



Maryland Motor Truck Association

9256 Bendix Road, Suite 203, Columbia, MD 21045

Phone: 410-644-4600 Fax: 410-644-2537



HEARING DATE: January 15, 2020
BILL NO/TITLE: SB41 - Baltimore County - Vehicle Height Monitoring Systems
COMMITTEE: Judicial Proceedings
POSITION: Oppose

Purpose: Baltimore City is the only jurisdiction in Maryland with the authority to use camera monitoring to enforce its truck routes. If it passes, Senate Bill 41 would grant Baltimore County the same authority.

Background: In 2011 and 2012, Baltimore City spent two years working with the trucking industry and other stakeholders to complete a comprehensive review of legal truck routes in the City and develop a new truck map. Maryland Motor Truck Association (MMTA) partnered with the City at community meetings, presentations, ride-alongs and reviews of areas in the City where trucks travel in neighborhoods. For those reasons, MMTA supported legislation that gave the City the authority to use vehicle height monitoring systems to detect and fine trucks on prohibited roadways. However, the City still has not fulfilled all of its commitments made at that time (e.g. uploading the map to GPS, replacing outdated signage, etc.) As such, MMTA is concerned about the unintended consequences of increased camera enforcement in jurisdictions that have not developed a truck map or taken similar steps, particularly given the high number of false positives these cameras generate, and the growing demand for home deliveries being generated by e-commerce.

Trucks that use restricted routes are not always committing a violation. Garbage collection, package delivery, recycling, home heating fuel, household goods movers and furniture delivery trucks operate regularly in neighborhoods. **Every route becomes legal if you have to access it to make a pickup or delivery. In Baltimore City, the initial abatement rate in the only data that the Baltimore City Dept. of Transportation has provided to the trucking industry was over 60% (see attached) because trucks were legally allowed to travel on the roadway. Expansion of cameras into other jurisdiction will paralyze businesses having to demonstrate they were not committing a violation. This is a guilty until proven innocent system.**

Before other jurisdictions are allowed to use cameras to enforce their truck routes, they should be required to:

- Work with industry on the development of a clear GIS map identifying legal pass-through routes, local delivery routes, and restricted routes. The map must be submitted to the major truck GPS providers.
- Work with industry to identify areas where there are high numbers of trucks on restricted routes and develop steps (e.g. communication, targeted outreach, signage) to address the challenge without cameras.

Any legislation to expand camera authority should include provisions that:

- Allow companies to transfer liability for violations to drivers. Drivers are the ones who choose to travel down restricted routes.
- Prevent citations to leasing/rental companies. They do not control where their trucks are driven.
- Establish a clear process for abating a citation when a truck was legally on a camera-enforced route.
- Establish a limit on the number of cameras that may be in use to ensure enforcement is focused on those areas with significant restricted truck traffic.

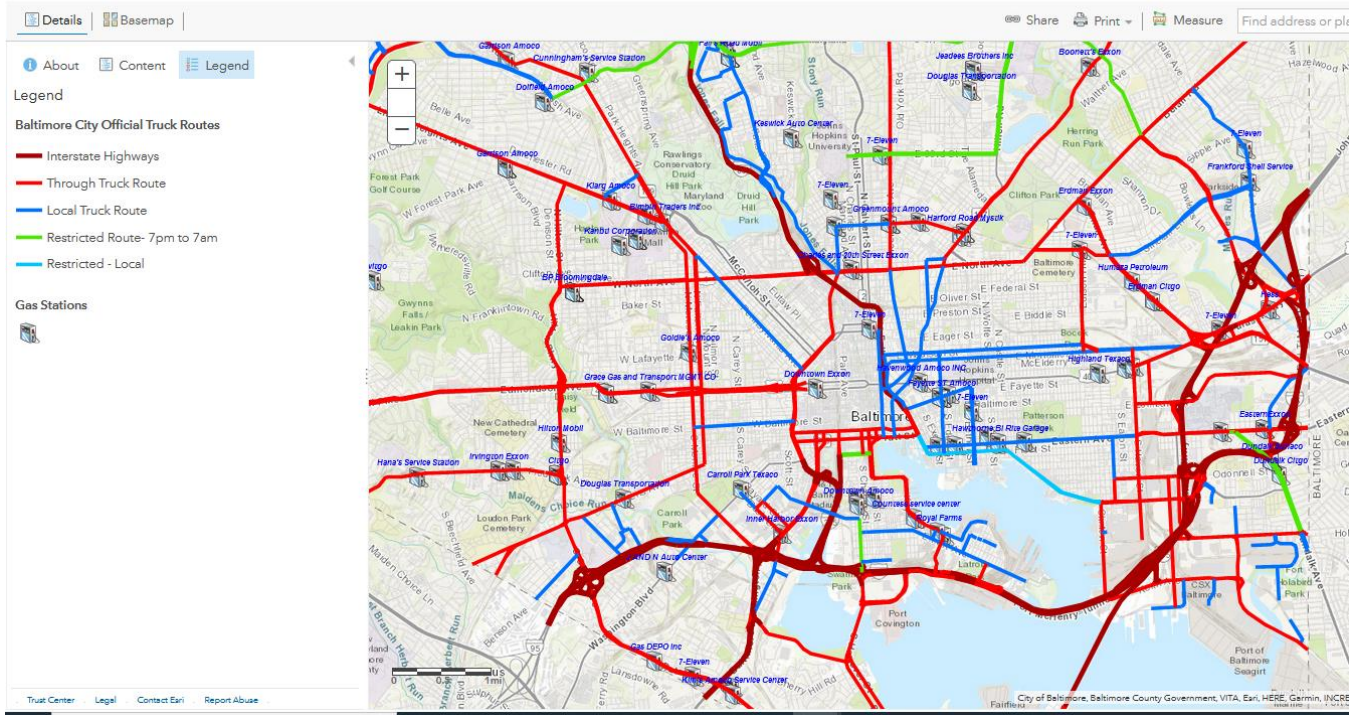
MMTA is committed to working with Baltimore County to address its challenges with trucks in residential areas, but the steps noted above should be undertaken prior to the passage of any legislation expanding camera enforcement. As such, the Association asks the Committee for an unfavorable report on SB41.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.

For further information, contact: Louis Campion, (c) 443-623-4223

Baltimore City Truck Route Map

ArcGIS - Baltimore City, Official Truck Routes



Truck Over Height Court Hearing Results: October 15, 2018

Type of Docket: Commercial Truck/ RL

Cases on Docket	76
FTA	10
Guilty	22
NG	6
Dismissals	0
Deferments	2
Postponements	1
Abated prior to trial	35

Source: Baltimore City Department of Transportation