

Docket No. TG-191050 - Vol. I

In re: Solid Waste Collection Companies

February 27, 2020



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1 BEFORE THE WASHINGTON
 2 UTILITIES AND TRANSPORTATION COMMISSION

4 Re: Notice of Workshop to)DOCKET TG-191050
 5 Discuss Applicability of)
 6 WAC 480-70-201 and)
 7 CFR 49 391.45 to Commission)
 8 Regulated Solid Waste)
 9 Collection Company Drivers)
 10 and Vehicles)

11 WORKSHOP, VOLUME I
 12 Pages 1-47

13 February 27, 2020
 14 9:30 a.m.

15 Washington Utilities and Transportation Commission
 16 621 Woodland Square Loop Southeast
 17 Lacey, Washington 98503

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1 A P P E A R A N C E S

2 MATHEW PERKINSON, Director of Transportation Safety
 3 JASON SHARP, Motor Carrier Safety Supervisor
 4 MIKE YOUNG, Regulatory Services
 5 DANIEL TEIMOURI, Assistant Attorney General, Staff
 6 JOE DALLAS, Assistant Attorney General, Staff
 7 SARAH LAYCOCK, Public Counsel
 8 ANN PAISNER, Public Counsel
 9 THOMAS JOHNSON, Public Counsel
 10 BRAD LOVAAS, Washington Refuse and Recycling
 11 ANDREW KENEFICK (via bridge), Waste Management

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1 LACEY, WASHINGTON; FEBRUARY 27, 2020
 2 9:30 A.M.
 3 --oOo--
 4 P R O C E E D I N G S
 5
 6 MR. PERKINSON: Good morning, everybody. My
 7 name is Mathew Perkinson. I work with the Utilities and
 8 Transportation Commission. I'm the assistant director
 9 of transportation safety. I'm going to be facilitating
 10 the workshop today.
 11 Thank you, everybody, for attending. We
 12 have potential for somebody to be calling in, so we're
 13 just going to cover some preliminary emergency exits,
 14 AEDs, things like that, today's process and ground
 15 rules, and hopefully they jump on the call to weigh in.
 16 So with that, thank you for attending
 17 today's workshop to discuss the best way to transport
 18 empty solid waste containers. If we could begin with
 19 the round table, if you could just do an introduction of
 20 yourself, who you represent, and why you're interested
 21 in the discussion today. And I guess that maybe we'll
 22 start with Dan.
 23 MR. TEIMOURI: Daniel Teimouri, Assistant
 24 Attorney General, on behalf of Commission Staff.
 25 MR. DALLAS: Joe Dallas, Assistant Attorney

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1 General, on behalf of Commission Staff.
 2 MR. YOUNG: I'm Mike Young with the
 3 regulatory services at Commission Staff.
 4 MR. VALENTINE: Kevin Valentine, Washington
 5 State Patrol.
 6 MR. LOVAAS: Brad Lovaas, Washington Refuse
 7 and Recycling Association. Here to represent the WRA
 8 members and because we're regulated by the UTC for solid
 9 waste collection and delivery since 1961.
 10 MR. SHARP: Jason Sharp, motor carrier
 11 safety supervisor here at the Commission.
 12 MR. JOHNSON: Thomas Johnson, I'm a
 13 paralegal with Public Counsel.
 14 MS. LAYCOCK: Sarah Laycock with Public
 15 Counsel.
 16 MS. PAISNER: Hi, I'm Ann Paisner. I'm an
 17 attorney with Public Counsel. And just to introduce us
 18 and who we are, we are a division of the Washington
 19 State Attorney General's Office, separate and distinct
 20 from the Utilities and Transportation division that
 21 represents the UTC Staff. And we have authority from
 22 the Washington State Legislature, we are a statutory
 23 party to participate in matters before the UTC,
 24 including those that may have a major impact on safety
 25 such as this one.

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1 And I did just want to say briefly why we
 2 were interested in being present today. We do view this
 3 issue as squarely within the Commission's authority and
 4 also we view it as a significant safety concern and
 5 observe that this medical examination and certification
 6 requirement does appear to be required by a large number
 7 of states, if not a majority of other states, and also
 8 the federal government. In an earlier docket, the
 9 Commission itself has observed a significant number of
 10 injuries related to medical events, and so we also feel
 11 the cost here is vastly outweighed by the safety risk
 12 and benefits that could be gained here.

13 So I just wanted to briefly state that those
 14 are our interests here, who we are, and thank you for
 15 giving us the opportunity to be here today.

16 MR. PERKINSON: Okay. Thanks, Ann.
 17 I think that's everybody unless we have
 18 anybody on the phone?

19 MS. MCPHERSON: I'm just observing. My name
 20 is Kathryn McPherson. I am an investigator for the
 21 solid waste division of motor carrier. I investigate
 22 illegal haulers.

23 MR. PERKINSON: Okay. So we will basically
 24 get into -- I'll show you guys, the emergency exits are
 25 going to be over here in the event of -- probably

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1 preference one will be right out here away from the
 2 building along the sidewalk. This side we have another
 3 exit just straight out where you came in front, across
 4 at the park. There's an AED in the back of the room
 5 with a fire extinguisher and bathrooms are there. Also,
 6 there's a first aid kit right up here in the front of
 7 the building. So just show of hands, is anybody in the
 8 room that's CPR certified currently just for reference?
 9 Couple of you, so that's good to know.

10 And also, there's coffee here, so feel free.
 11 It's going to be a friendly group discussion, so it's a
 12 safe place, and if you need a break, take a break. If
 13 you need to use the restroom, by all means.

14 So with that, I'm going to hand it over to
 15 Joe and Dan, who are going to cover a little bit of
 16 background and why we're here today.

17 MR. DALLAS: All right. Thank you, Mat.
 18 As I said earlier, my name's Joe, and I'll
 19 be giving a brief procedural background of the workshop.
 20 Now, this workshop arises out of Waste
 21 Management's petition for an administrative review of
 22 the penalty assessment in Docket TG-190495. This appeal
 23 primarily involved Waste Management's alleged violations
 24 of 49 CFR Section 391.45(a), which requires drivers of
 25 commercial motor vehicles to be medically examined and

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1 certified. The Commission has adopted this regulation
 2 by reference in Washington Administrative Code
 3 480-17-201 Subsection 1.

4 Now, Waste Management's position in this
 5 appeal is that this regulation does not apply to its
 6 drivers who operate vehicles that only move empty solid
 7 waste containers to and from its customers. In its
 8 final order, this Commission concluded that it has broad
 9 jurisdiction to regulate Waste Management. In
 10 particular, in paragraph 9 the Commission stated, quote,
 11 The Commission has broad regulatory authority over Waste
 12 Management, the safety of its operations, all matters
 13 affecting the relationship between the company and its
 14 customers, and the comfort and convenience of Washington
 15 residents using Waste Management services.

16 In paragraph 11, the Commission further
 17 concluded that these empty solid waste container
 18 vehicles pose, quote, A significant risk to the
 19 traveling public if operated in an unsafe manner.
 20 However, and important to today's workshop, the
 21 Commission noted that commercial motor vehicles are also
 22 regulated by the Washington State Patrol as noted on
 23 paragraph 12 of the Commission's final order. The
 24 Commission noted that the UTC has more stringent rules
 25 than the Washington State Patrol pertaining to

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1 commercial motor vehicles. This is because the
 2 Washington State Patrol has elected not to adopt 49 CFR
 3 Section 391.45(a) where the Commission has.

4 Accordingly, in paragraph 14, the Commission
 5 stated the following: Waste Management's petition raises
 6 issues of potential conflicting regulations that apply
 7 not just to the company, but to all solid waste
 8 collection companies subject to Commission authority.
 9 We acknowledge that regulatory authority over the
 10 vehicles at issue may be unclear, and it would not be in
 11 the public interest to determine this question in the
 12 narrow proceeding before us.

13 Therefore, we determined that it is
 14 appropriate to dismiss the 253 violations of 49 CFR
 15 Section 391.45(a) and the \$12,650 penalty assessed for
 16 those violations. While we declined to find here that
 17 vehicles at issue fall outside the scope of the
 18 Commission's jurisdiction, this question cannot be
 19 resolved in this case. Accordingly, we exercise our
 20 discretion to reserve judgment until we have sufficient
 21 information concerning this question as it applies to
 22 all solid waste collection companies.

23 To that end, we direct Staff to coordinate
 24 with regulated solid waste collection companies and with
 25 the Washington State Patrol to determine how best to

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1 regulate the transportation of empty solid waste
 2 containers to and from customers. At the conclusion of
 3 those discussions, we direct Staff to file a report with
 4 the Commission containing Staff's findings and
 5 conclusions. Accordingly, the Commission has ordered
 6 this workshop to determine how best to regulate these
 7 solid waste collection vehicles.

8 Now, I don't think it would be productive to
 9 go into the technical legal arguments that were made in
 10 Docket TG-190495, and this is because the Commission has
 11 already heard these arguments. Rather, today should
 12 focus on what would constitute the best policy to
 13 regulate these vehicles. To that end, Staff has
 14 prepared an agenda with the topics that will be
 15 discussed today.

16 We also have a court reporter, so please
 17 talk slowly, as she's transcribing what is said today.
 18 And based on the transcript of today's workshop, Staff
 19 will provide a report detailing its findings and
 20 recommendations in accordance with the Commission's
 21 order.

22 With that, I will turn to Mathew Perkinson,
 23 and he will be discussing the medical certificate
 24 requirements, and then after that, we'll have a break.
 25 Thank you.

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1 MR. PERKINSON: So just one second. Andrew
 2 is trying to connect to the line. If we can get him on,
 3 I think it would be worth our time. So I'm going to
 4 send him an email with instructions on how to do that
 5 again. If we want to take five minutes.
 6 (Pause in the proceedings.)

7 MR. PERKINSON: We'll go ahead and get back
 8 started on the record.

9 So the next topic as seen on the agenda was
 10 really to discuss the relationship between the UTC, the
 11 Washington State Patrol, and FMCSA and how the
 12 regulations currently work, sort of our relationship,
 13 what -- what happens in practice, what do we get from
 14 the State Patrol and FMCSA, and how do we work with
 15 them.

16 So I'll just start with the Washington State
 17 Patrol who's here today. A lot of the work that we do
 18 with them is very similar to what our program does. We
 19 get similar training, we do compliance review, we
 20 conduct safety interventions or safety investigations,
 21 we do vehicle inspections. Sometimes we will work in
 22 the scale house to work toward our certification. We
 23 work with them on quarterly training, and I just thought
 24 that that was important to talk about how we work
 25 together. We have regular conversations about

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1 enforcement and best practices in the industry.
 2 The FMCSA is another agency that we receive
 3 federal funding from. So we have what's called an MCSAP
 4 grant. It's something that helps us do federally
 5 certified assignments. So we do safety interventions
 6 for those carriers who travel interstate, and the
 7 Washington State Patrol has a lot bigger model toward
 8 interstate focus. We have a portion of our program that
 9 does interstate assignments, and the majority of our
 10 motor carrier safety program does intrastate
 11 assignments. So, again, just kind of want to talk about
 12 that. We obtain our certification from the United
 13 States Department of Transportation, and the FMCSA is a
 14 sub of that. Thought that was important to mention.

15 I think that covers it. But the -- I'm
 16 going to have Jason talk about the definition of a
 17 commercial motor vehicle.

18 If you wouldn't mind, Jason?
 19 MR. SHARP: Thanks, Mat. So for the topic
 20 we're here to discuss --
 21 (Brief interruption.)

22 MR. PERKINSON: Hi, John, we can hear
 23 everything you're saying. If you want to mute your mic.
 24 UNIDENTIFIED SPEAKER: I apologize.
 25 MR. PERKINSON: No problem. Thank you for

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1 joining us.

2 MR. SHARP: So for the -- the reason we're
 3 here today talking about how we safely regulate these
 4 vehicles, which fall in the 10,001 pound to 26,000 pound
 5 gross vehicle weight range, per WAC 480-70, which is the
 6 solid waste rules, the driver and vehicle safety rules
 7 have a part separate from the rest of the WAC, which is
 8 strictly for vehicle safety regulation. And within
 9 that, we have a definition of commercial vehicle being
 10 that of one with a -- without getting too far into it, a
 11 gross vehicle weight rating of 10,001 pounds or greater.
 12 So that can top out beyond at the CDL level.

13 But other than that, we would also consider
 14 a vehicle that transports a practicable amount of
 15 hazardous materials as a commercial vehicle. And so
 16 with that definition and how we adopt by reference part
 17 391 of 49 CFR, we have our safety regulations, which we
 18 adopt 391 nearly in its entirety. We do have an
 19 exemption for 391.49, which is the waiver of certain
 20 physical defects, which is not really applicable to this
 21 topic. And we also have provisions in 391.11(b)(1),
 22 which allow for drivers that operate wholly intrastate
 23 to be 18 years of age as opposed to the difference with
 24 the federal regulations at 21 for interstate
 25 transportation.

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1 MR. PERKINSON: Yeah, I think that pretty
 2 much covers it. Thanks, Jason.
 3 We -- I wanted to go over sort of the State
 4 Patrol's rules.
 5 Kevin, correct me if I'm wrong, but
 6 essentially, the common carriers that operate in the
 7 space of 10,000 to 26,000, currently the State Patrol
 8 doesn't require those companies to have medical
 9 certificate, and that's where we've seen some of the
 10 conflict or the confusion and really brought forth some
 11 of the conversation today.
 12 So you can see that there are different
 13 agencies with -- with difference rules. So a company
 14 might be seen in a scale and a medical certificate card
 15 violation might not be taken, and then we might be out
 16 in the field visiting a company and take a medical card
 17 violation, and I think the Commission recognizes there
 18 was some conflict in their orders.
 19 And that was -- is that about right, Kevin?
 20 MR. VALENTINE: Very true.
 21 MR. PERKINSON: Okay. And the other
 22 scenario --
 23 MR. KENEFICK: Hey, can I just actually
 24 maybe ask a question or make a comment? And I'm not
 25 sure -- I don't want to get in the way of how you

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1 proceed with your -- your workshop, and -- and I
 2 apologize for -- this is Andrew Kenefick with Waste
 3 Management, and I apologize for not being able to be
 4 there in person, but personal commitments didn't allow
 5 it.
 6 I think the -- you know, this discussion
 7 could be useful, but I think there is really a threshold
 8 question, maybe we'll get to it, maybe it won't be
 9 covered here, but there -- the threshold question is the
 10 question of jurisdiction. I think right now you --
 11 there may be a lot of discussion about whether the UTC
 12 should be regulating and requiring medical cards for
 13 drivers of -- of container delivery vehicles. But
 14 really the more fundamental question is whether or not
 15 they have the -- the statutory authority to do that.
 16 I understand the definition of commercial
 17 motor vehicle that you have mentioned, but the thing
 18 that I was pointing out in the -- in the -- the protest
 19 that we -- we filed to the citations that we got, point
 20 there was that -- that in the -- in 81.77, the
 21 definition of -- of motor vehicles is defined very
 22 specifically to those vehicles used for the purpose of
 23 transporting solid waste.
 24 Now, I know the Washington State Patrol's
 25 got broader authority than that, and that's -- that's

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1 kind of a main point that really does need to be
 2 addressed. It's not -- the first question is, can the
 3 UTC regulate; the second question is, should the WUTC
 4 regulate. I think the funda- -- the fundamental issue
 5 that I see is the UTC regulating vehicles when it
 6 doesn't have the statutory authority to do so. You
 7 might all think it's a good idea, but I think it's a bad
 8 idea. But really it's not -- that's a -- that's a
 9 legislative decision, not a decision made in the context
 10 of a rulemaking or an enforcement action.
 11 MR. DALLAS: Thank you, Andrew. This is Joe
 12 Dallas with the Attorney General's Office. I -- I
 13 definitely understand your point. I think we -- we
 14 significantly briefed this before the Commission, and I
 15 think the Commission's aware of these legal arguments,
 16 and I think they convened this workshop with all the
 17 stakeholders not to focus on these legal issues. I
 18 think they're -- they're aware of them.
 19 I think today would better be served to
 20 focus on the policy given that, you know, we -- we have
 21 a lot of stakeholders who aren't attorneys and aren't
 22 going to be able to really contribute. And looking at
 23 the Commission's order, it -- it's directing this
 24 workshop to more look on what's the best policy to
 25 regulate these vehicles. So I am aware of your legal

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1 arguments, but I think for the purpose of today's
 2 workshop, it would be best to follow the agenda, because
 3 the Commission is aware of the legal arguments
 4 pertaining to jurisdiction.
 5 MR. KENEFICK: Okay. Well, I understood --
 6 I thought that the Commission was in part interested in
 7 exploring, you know, whether they, in fact, have
 8 jurisdiction over this. And I can just, you know, say
 9 to you from the perspective of Waste Management, you
 10 know, the -- whether or not it makes sense to require
 11 these drivers to have medical cards, you know, at the
 12 end of the day, it is not that significant an issue for
 13 us. I think we've gone ahead and we've made sure that
 14 drivers of container delivery vehicles have those
 15 medical cards.
 16 Sort of regardless, it's just not worth
 17 wasting a lot of effort on -- on the debate. It's --
 18 it's -- but the -- the -- the question really at the end
 19 of the day is, just in my mind is, again, not -- not
 20 whether it's a good idea or a bad idea, it's just really
 21 whether you've got the authority to do it. But I hear
 22 what you say, and I'll -- I'll -- I'll take that into
 23 the background. Thank you.
 24 MR. DALLAS: All right. Thank you for your
 25 comments, Andrew. I'm going to go ahead and pass the --

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1 pass the mic back to Mathew and we'll proceed with the
 2 agenda. Thank you.
 3 MR. PERKINSON: Yeah, thanks, Andrew, for
 4 bringing that up and, Joe, for covering it.
 5 I think one of the things that I'd be
 6 interested in hearing from maybe it's Brad representing
 7 solid waste companies or Andrew, just in practice, sort
 8 of what is the -- the magnitude of that type of
 9 operation in the industry? How many drivers are
 10 actually doing that sort of business and, you know,
 11 what's the -- what is the volume, Andrew? You've
 12 mentioned that it's not a big impact, so if you could
 13 maybe talk about that a little bit, might be helpful.
 14 MR. KENEFICK: Oh, shoot. I don't -- I
 15 don't have the numbers. I think in the violation that
 16 we had, we had three drivers that didn't have medical
 17 cards. But I think -- I don't know, Brad, did you --
 18 did we get the correct numbers on -- on the number of
 19 drivers who are driving only -- only container delivery
 20 vehicles?
 21 MR. LOVAAS: It's very -- it's -- excuse me.
 22 Obviously, it depends upon the size of the company. We
 23 have some of the very smallest in the state just as
 24 companies, and we have like Waste Management, the
 25 largest essentially in the nation as a solid waste

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1 collection company. And so it really does vary.
 2 Almost -- some of them have just dedicated and some have
 3 more. Obviously Waste Management would probably have
 4 the most. In very few cases are they actually just
 5 dedicated to this, though, we do use them as trainees.
 6 I think that everybody's aware that there is a driver
 7 shortage, especially those that are qualified for CDL.
 8 So we use these as an attempt to find out if
 9 they're going to show up, if they can drive a vehicle,
 10 and then in this case, just to put it out there, we're
 11 supportive of these folks having medical cards. One,
 12 because we want to know that they're -- they're safe.
 13 We're always concerned about safety. I mean, getting
 14 our workers home, not hurting a customer, it's all about
 15 the safety.
 16 So I don't have specific numbers. I did
 17 survey our members, and it came back from zero to a few
 18 to up to a couple dozen.
 19 MR. PERKINSON: Yeah, even -- even having
 20 that number, I think a couple dozen is helpful, Brad.
 21 Thank you for throwing something out there. I won't pin
 22 you on that, but it helps to gauge sort of the magnitude
 23 of it, how many drivers there are.
 24 MR. KENEFICK: If I -- if I could, just so
 25 that we can make sure we're focussing on the discussion,

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1 one thing that -- to remind people of is Waste
 2 Management never challenged the authority of the UTC to
 3 impose these regulations on those vehicles that are
 4 transporting solid waste. So if you've got a vehicle
 5 that's between 10,000 pounds and 26,000 pounds that
 6 actually transports solid waste, we're not -- we're not
 7 disputing that, and any driver who would be in that
 8 situation would be subject to the -- the UTC rules.
 9 And, you know, on that one, you know, you
 10 can certainly have a discussion as to whether a medical
 11 card is necessary or not necessary. The Washington
 12 State Patrol, you know, their rules do not have it be
 13 necessary, but I just wanted to remind you that we're
 14 only focussing on, our only issue was that those --
 15 those vehicles that are, you know, delivery containers
 16 and not transporting solid waste.
 17 MR. TEIMOURI: Thank you. This is Dan
 18 Teimouri, and I think Staff agrees with that, that this
 19 is the narrow issue of the transportation of empty solid
 20 waste containers to and from customers, so we're not
 21 talking about instances of where there's actual solid
 22 waste in the trucks. So thank you for that point.
 23 MS. PAISNER: If I may offer a comment or
 24 maybe even a question. I think that in the earlier
 25 docket and also here where we discussed empty

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1 containers, it seems to presume that there's maybe
 2 absolutely no shred of solid waste left in these
 3 containers when they're picked up, which to us seemed
 4 unclear in the record. Especially if they've been used
 5 by prior customers, it seems like they may still contain
 6 items or remnants of solid waste when they're collected,
 7 and since we are discussing definitions, the legislature
 8 in RCW Chapter 81.77 describes a vehicle as a device
 9 that in and upon or by which solid waste is or may be
 10 transported. So I think that might be a detail that
 11 perhaps is being overlooked here. I just wanted to
 12 offer that. Thank you.
 13 MR. KENEFICK: I'm sorry, who was that
 14 speaking?
 15 MS. PAISNER: This is Ann Paisner from
 16 Public Counsel, the Public Counsel division of the
 17 Washington State Attorney General. We're separate and
 18 distinct from the Utilities and Transportation division.
 19 MR. KENEFICK: Okay. Yeah, I guess I do --
 20 this is Andrew Kenefick again. I do hear your point
 21 there, but I -- I guess I got to offer up that that
 22 seems to be -- I guess my argument would be these are
 23 vehicles for the purpose of transporting solid waste.
 24 Of course these containers are going to have incidental
 25 amounts of solid waste in it, but that doesn't make the

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1 vehicle a vehicle driven for the purpose of transporting
 2 solid waste. I mean, if that were the case, then
 3 virtually every single car, every single truck in the
 4 state would be for the purpose of transporting solid
 5 waste if there was a little bit of trash in there.
 6 I think there's a level of reasonableness
 7 that one has to recognize here. There's a difference
 8 between, you know, collecting and delivering containers
 9 to and from customers, and there's a difference between
 10 that and, you know, picking up a container full of solid
 11 waste. You know, if you've got a container that's going
 12 to have incidental amounts of solid waste in it, that
 13 doesn't make the vehicle a vehicle being -- being driven
 14 for the purpose of transporting solid waste. Yes,
 15 you're right, technically it is transporting solid
 16 waste, but so is every other car, truck, motorcycle in
 17 the state if there's any shred of solid waste anywhere
 18 in it.
 19 So I think there is a level of
 20 reasonableness we have to remember.
 21 MR. PERKINSON: Is there anybody else that
 22 had a comment on that topic? I think again --
 23 Thank you, Andrew.
 24 -- you know, we're -- we don't intend to
 25 have a legal debate. I think the Commission had clearly

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1 explicitly wrote in its order that we needed to gather
 2 more information about what's going on, learn more about
 3 it so that we could write a report and put forth some
 4 recommendations. So I think that, yeah, that's -- this
 5 is all helpful discussion. We will continue to move on
 6 through the agenda if there's nothing else?
 7 So moving ahead a little bit, we've got a
 8 little bit of time before a scheduled break at 10:30.
 9 We might get out a little early today if we are ahead of
 10 things. I think we can jump right into sort of the
 11 public safety talking point if -- under the group
 12 discussion. Really, again, we had gleaned some data
 13 from FMCSA that demonstrated that there were some 3,000
 14 trucks a year involved in crashes resulting in fatality
 15 due to driver medical certificates -- or medical events.
 16 Those could be --
 17 Jason, help me here. It was heart attack,
 18 what was the other sort of chief medical condition that
 19 exists?
 20 MR. SHARP: I think the greatest highlight
 21 is on cardiac arrest behind the wheel. And so they --
 22 there's further data to support reportable accidents
 23 beyond just the fatalities, which is exponentially
 24 higher, but they're generally issues that are covered in
 25 the DOT's medical examination such as event of seizure

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1 or, you know, in certain cases diabetic episodes, those
 2 types of occurrences.
 3 MR. PERKINSON: So that was one thing that
 4 kind of stood out when we were doing our research
 5 preparing for the workshop, was a nexus between
 6 fatalities, medical incidents in trucks and that space.
 7 And then the other thing that stood out was
 8 just some of the language historically used by FMCSA and
 9 how they came up with a determination of -- of 10,000
 10 pounds to 26,000 was that those vehicles were large and
 11 that they posed a significant risk to public if operated
 12 in an unsafe manner. That was just something that stood
 13 out to me personally. And, again, I'm not trying to
 14 form an opinion right now. We're trying to gather
 15 information, but those were just a couple of sticking
 16 points as I was reading through different references,
 17 and I think that everybody would agree that public
 18 safety is best. And I don't know if anybody else has
 19 anything on the topic of vehicle and driver safety
 20 requirements and public safety?
 21 MR. KENEFICK: This is Andrew Kenefick. I
 22 guess I'll ask a question about that and that is, is
 23 there a -- and I suspect I know the answer, but is there
 24 data demonstrating that there's this -- that the
 25 incident of -- of accidents or -- or fatalities for

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1 vehicles in the state, the 10,000 to 26,000 pounds
 2 space, is there any evidence showing that there is any
 3 difference in the -- what the rates of -- of accidents
 4 for, you know, those vehicles that are -- fall under the
 5 UTC regulation versus those that don't? Because I note
 6 that these vehicles under the Washington State Patrol
 7 rules, the drivers are not required to have medical
 8 cards.
 9 So is there any -- you know, what -- what --
 10 what is it that -- that puts the solid waste delivery
 11 vehicle drivers into a different category than everybody
 12 else including, you know, myself who could go down to
 13 U-Haul tomorrow and rent one of these trucks and not
 14 have a medical card?
 15 MR. VALENTINE: Kevin Valentine here from
 16 Washington State Patrol. In the opening, it was
 17 mentioned that we did not adopt the part of 391. We
 18 did, although we did make an exception to the rule
 19 between 10,000 pounds and 26,001. With the current
 20 information that we're getting from FMCSA, I think the
 21 answer to your question is, is there's been an uptick on
 22 collisions, and we are -- been aware of that, and we're
 23 in the process of striking the part where we exempt
 24 10,000 to 26,001 from our rule and making that more in
 25 line with and consistent with the federal rule and UTC's

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1 rule currently.
 2 So -- so the answer to that is, yes, we did
 3 adopt it, we've put an exemption on it, and currently
 4 we're looking at that exemption to remove it, and we'll
 5 have to go and part of the hearing and -- and do a
 6 process of training and giving the information out to
 7 our carriers, because it would affect a lot more of our
 8 carriers than on just your guys' solid waste, although
 9 there has been studies with FMCSA saying the uptick of
 10 smaller vehicles under 26,000 pounds having collisions,
 11 and I know that they were -- there was a part in there
 12 when they did that of what was the instance of the
 13 collision. So and I don't know that, I don't know how
 14 many percent it was of medical compared to training, but
 15 we have seen an uptick on that.
 16 MR. KENEFICK: And I would just say on that,
 17 if that's where the State Patrol is going, that's -- you
 18 know, I think that's the very legitimate way to do it.
 19 And if they do it, then it -- and if they say they want
 20 it to apply to all vehicles within the space, then --
 21 then, you know, that's fine. I don't know that -- I
 22 don't think we -- we would dare to second guess that.
 23 It just -- I'm just suggesting that it's
 24 sort of odd that there is -- that there is some sort of
 25 up -- concern with respect to container delivery drivers

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1 that's more acute than everybody else who might be
 2 driving in the space. But if you -- you go across the
 3 board and say everybody's gotta have it, then of course
 4 that's -- that's a very legitimate policy debate, and --
 5 and I -- I don't think we would disagree with voting on
 6 it.
 7 MR. DALLAS: Thank you, Andrew. This is Joe
 8 with the AG's Office. I'd also like to note that, you
 9 know, this rule is adopted by the feds, and kind of
 10 looking at the rulemaking record, it went through quite
 11 a robust process in developing this rule. And the feds
 12 do have a record on why they felt that this was
 13 appropriate for those types of vehicles. And it looks
 14 like the Washington State Patrol, the UTC, and the
 15 federal government are all coming align on this point,
 16 which is nice to have consistency.
 17 And -- and I think it's important for
 18 consistency because right now intrastate vehicles are
 19 treated -- well, I don't want to say treated
 20 differently. They should be treated differently than
 21 intrastate, and I think -- I think consistency in
 22 general is a good thing so...
 23 MR. KENEFICK: And we, of course, would
 24 wholeheartedly agree with that, and -- and that's -- in
 25 some ways, that's sort of the origin of the problem

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1 here, is nobody really thought that somebody driving
 2 empty containers around would be subject to the same
 3 regulations that -- that the solid waste drivers are. I
 4 think it would be fair to say that, you know, most
 5 people would assume that if the Washington State Patrol
 6 doesn't require you have a medical card, then -- then --
 7 then you don't need to have a medical card. And -- and
 8 I think the fact that you've got inconsistent rules is,
 9 in fact, what led to this whole issue in the first
 10 place.
 11 And -- and -- and -- and I don't think we
 12 got a very -- I don't think we had a reasonable notice
 13 to solid waste companies that this is how the UTC would
 14 be applying that -- that particular standard.
 15 MR. DALLAS: And just for the record, the --
 16 the UTC is consistent with the federal government, so
 17 intrastate carriers, we're -- we're consistent with how
 18 they operate. That's how our rules are today.
 19 MR. PERKINSON: This is Mat Perkinson. So
 20 anybody in the room, feel free to weigh in. Maybe
 21 Andrew and Brad again are the best for this question.
 22 Just what is -- what do you think, as the Commission
 23 asked us to do, to get together to determine what is the
 24 best way to regulate transportation of solid waste
 25 containers, what ideas or suggestions would either of

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1 you guys have toward that? Maybe you could discuss that
 2 a little bit. Less debate, more discussion.
 3 MR. LOVAAS: Well, I would just tell you
 4 again that our priority is safety. It's never more
 5 important when it comes to the operation of commercial
 6 vehicles. We support the UTC imposing this. I think
 7 Andrew brought up a point, we could have had this
 8 discussion a year ago and you probably heard the same
 9 thing. So be it. Here we are. It is kind of a
 10 complicated issue from time to time.
 11 Just to show how old I really am, I was on
 12 the legislative staff back in 1985 when this was
 13 debated, and all these exemptions were hotly debated.
 14 Try applying the CDL to the drivers of RVs, and as he
 15 talked about, the people that go out and rent a vehicle.
 16 So those were very interesting hearings from about '85
 17 to '95. It's very -- the whole CDL issue was very...
 18 But regardless of that, ensuring all of our
 19 drivers have medical cards is really what we're going to
 20 do regardless of what the UTC or State Patrol does.
 21 We're going to advise it. Again, it's public safety,
 22 it's our employees' safety, it's customers' safety.
 23 And, again, given the -- the driver shortage, we want to
 24 start people on smaller vehicles before we put them
 25 behind the bigger solid waste collection vehicles.

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1 And, again, I'm not trying to take away from
 2 any of the legal arguments that I'll let you all have
 3 and Andrew and stuff, but I do understand the confusion
 4 of it, having dealt with the UTC and State Patrol and
 5 CVD and the transfer and everything back in '95. But,
 6 again, I would just reaffirm that we support and
 7 regardless, again, of what a state agency does, we'll be
 8 recommending to all our members that these drivers from
 9 10- to 26,000 have medical cards. And Waste Management
 10 has already done it, so it -- in this action, it's
 11 smooth so...

12 MR. PERKINSON: Anything else?

13 MR. DALLAS: I -- I would like to propose a
 14 question, and my question's from a liability
 15 perspective. And I -- I was curious if -- if having
 16 these drivers have medical certificates, if this would
 17 impact your insurance or -- or any -- any type of that
 18 manner?

19 MR. LOVAAS: It probably can't hurt. Five
 20 to ten people at the table are lawyers, so I'll let
 21 other people decide that. We're having all sorts of
 22 issues right now. The biggest one, lithium batteries,
 23 people putting them in the garbage. They're all sorts
 24 of insurance problems. Have I heard of specific issues
 25 with these specific drivers, which really are a small

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1 part of the fleet, so I don't know and I don't mean to
 2 be facetious about it. I know it can't hurt. Again,
 3 somebody can bring up an action for anything, right? I
 4 think it would help us to make sure that driver had a
 5 medical card. It couldn't hurt so -- but I'm not a
 6 lawyer.

7 MR. PERKINSON: Okay. If there's nothing
 8 else, I think we could move on to sort of open a
 9 discussion about the financial impact to the industry.

10 Any -- again, Brad, Andrew, you guys represent industry.
 11 My understanding is there's some time loss for employee
 12 to go get medically certified, and then the cost is
 13 somewhere around a hundred dollars, and the certificate
 14 typically would be -- last for about two years given
 15 that there's no sort of caveat. Maybe sometimes they'll
 16 issue for one year if there's some condition that needs
 17 to be more frequently checked in on so...

18 MR. LOVAAS: Minimal. Bigger impact on the
 19 smallest of companies, you know, with a couple drivers.
 20 But then again, in those cases, most of them are already
 21 going to have a medical card. So there will be some and
 22 it will be the smallest. I said it. There.

23 MR. PERKINSON: And then has there been any
 24 examples or instances other than the one squarely in
 25 front of the Commission in Order 03 where they talk

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1 about some conflicts in regulation, but in practice,
 2 solid waste trucks enter scale houses or they do not,
 3 and when is it difficult for maybe the Washington State
 4 Patrol to enforce or has there been inaccurate roadside
 5 violations taken for medical cards? Any examples like
 6 that that anybody can think of might be helpful.

7 MR. VALENTINE: Kevin Valentine, Washington
 8 State Patrol. Yes, they are required to enter the scale
 9 houses, although, if they're running a special permit,
 10 which they're allowed to in our state for weight-wise,
 11 they do not run the interstate. So most of our man
 12 scales are on interstate ports of entry, and they are
 13 forbidden to have that permit be overweight and be on
 14 the interstate travel. So a lot of them, as we know,
 15 are running through the communities and don't come
 16 across the scales in their travel mostly per day.

17 MR. LOVAAS: But those would be the big
 18 solid waste collection trucks and they are required to
 19 have the medical card. Again, we're talking about the
 20 smaller trucks that may go through the scale houses and
 21 they may not. And, again, our companies are not 100
 22 percent perfect. Have we ever found a regulated company
 23 of the big solid waste that has a medical card that's
 24 expired, out of date? Yes.

25 MR. PERKINSON: So yeah, the -- the scenario

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1 would probably be a larger box truck above 16,000 pounds
 2 passing by the scale, then you might pull in, not
 3 receive a medical certificate violation, and then a
 4 couple weeks later maybe then the Commission sends them
 5 a notice that we're going to come and do a compliance
 6 review or safety intervention, and then take note that
 7 the driver of that same vehicle doesn't have a medical
 8 card and thus is a violation as the rules are adopted by
 9 the Commission.

10 Is that accurate, Jason?

11 MR. SHARP: Yeah, that's an example of
 12 highlighting where the conflict could come into play,
 13 where if it's not recognized going through the point of
 14 entry scale but we find it later, then yes, it's
 15 reasonable to think that it would send a mixed message
 16 to the carrier.

17 MR. LOVAAS: Not every solid waste
 18 collection company in the state is regulated by UTC.
 19 There are some that other jurisdictions we can talk
 20 about that are done by city contract and that are --
 21 only have city contracts.

22 There are also container delivery services.
 23 If you buy, say, 50,000 containers because you're
 24 swapping them out, that could be done by a company that
 25 delivers containers. Or the container delivery

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1 manufacturer itself could be contracted with if it's a
 2 huge rollout. Because, again, let's go back to the
 3 numbers we were discussing, that would take a whole lot
 4 of employees to roll that out in a full community.
 5 So there are still other subsets that the
 6 UTC doesn't specifically may come under now, going
 7 forward, State Patrol, but there are other situations
 8 out there.
 9 MR. KENEFICK: Yes, that's correct. If --
 10 if we do a big swap-out, we would typically hire a third
 11 party to do the deliveries because it's going to be a
 12 one-time event. I'm not sure that those third parties
 13 would think that they're subject to the UTC jurisdiction
 14 for -- for medical cards. I'm not even sure that the
 15 UTC would even say -- say that they are.
 16 MS. PAISNER: This is Ann Paisner from
 17 Public Counsel. I -- I am curious if you all have
 18 information on the extent a regulated company would
 19 supervise medical cards for these third parties
 20 operating a vehicle?
 21 MR. KENEFICK: Sorry, can you say the
 22 question again?
 23 MR. LOVAAS: I'm thinking we might more so
 24 going forward.
 25 MS. PAISNER: Yeah, this is Ann again. I

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1 just am wondering if for these third-party container
 2 trucks, are -- are you currently requiring that or
 3 seeking that out or -- for those third parties that are
 4 operating trucks for you?
 5 MR. LOVAAS: Yeah, I'd have to get back to
 6 you on that. I would suspect no.
 7 MR. KENEFICK: If I am understanding the
 8 question, you're -- you're saying that if a regulated
 9 company of -- the UTC regulated company hires a third
 10 party to do container delivery, would we expect that
 11 those third parties would be having complied with the
 12 UTC medical card rules as opposed to the Washington
 13 State Patrol medical card rules? I don't -- I can't say
 14 definitively because I haven't asked that question. But
 15 I would suspect that what Brad said is right, is I don't
 16 think anybody would have that expectation that they
 17 would -- the third party who's been hired to deliver
 18 containers would have to have the -- the medical cards
 19 under the UTC regulations when they're not required to
 20 have them under the State regulations.
 21 And, for example, if -- you know, if we were
 22 to hire someone to do container delivery in the city of
 23 Seattle falling outside of UTC jurisdiction, then I
 24 think pretty clearly the UTC rules would not apply, the
 25 Washington State Patrol rules would, and no medical card

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1 would be required.
 2 Again, this kind of goes to the consistency
 3 problem. You know, it's -- it's one where I don't think
 4 people had an -- or a notice that this would be
 5 required. And I would question that because I don't
 6 think that the UTC would serve jurisdiction over those
 7 contractors because there would not be considered solid
 8 waste collection companies within the jurisdiction of
 9 the UTC in the first place. But you'd have to -- you'd
 10 have to look to UTC's counsel, the AG's Office, on that
 11 one.
 12 MS. PAISNER: This is Ann again. So for
 13 pickups of used containers, it sounds like, and maybe
 14 you can confirm or maybe Brad could speak to this, if a
 15 third party is hired to pick up a used container, if
 16 those drivers are expected within your organization, if
 17 you seek out drivers that have medical cards if -- for
 18 those trucks that are going to pick up used containers.
 19 MR. VALENTINE: So currently -- Kevin
 20 Valentine, State Patrol. Currently, there's no
 21 requirement for another company to hold another
 22 company's medical cards on file. So in other words, if
 23 they're leasing on, they don't have to prove to it. It
 24 would be the responsibility of the carrier doing the --
 25 the service, okay? So does -- that answered your first

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1 question, if you were required to hold -- or for them to
 2 get it and/or see it prior to them doing it, there's no
 3 requirement on the books.
 4 MR. LOVAAS: Yeah, that gets into a lot of
 5 other liabilities, joint employership and things, and
 6 some rules have just come down from the Nation Labors
 7 Relations Board on that so -- recently. Again, this is
 8 fairly novel to the industry. Up until the Waste
 9 Management violations that were found by the UTC Staff
 10 and having gone through thousands and thousands and
 11 thousands of audits, this is a fairly novel issue.
 12 Again, we don't disagree with it. Safety is
 13 the overriding concern. Make some common sense, but
 14 again, it's new. So have we applied that to ourselves
 15 or to third parties in the past, not so much. Some
 16 companies have. I mean, don't get me wrong, some
 17 companies have all along required this, or at least
 18 since we surveyed them since this process. So I won't
 19 go back so far and be held to they were doing it. And
 20 much to Waste Management's credit regardless of being
 21 ordered to or not, they're doing it so...
 22 MR. KENEFICK: And I will also say this with
 23 the question raised about the third parties and whether
 24 they would be subject to it. It -- it sort of makes me
 25 wonder that if the UTC kind of goes this route or

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1 Washington State Patrol does not change their rules, are
 2 there going to be some sort of unintended consequences?
 3 We were -- Waste Management was certainly
 4 concerned by the articulation of the -- of the AG's
 5 Office in this case because they were making in effect
 6 an argument that said well, you don't actually have to
 7 be hauling medical -- I mean waste in order to be
 8 subject to this rule. And I -- sort of, you know, so
 9 long as you're -- you know, I can't remember the
 10 language, but, you know, facilitating it, then you're
 11 subject to the rule, and I didn't know where that --
 12 does that mean a tow truck that might be towing a solid
 13 waste vehicle? Does that mean a fuelling vehicle?
 14 Would that mean any other sort of support vehicles that
 15 are -- that somehow are -- are -- are -- are used in the
 16 in the business of solid waste collection even if they
 17 don't?
 18 I -- I was just -- I think we were concerned
 19 about, you know, how far does this go if the UTC thinks
 20 its jurisdiction is broad enough to include -- to
 21 include vehicles that are not actually transporting
 22 solid waste. And -- and I -- I say that I'm not -- I'm
 23 not trying to go back to the legal issue, I'm really
 24 trying to go more to the practical policy issue of -- of
 25 you better think through what all of the implications

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1 might be if -- if you got a rule that is inconsistent
 2 with the Washington State Patrol's rule.
 3 MR. DALLAS: Thank you, Andrew. This is Joe
 4 from the Attorney General's Office, and I -- I think I
 5 just want to clarify Staff's position. In that docket,
 6 it was a matter of statutory interpretation. And we --
 7 Staff's position was that these solid waste container
 8 vehicles are used for the purpose that they're an
 9 essential function to transporting solid waste. So
 10 Staff's position wasn't that any vehicle would be
 11 subject to this regulation, but that the solid waste
 12 container vehicles are an essential function.
 13 So I did want to clarify Staff's position,
 14 but all those arguments are in the briefs and the -- and
 15 the Commission is aware of it.
 16 MR. KENEFICK: Yeah, but of course, ten
 17 years from now, we might have different people arguing
 18 about what "essential" means. Somebody might say, well,
 19 fuel for a vehicle is essential, therefore it's -- that
 20 would be an essential vehicle. I -- I don't know. It's
 21 one of those things that -- that if you leave it open to
 22 interpretation, those interpretations can get pushed to
 23 beyond the -- the realm of what was initially intended.
 24 MR. TEIMOURI: I was going to just remind
 25 everybody that the docket, you know, that -- that was --

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1 190150 has been closed. So, you know, we're here today
 2 squarely on the narrow issue that was contained in the
 3 notice. And so I'd like to avoid discussing the legal
 4 arguments that were made in that docket and just kind of
 5 remain focused on the policy, if possible. Thank you.
 6 MR. PERKINSON: Thanks, Dan.
 7 I think with that, let's take a ten-minute
 8 break. We'll come back at 10:45-ish and get started.
 9 So thank you, everybody.
 10 MR. KENEFICK: Before you get off, just a
 11 warning, I do have to take off so I should be on at
 12 10:45, but I won't be able to stay on much longer.
 13 Thank you.
 14 (A break was taken from
 15 10:35 a.m. to 10:48 a.m.)
 16 MR. PERKINSON: So we will go ahead and get
 17 started back on the record here, if everybody can gather
 18 in.
 19 So to begin with, I was talking with Katie,
 20 who does a lot of our data analysis, and she was running
 21 some numbers really quickly just for -- again, for the
 22 purpose of on the record, and Kevin mentioned earlier
 23 that there was an uptick in commercial motor vehicles
 24 10- to 26,000, there's an uptick in accidents,
 25 reportable accidents. So what she did was pull some

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1 data. Again, these are -- are rough numbers, but it
 2 reflected that there had been a double since 2014 to
 3 2019, nearly twice as many accidents in this space.
 4 I mean, I thought that that was valuable.
 5 For Washington State. Kevin mentioned that the federal
 6 numbers, but at a glance, it looks like that's
 7 consistent with Washington also. So that was
 8 interesting.
 9 And, again, thanks, everybody, for the --
 10 the debate. I know we don't -- we're not getting into
 11 the legal arguments here, but still, this is all really
 12 good information for the purpose of the report. Helps
 13 us understand the broad perspective and different
 14 impacts that can -- can cause by one -- some -- one
 15 decision.
 16 So with that, I did jump ahead of the agenda
 17 a little bit and got into our after break items, so
 18 we've covered public safety, the financial impact, some
 19 of what happens in industry and current practices, and I
 20 wanted to open it up now really for just a discussion
 21 and if anybody had any other agenda items that they'd
 22 like to bring up, just open the floor.
 23 So with that, I think what we'll do is we'll
 24 open it for other agenda items and then we can probably
 25 get out of here a little bit early today depending on

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1 how long the conversation goes so...

2 MS. PAISNER: This is Ann Paisner again from

3 Public Counsel. I just wanted to ask some follow-up

4 questions about the third-party contractors for this

5 weight class vehicle about the extent to which

6 third-party contractors are being used. I know the

7 example has been used in discussion on this issue about

8 larger trucks delivering new ones, but it would be good

9 to get a sense for just the doing the rounds, picking up

10 used containers what -- approximately how many of those

11 drivers are third parties, third-party contractors or

12 what percentage of the fleet is a third-party contractor

13 or both?

14 MR. LOVAAS: Again, I think it's the

15 distinction would be between a full-on rollout, and I

16 would just suggest a lot of that happens more when the

17 cities would swap out. Those are typically ten-year

18 contracts. If -- if, for example, company X won the

19 contract and it was company Y that had it previously and

20 if it was a big rollout for a city of, you know, five

21 digits, ten to, whatever, 50,000 or more vehicles, I

22 would assume that would all be third party. Maybe even

23 bigger trucks, I don't know.

24 I would tell you on a routine basis, I would

25 think that this type of vehicle is used predominantly

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1 between swapping out, you know, somebody moves. And so

2 it -- I would just suggest they might move territories

3 or whatever. That those deliveries could be made in a

4 regular solid waste collection truck quite possibly if

5 it's not on the route that day for something. Doubtful,

6 but I don't have that specific information on third

7 parties, but I would -- again, would suggest that that's

8 used primarily when there is a big swap-out. Could

9 happen in UTC areas, which is a big remaining territory.

10 MR. TEIMOURI: Sorry, I think we have

11 somebody on the mic [sic] that your phone might be not

12 muted, so if you could mute that, please.

13 MR. LOVAAS: You ought to hear our

14 conference calls.

15 MS. PAISNER: So if I may clarify, it sounds

16 like the majority of the drivers doing rounds in this

17 vehicle weight class are contracted out, they're not

18 employees because --

19 MR. LOVAAS: No, I don't think --

20 MS. PAISNER: -- you mentioned earlier.

21 MR. LOVAAS: I think that on a routine

22 basis, just people setting up new service moving into an

23 area, moving out, I'm guessing that that's primarily

24 done by company employees --

25 MS. PAISNER: Okay.

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1 MR. LOVAAS: -- with this probably this size

2 truck. But that's a guess, but I think it's a pretty

3 good guess. I asked them specifically to respond to the

4 questions in the notice and that wasn't, so excuse my

5 informed or uninformed guesstimates.

6 MS. PAISNER: I suppose I did want to make

7 one more comment. I know it -- these trucks have been

8 described as smaller, but they are still large trucks,

9 and we think that they're still a safety concern as it

10 has been discussed already today.

11 And then lastly, I know we've been talking

12 about this definition of motor vehicle in 81.77 and

13 we -- we do think that reading that to mean only those

14 vehicles used to transport is not the same as the actual

15 words of the legislature, which state for the purpose of

16 transporting solid waste. And of course, we view these

17 containers as for the collection or disposal of. So we

18 do view the Commission's authority as broad enough to

19 cover these smaller vehicles, transporting containers.

20 Thank you.

21 MR. LOVAAS: And, again, I don't think we're

22 so much concerned about JBW-type. I mean, I think

23 really our safety concerns have to do with commercial

24 motor vehicles. People -- I mean, whatever the

25 configuration is or whatever. I mean, we're starting to

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1 see -- and there are issues in front of the Commission

2 now where people are getting into solid waste and

3 they're commercial activities and yet the vehicles, they

4 try to use that as an out in some cases.

5 So the transport and safety of our folks in

6 commercial vehicles in solid waste is, you know, a

7 priority, and sometimes -- you know, and I understand

8 the legal arguments and -- and Andrew is one of our very

9 best, but I don't think that we're here to kind of look

10 for differences and distinctions. We're just here just

11 to say, you know, the drivers of these commercial

12 vehicles involved in solid waste should have medical

13 cards.

14 MR. YOUNG: This is Mike Young with

15 regulatory services, and I just wanted to echo both

16 parties here and say that from regulatory services'

17 perspective, we view these support vehicles as essential

18 to providing the regulated service, and if there's a

19 difference of opinion on how those should be treated,

20 then I think that's a broader discussion probably beyond

21 the scope of this -- this workshop, but one I'm willing

22 to have.

23 MR. KENEFICK: I just wanted to, you know,

24 say, you know, that maybe as a matter -- this is Andrew

25 Kenefick again. Maybe as a matter of -- of academic

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1 purity, you know, I -- I disagree with Staff's opinion
 2 that this falls -- just because something is, you know,
 3 necessary to the -- the service doesn't necessarily mean
 4 it is a vehicle used for the purpose of transporting
 5 solid waste. And, you know, ten years from now, maybe I
 6 have to make that argument. But I just -- you know, I
 7 think -- I think this is ultimately a decision for the
 8 legislature to make or for a court to make if it has to
 9 interpret the scope of the UTC jurisdiction.
 10 And as we've said, you know, the UTC doesn't
 11 have the authority to interpret its jurisdiction beyond
 12 what the legislature is granting, and we just have to
 13 leave it at that. But, you know, as I said, you know,
 14 we're -- we're fine with -- with doing this, it's just
 15 that I didn't want it to be assumed that we're certainly
 16 conceding that the UTC has this -- the authority that it
 17 seems to be asserting.
 18 MR. PERKINSON: Thank you, Andrew. This is
 19 Mat again. I'm going to extend an offer, I think now is
 20 a good platform to talk about just our program really
 21 quickly, that the Commission is always available to --
 22 to go out to different companies whether it be solid
 23 waste or passenger transportation and work with
 24 companies to sort of increase education. If there's
 25 some areas where things aren't clear, you know,

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1 everybody feel free to reach out to us.
 2 You know, Jason Sharp is the supervisor for
 3 the motor carrier safety program and he -- we're more
 4 than willing to help out. We can't actually look at
 5 physical documents when we do that. It's sort of like
 6 if we see a violation, we have to take violation.
 7 That's our policy, but we're happy to have
 8 conversations. And I always like to plug that
 9 opportunity for the industry to -- to use us as a
 10 resource. That's what we're here for. And -- and it's
 11 also our goal to eliminate these kinds of situations
 12 that arise and understanding that issuing penalties is
 13 not beneficial for us either. It's a -- it's really an
 14 effort to gain compliance and so...
 15 Is there any other ideas, suggestions,
 16 comments that we wanted to get before we wrap things up?
 17 Okay. Hearing none, I think we will get out early
 18 today. Again, the transcript will become a part of the
 19 docket. I'd like to apologize for any technical
 20 difficulties that anybody experienced. If you do have
 21 any comments or ideas, suggestions, other things that
 22 you would like to add, please feel free to submit them
 23 to the docket or email me, and I can help you get those
 24 to the docket. And with that, I think we are adjourned.
 25 (Adjourned at 10:59 a.m.)

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C E R T I F I C A T E

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 3 STATE OF WASHINGTON
 4 COUNTY OF THURSTON
 5
 6 I, Tayler Garlinghouse, a Certified Shorthand
 7 Reporter in and for the State of Washington, do hereby
 8 certify that the foregoing transcript is true and
 9 accurate to the best of my knowledge, skill and ability.
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