

Re: HB 5365 AN ACT CONCERNING THE USE OF GLOBAL POSITIONING SYSTEMS BY CERTAIN COMMERCIAL MOTOR VEHICLES

MTAC Opposes

Chairman Leone, Chairman Lemar, Ranking Member Martin, Ranking Member Devlin, and Transportation Committee members, thank you for the opportunity to testify in opposition to this bill. I am Joe Sculley, President of Motor Transport Association of Connecticut (MTAC).

MTAC understands this bill was likely introduced in response to trucks driving through no-through truck zones in certain municipalities. MTAC does not condone the violation of any restriction on through trucks, nor the violation of weight or height limits.

TOWNS NOT ENFORCING CURRENT RESTRICTIONS

MTAC has met with state and local leaders in certain municipalities where violations of no through truck restrictions have occurred. MTAC has urged that local law enforcement (as well as any state enforcement agency with proper jurisdiction) enforce any alleged violation of no through truck restrictions which are authorized by state law. Town leaders have plainly stated to MTAC that they will not do that. Certain towns have also placed “no through trucks requested” signs at difficult spots on certain roads, such as at an entrance to a rotary. These signs do not have the force of law, but at the same time they can confuse some drivers who attempt to turn around on or near the rotary.

What is the point of having a no through truck restriction, or a weight or height restriction, if it will not be enforced? Why would a GPS mandate for commercial trucks be enforced if the no through truck restrictions and height/weight restrictions are not enforced?

OUT OF STATE TRUCKS

At least some, if not a majority, of the trucks in question come in from out of state. The State of Connecticut cannot issue equipment mandates for trucks based in other states. Accordingly, this proposal will not do anything to penalize out of state trucks for violating truck restrictions. But law enforcement officers enforcing the current law would be able to do that.

IMPRACTICAL

Even if it were a law that commercial trucks must have a GPS, they could simply be turned off or ignored. Will there be a penalty for ignoring your GPS and taking an alternate route?

This proposal would cover any truck you can think of, including dump trucks and garbage trucks. Is it the goal to have a garbage truck driver enter the address of the hundreds of houses they serve every day, one only 20 yards away from the other, in many cases? Does a dump truck which takes



several loads of aggregate materials from the same supply site to the same job site every day have to put in the address of the supply site and the job site each time?

The concept calls for a GPS mandate for vehicles with a “gross vehicle weight rating of ten thousand pounds or more ... capable of informing the driver of such vehicle of clearance restrictions, load limits, one-way streets and traffic restriction.” Has a passenger vehicle ever gone the wrong way down a one-way street, or violated some other traffic restriction such as a road closure?

COSTLY AND UNENFORCEABLE

This bill would place a mandate on small businesses (the huge majority of which have nothing to do with the alleged underlying problem) but at the same time this would do nothing to solve the alleged problem which is easily solvable by existing means.

Imagine that a year from now, someone sees a truck drive through a no through truck zone and calls the police. We know that the police won't do anything about this, because town leaders have already told us as much. But on the off chance that they do, what action would they take? Would they issue a citation for whatever the penalty is for not having a GPS in the truck, or issue a citation (and appropriate fine, etc) for violating a no through truck restriction? It doesn't even matter! If a police officer is going to show up, they should just do that now and enforce the no through truck restriction.

Let's enforce current laws before making bad new laws. This sentiment has been expressed in response to issues in other industries, and it holds true for transportation as well.

###

ABOUT CT TRUCKING INDUSTRY:

85.8%: number of Connecticut communities that depend exclusively on trucks to move their goods

94%: percent of manufactured tonnage transported by truck in Connecticut

\$3.2 billion: total trucking industry wages paid in Connecticut (2017)

58,400: trucking industry jobs in Connecticut (2017)

\$53,3500: average annual salary in Connecticut (2017)

\$8,610: average annual CT-imposed highway user fees paid by tractor trailers (as of 4/1/2018)

\$8,906: average annual fed-imposed highway user fees paid by tractor trailers (as of 4/1/2018)