

HB0246 - LOS - MDTA - Class G Trailers.pdf

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Position: FAV

February 5, 2026

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

RE: Letter of Support – House Bill 246 – Maryland Transportation Authority – Tolls – Class G Tolling

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) support House Bill 246 and offer the following information for the Committee’s consideration.

Currently, MDTA may only toll motor vehicles. The term “motor vehicle” is defined in §11-135 of the Transportation Article as a vehicle that is self-propelled and not operated on rails. Class G vehicles, which include utility trailers, boat trailers, camping trailers, freight trailers, and semi-trailers, are not self-propelled and therefore do not meet the definition of motor vehicles; however, the registration plates on these trailers may be the only registration plates associated with a vehicle operating on an MDTA facility that are not obscured. HB 246 would authorize MDTA to toll the registered owner of a Class G vehicle (trailer) if an image of the front or rear registration plate of the motor vehicle towing the trailer cannot be captured.

If the registration plates of a motor vehicle are missing or obscured, sending a Notice of Toll Due to the registered owner is impossible, and MDTA is not able to collect the fee owed for use of its facility. The MDTA estimates that it loses approximately \$11 million annually in uncollected revenue from all 3+ axle vehicles due to its inability to notice the owner of a Class G vehicle. HB 246 would assist MDTA in capturing these lost fees.

Maryland would not be alone in this practice – currently, Ohio, Pennsylvania, and Rhode Island allow tolling of trailers at toll facilities. It is MDTA’s intent to toll Class G vehicles as a last option when a motor vehicle’s registration plates cannot be captured and there is no valid transponder read on the vehicle towing the trailer. Owners of Class G vehicles, who have Maryland E-ZPass or participate in MDTA's Pay-by-Plate option, can register their trailers on their account

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request the Committee consider this information during its deliberations and issue House Bill 246 a Favorable report.

Respectfully submitted,

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HB246 - Letter of Information - Maryland Motor Tru

Uploaded by: Louis Campion

Position: INFO



HEARING DATE: February 5, 2026

BILL NO/TITLE: HB246: Video Tolls - Class G (Trailer) Vehicles - Liability

COMMITTEE: House Environment & Transportation

LETTER OF INFORMATION

Maryland Motor Truck Association fully supports the payment of all tolls owed and believes aggressive enforcement is warranted when a vehicle operator attempts to hide, obscure, or take other actions to avoid toll payments. The Association understands that the cost of toll avoidance is ultimately born by all other toll payers. However, the Association believes that the ultimate responsibility for a toll should lie with the vehicle operator, not a trailer owner who has no control over routes, making toll payments, vehicle operation, etc.

To avoid toll notices being issued based on a trailer plate, MMTA encourages companies that pull their own trailers to simply list the plate numbers on their E-ZPass accounts. However, this is difficult for certain industry segments, such as owner-operators at the Port of Baltimore, who do not pull their own trailers. We have seen other states – most notably Delaware – where the tolling agencies seem to have defaulted to using a rear trailer plate in lieu of a tractor plate as the primary means of identification, creating a nightmare of toll notices for the trucking industry.

Understanding this, MMTA and the Maryland Transportation Authority held extensive discussions about the challenges of commercial vehicle tolling. Since every state in the country requires a front mounted license plate on commercial tractors, the agency has drafted amendments to HB246 that explicitly state that issuance of a toll notice based on a trailer plate will only occur as a last resort in the absence of a readable tractor plate. This is consistent with MDTA's stated intention and satisfies the concerns of the Maryland Motor Truck Association.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a non-profit trade association that has represented the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

For further information, contact: Louis Campion, (c) 443-623-5663