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Oregon Joint Committee on Transportation
SB 574
Co-Chair Senator Beyer
Co-Chair Representative McLain

March 2, 2021

Co-Chairs Beyer and McLain, as well as members of the Committees, my name is Mark Gibson; I would first like to thank you for the opportunity to offer testimony on SB 574.

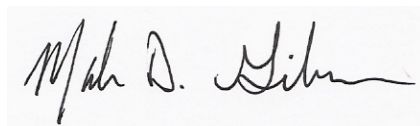
I have served in past years as Chairman of the Board for the Oregon Trucking Associations and currently continue to provide services to that organization. Today I testify on behalf of the companies I own and operate. I am currently President and CEO of Siskiyou Transportation, Inc. and Timberland Helicopters, Inc. Both small businesses located in Ashland, Oregon. We have been in business since 1981. We employ an average of 25 full-time employees and depending on the season operate 14-18 trucks. Our companies provide trucking; primarily logging and chips, as well as helicopter services to various governmental agencies, public utilities, and private companies throughout the western United States.

I would first like to say that lane splitting for motorcycles in a perfect world may make sense. Motorcycles certainly have the maneuverability to work through traffic during slowdowns or even stops. The problem is we are not in a perfect world. Heavy traffic coupled with different focused attentions from many varied drivers simply

compounds the problem. Drivers don't anticipate that a motorcycle will be passing them in slowed or stopped traffic. When trucks are involved the potential for an accident is compounded even further. Motorcycles can be hard enough to see on the open road, let alone in heavy traffic with many distractions due to stop and go traffic, often due to a traffic accident or possibly construction forcing traffic to move from one lane to another. Truckers face enough potential liability on the road due to our size and weight. Even modern trucks are riddled with blind spots. Lane splitting for trucks simply opens the door for the increased risk of an accident. Clearly an accident between a truck and a motorcycle, even at slow speeds, is a recipe for injury or worse a fatality. Trucks face enough challenges on the road today, please do not add another.

I would like to thank you for considering my testimony as submitted for the record and hope that you will stop SB 574 from moving forward based on the issues I have raised.

Thank you,

A handwritten signature in black ink that reads "Mark D. Gibson". The signature is written in a cursive style with a long, sweeping underline.

Mark D. Gibson
President