

## Comment from Art Stevens

My father was a truck driver from the 60s-80s. I continued to become one learning to drive a grain truck at 12, becoming a master driver in the Army (EXPERT standard) and then onto OTR for 23 years with over 2.3 million miles. I have NEVER had an accident that was my fault, and I have a clean MVR meaning no tickets, no moving violations, etc.. I do not speed and follow all the speed limit signs posted. I use common sense to slow down in city traffic, or where weather or terrain affect driving conditions.

This proposal to mitigate truckers speed limit is going the wrong way. It shouldn't be about involving ALL truckers. This law if implemented needs to target new drivers (18-25 year olds), international license holders and expats ONLY. If insurance companies would be required to provide information on each accident, you would find that 90% of accidents are caused by the three factions above. I'll break it down: ALL three above are negligent when driving a commercial vehicle because they DO NOT understand the commercial driving operation and they drive crazy from their original country. I see this every hour when I'm driving. Just yesterday I saw two trucks turning from the inside lane instead of the outside lane; another truck turned from the outside lane (not only was this a non turn lane, but no trucks were allowed under that bridge!); I saw three trucks enter "exit" only passages; two trucks going down a one way street (opposite direction); and over two dozen trucks doing 75-90mph in a 70mph zone. In every case, they were all expats from other countries, meaning they were from Mexico, Canada, Pakistan, Malaysia or Africa. For the majority, most were all driving large company owned trucks from CRST, Werner, JB Hunt, or Schneider. Those that were speeding were mainly from Canada and Mexico (license plates on trucks and trailers). How they are allowed to drive in the USA like this, or even how they received a class-A CDL license is my question. If you cannot understand the English language how can you comprehend signs and communicate?! That and they don't care. Truckers from Mexico and Canada can get violations here in the USA, but then go back to there own country without any kind of violations showing on their country license. I am sitting here in my truck watching another trucker (Penmark Transp.) back into a dock; there are no vehicles or trailers within 300' and he has 200' to pull up and back into. But yet, he has had twenty-two pull ups and is still parking his truck at a 10% angle to the dock. His truck has a missing headlight, one drive tire is balding and his trailer lights don't work. He is an expat, I think a Sikh from talking to him in shipping.

Now saying that against truckers, passenger vehicles are far worse. I have been involved in twenty-seven accidents with passenger vehicles. And NEVER been found at fault because it was the passenger vehicle drivers stupidity that caused them. In each case, the passenger driver drove over solid lines, was speeding 10-30mph over, did not stop at a red light, passed me on the shoulder, tried passing me while I was in a 90 turn, made an illegal turn, was tailgating, did a brake check and/or was performing another task while driving (texting, talking on phone, putting make up on, having sex, reading a book, or eating). Each time they caused an accident I was automatically placed at fault just because I have a class-A CDL license. But I invested in a five camera system years ago and have been able to prove the passenger vehicles were at fault. Passenger vehicles are by far more wreckless then anyone else, and I have to avoid them every minute of the day. When in a big city, it is common to avoid over a thousand mishaps involving wreckless passenger vehicles.

Now saying all that, if the rules change where we can only do 60-68mph, that affects my pay by

\$70-180 per day ( I make \$450-\$500 per day). I am definitely going to increase my rate to .07-.15 per mile to make up for this. The cost will be passed onto the consumer.