

From: jim@wmcrovers.com
To: [Records Management \(UTC\)](#)
Subject: FW: Today's Last Minute Addendum to the May 26, 2022 UTC Open Meeting
Date: Wednesday, May 25, 2022 9:52:12 AM
Attachments: [Addendum for 05-26-2022.pdf](#)

External Email

Good Morning –

Please post the following comments on Dockets TV-210535/TV-210812.

Thank you.

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“Still Committed to Excellence”

From: jim@wmcrovers.com <jim@wmcrovers.com>
Sent: Tuesday, May 24, 2022 9:26 PM
To: 'Maxwell, Amanda (UTC)' <amanda.maxwell@utc.wa.gov>; 'Danner, Dave (UTC)' <dave.danner@utc.wa.gov>
Cc: Larry Nelsen <lnelsen@hansenbros.com>
Subject: Today's Last Minute Addendum to the May 26, 2022 UTC Open Meeting

Good Evening Ms Maxwell and Chairman Danner –

Late this afternoon I received the above attachment – an Addendum to the May 26, 2022 UTC Open Meeting.

As the Addendum did not give an explanation as to why an addendum was necessary, I dug in further.

Folks, I am not stupid! I found in Docket TV-210535 a Memo from UTC staff member Greg Hammond, dated May 26, 2022, recommending the Commissioners deny the WMC Petition Docket TV-210812 which requests the opportunity for a six-month study to operate without the Maximum Rate Band contained in UTC HHG Tariff No. 15-C. Once again an action I was not privy to like the Clutter Inc. Open Meeting back on October 14, 2021. For that meeting, I was notified the day before.

I am really considering not to waste my time participating in the May 26, 2022 UTC Open Meeting and recommending WMC members not bother either.

The UTC is really off-track with this issue.

The regulated intrastate moving industry is not like other industries the Commission regulates. If I receive a notice from my refuse hauler that my bill will be increasing next month based on a Tariff change, I don't have another refuse hauler I can contact. If the Ferry rate increases to Bremerton, there is not another ferry I can use.

Consumers wanting to use a regulated intrastate HHG mover do have the opportunity to check around with other regulated intrastate HHG carriers. That's called "Competition"!

Greg Hammond doesn't need financial data from 2019, 2020, or 2021. He needs to understand today's costs. And the costs of doing business today are not pretty.

I have been providing him true and correct fuel pricing for a couple of months. Diesel Fuel costs are at record highs. Today's report from the American Trucking Associations as provided by the Federal Energy Information Administration (EIA) shows Diesel Fuel Pricing on the West Coast at \$6.081 a gallon. That is 71.3% higher than the same time last year. For a commercial truck that gets 6-8 miles per gallon, the fuel cost is staggering!

Packing Material pricing has had three price increases from the

manufacturer, not the local sales people, in the past year. I have provided that data to Greg Hammond as well.

Employees. Intrastate HHG carriers often compete with freight haulers for drivers whose rates are not regulated. Plus HHG Moving is a labor intensive business. And who wants to do that kind of work. HHG carrier drivers and workers don't have the luxury of somebody with a forklift to load or unload the contents of their trucks. The driver and worker have to manhandle each furniture piece, box or crate, or washer, dryer, or refrigerator. The HHGs have to be loaded appropriately in the truck or trailer and furniture pieces wrapped in blankets to protect from damage during movement.

And to keep these trained employees on the payroll they must be paid a good family wage. Everybody should know today's Inflation Rate is a few ticks above 8%.

So trying to maintain a good work force year round in a business that is booming in the summer months and slow in the winter months, takes a good company owner/manager. But the business has to have the opportunity to make a return on its investments in a "brick and mortar" building, equipment, vehicles, and personnel.

Today, intrastate HHG carriers are operating on HHG Tariff 15-C Local and Intrastate Move rates put in place on February 21, 2020.

For 32 years I have worked with you folks and have always been honest and have not provided any misleading information. I have always cherished our good, professional working relationships. But to go behind my back as the staff has done more recently and today especially - is very disappointing.

So let's have an attitude adjustment or consumers will be left with mostly Rogue Movers to handle their HHG relocations. And you know what problems that can bring.

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