

Re: HB 5051 AN ACT CONCERNING THE PENALTY FOR COMMERCIAL VEHICLES ON STATE PARKWAYS

Co-Chair Winfield, Co-Chair Stafstrom, Ranking Member Kissel, Ranking Member Rebimbas, and Judiciary Committee members, thank you for the opportunity to present this testimony. My name is Joe Sculley, and I am President of the Motor Transport Association of Connecticut (MTAC). MTAC is a statewide trade association which represents small business trucking companies.

MTAC is aware that, from time to time, a truck will end up on the Merritt Parkway, even though trucks are restricted from the Merritt Parkway. The trucks in question are not owned or operated by MTAC members. They are out-of-state trucks, which are very likely being driven by owner-operators, who are using Google GPS directions, rather than a service which is tailored to the trucking industry. Google GPS directions do not currently notify drivers of a truck restriction. However, ideally, that can change.

While this proposal may end up raising some revenue due to an increased fine, it most likely will not solve the problem. It unfortunately won't prevent the out-of-state owner-operator who is following a Google GPS from getting on the Merritt if the directions tell him to do so.

A solution has been offered that very likely would solve the problem. U.S. Senator Richard Blumenthal has called for "GPS apps like Waze, Google Maps and Apple Maps to include height and weight restrictions for limited-access highways like the Merritt and Wilbur Cross parkways," according to this recent article: <https://www.wnpr.org/post/road-nowhere-blumenthal-calls-big-tech-companies-update-gps-apps>

Also in that article is a comment from myself, signaling support for the proposal:

"I think he's onto a good idea to work with these companies to build something into their systems," Sculley said of Blumenthal's proposal. "With all the capabilities that these companies have, I think it's probably very easy to do and I think it may come down to being one of the most common-sense solutions towards addressing this problem."

I respectfully submit that a more productive alternative towards solving this problem would be to have state and federal lawmakers, ideally from multiple states, along with industry, working with the appropriate tech companies to implement a minor update to their system, which will improve safety for everyone on roads like the Merritt Parkway, including users of their services. I would be pleased to participate in such an initiative.

Thank you for your consideration.



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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)

\$53,500: 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)