffler Noise' Bills*

**H.B. 3246** Presented by Bradley H. Jones, Jr.

Would require **all motor vehicles and motorcycles to not exceed measured sound pressure levels of 82dB** as measured on the "A" scale at maximum speed using the SAE J192 test procedure. Cited noise violations shall be subject to a fine and a second violation would prohibit operating the motorcycle until it passes the sound pressure test. It also establishes a special commission to study problems associated with excessive noise by motorcycles.

**S.B. 1980** Presented by Richard. R. Tesei

This is identical to H.B. 3246 and both Rep. Jones and Senator Tesei joint petition each other.

*STATUS: These two bills were referred to the Joint Committee on Transportation and a public hearing was held on October 6, 2009. A subsequent meeting with MAAC, Rep. Jones and Senator Tesei's aides along with Rep. Jay Barrows, a friend of MAAC, was held at the State House on December 14, 2009 to review details and concerns with both bills. A subsequent e-mail from Rep. Jones indicated any movement of these bills would be slow if at all and he expresses a willingness to work with us next year should there be a need to move again on this issue.*

**H.B. 3332** Presented by Theodore C. Speliotis

Would **further regulate all motor vehicles and motorcycle sound levels for the 82dB maximum level** by setting the measured distance of 12 inches and the angle of measurement not to exceed 30 degrees. Also disqualifies sound measurements taken beyond 12 inches. Decibel level violations and illegal retrofitting will result in license suspension for 6 months and/or a fine not to exceed \$250.

*STATUS: This bill was referred to the Joint Committee on Transportation and a public hearing was held on October 6, 2009. A subsequent meeting with Rep. Speliotis at the State House confirmed the bill was not intended to apply to motor vehicles and there would not likely be any effort from his office to move the bill forward. He would be willing to incorporate any changes we would recommend should we choose to move the bill along. We indicated there was no interest at this time and MAAC would support tabling at this time.*



(L to R) John Weston (Right Coast), John Buchanan (Mass Assoc of Auto Clubs) met recently with Rep. Speliotis in his Massachusetts State House office in Bosoton.

*....submitted by J. Buchanan*