

Mr. Chair & Members of the Committee –

My name is Evan Oneto, I serve as the Chair of the Idaho Trucking Association (ITA). I also serve as the Government Affairs Representative for FedEx Corporation in the Western US, where we operate the largest less-than-truckload operation and the second largest private parcel delivery operation in the United States. It is in both of those capacities that I submit written testimony on House Bill 664, where both of the organizations I represent are neutral on the bill, but felt compelled to provide some testimony to help inform the committee's understanding of the relevant issues to consider as they evaluate this legislation.

The desire to bring trucking speed limits into conformity with passenger vehicles ones is an understandable one, especially if the goal is to help reduce congestion, particularly if the goal is to improve the congestion that stems from slow moving trucks in the left-hand lane.

However, I'm here to explain how this bill will do little to nothing to solve that problem, if that is indeed the goal of the bill. Many large interstate carriers have speed limit policies for their drivers and many even have speed governors installed on their trucks to physically limit the truck's capacity to go above the set speed. And many of those companies have a set speed well below 80 mph – often they are set at 65 or 70 mph. The primary reason for this limit is often two-fold: one is fuel economy, but the most compelling one is safety.

For example, FedEx, UPS, and many other large carriers haul triple trailer configurations throughout much of the Western states including Idaho. And to travel at such high speeds can compound the effect of the third trailer drifting or "fishtailing" into nearby lanes, especially when wind is a factor or if there is a significant weight disparity between trailers. Drivers of triple trailer configurations are often subject to extensive training by carriers and under strict safety guidelines that dictate how they handle their load, including their set speed. Therefore, a change in speed limit is simply not going to compel such carriers to drive faster than the speed they deem to be safe.

If the goal is to reduce congestion caused by undue usage of the left-hand lane by trucks, we suggest considering legislation that would bring Idaho into conformity with many neighboring states that dictates trucks can only use the left-hand lane for the purpose and time required to pass another vehicle and once having done so, must return to the right-hand lane as soon as is safe to do so. That is a standard that is well-understood by truck drivers and provides a clear and easy to enforce standard for law enforcement.

Thank you for the opportunity to provide feedback on this bill. If you have any further questions that we can assist with, please contact ITA CEO Allen Hodges.

Sincerely, Evan Oneto