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 1 BEFORE THE WASHINGTON

 2 UTILITIES AND TRANSPORTATION COMMISSION

 3 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 4 In the Matter of the )DOCKET NO. TG-180253

 Penalty Assessment Against )

 5 )

 HAROLD LEMAY ENTERPRISES, )

 6 INC. )

 )

 7 In the Amount of $200 )

 )

 8 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 9 BRIEF ADJUDICATIVE PROCEEDING, VOLUME I

10 Pages 1-84

11 ADMINISTRATIVE LAW JUDGE LAURA CHARTOFF

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12

13 August 24, 2018

14 9:33 a.m.

15

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0002

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 2

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 SANDRA YEOMANS

19

 ROBERT AUDERER

20

 IAN MARSH

21

 DONALD KENNEY

22

 LARRY MEANY

23

24 \* \* \* \* \*

25

0003

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0005

 1 OLYMPIA, WASHINGTON; AUGUST 24, 2018

 2 9:33 A.M.

 3 P R O C E E D I N G S

 4 --o0o--

 5

 6 JUDGE CHARTOFF: Let's be on the record.

 7 Good morning. Today is Friday, August 24th, 2018, and

 8 the time is approximately 9:33 a.m.

 9 This is Docket TG-180253, captioned In the

10 Matter of the Penalty Assessment Against Harold LeMay

11 Enterprises, Inc. in the Amount of $200.

12 We are here today because the Commission

13 issued a penalty assessment in the amount of $200 for

14 two violations of Washington Administrative Code

15 480-70-201 concerning vehicle and driver safety

16 requirements. The Company requested a hearing to

17 contest the violations and the Commission granted that

18 request.

19 My name is Laura Chartoff. I am the

20 administrative law judge presiding over today's brief

21 adjudicative proceeding.

22 Let's start by taking appearances from both

23 parties starting with Staff.

24 MS. CAMERON-RULKOWSKI: Jennifer

25 Cameron-Rulkowski, Assistant Attorney General, appearing

0006

 1 on behalf of Staff. And my full appearance has already

 2 been entered in the record.

 3 JUDGE CHARTOFF: Thank you.

 4 MR. LAIHO: Erik Laiho, representing

 5 respondent, Harold LeMay Enterprises, Inc.

 6 JUDGE CHARTOFF: Is your microphone on?

 7 MR. LAIHO: Erik Laiho, representing Harold

 8 LeMay Enterprises, Inc., respondent.

 9 JUDGE CHARTOFF: Thank you.

10 Okay. And regarding the exhibits, are both

11 parties willing to stipulate to the admission of the

12 prefiled exhibits?

13 MS. CAMERON-RULKOWSKI: Yes, Your Honor.

14 MR. LAIHO: Yes, Your Honor.

15 JUDGE CHARTOFF: Okay. So for the record,

16 Staff's Exhibits SY-1, SY-2, SY-3, and SY-4 are

17 admitted. And Company's Exhibit DK-1 is admitted.

18 (Exhibit Nos. SY-1, SY-2, SY-3, SY-4,

19 and DK-1 admitted.)

20 JUDGE CHARTOFF: Okay. Are there any

21 questions before we proceed?

22 Okay. Ms. Cameron-Rulkowski, you may

23 proceed with a brief opening statement if you want.

24 MS. CAMERON-RULKOWSKI: Thank you, Your

25 Honor.

0007

 1 I'll briefly summarize the allegations.

 2 Staff conducted a destination check of LeMay on

 3 March 20th, 2018, and Staff alleges that the stop lamps

 4 were not working on the truck driven by Mr. Molinek.

 5 This is a violation of 49 CFR 393.9(a).

 6 Staff also alleges that the front tire on

 7 the truck driven by Mr. Marsh contacted the vehicle when

 8 the wheel was turned. This is a violation 49 CFR

 9 396.3(a)(1).

10 Staff has two witnesses to present this

11 morning, and I would like to go ahead and call our first

12 witness, Ms. Sandra Yeomans, at this time.

13 JUDGE CHARTOFF: Okay. Mr. Laiho, would you

14 like to make a brief opening statement?

15 MR. LAIHO: I'd like to reserve for when I

16 do my case-in-chief, Your Honor, if that's okay.

17 JUDGE CHARTOFF: Okay.

18 Okay. Please proceed.

19 MS. CAMERON-RULKOWSKI: Then Staff calls

20 Ms. Yeomans and asks that the Bench please swear in

21 Staff's first witness.

22 JUDGE CHARTOFF: Okay.

23 /////

24 /////

25 /////

0008

 1 SANDRA YEOMANS, witness herein, having been

 2 first duly sworn on oath,

 3 was examined and testified

 4 as follows:

 5

 6 E X A M I N A T I O N

 7 BY MS. CAMERON-RULKOWSKI:

 8 Q. Good morning, Ms. Yeomans.

 9 A. Good morning.

10 Q. Please state and spell your last name for the

11 record.

12 A. My name is Sandra Yeomans. Last name is

13 Y-e-o-m-a-n-s.

14 Q. Please state the name of your employer.

15 A. I work for Washington State Utilities and

16 Transportation Commission.

17 Q. In what position are you employed with the

18 Commission?

19 A. Special investigator under motor carrier.

20 Q. And how long have you been employed in this

21 position?

22 A. A little over three years.

23 Q. And how long have you been employed by the

24 Commission?

25 A. Little over three years.

0009

 1 Q. Do you have prior experience with motor carrier

 2 safety?

 3 A. Yes, I do. I worked eight years as a general

 4 manager of a motor coach company. I was in charge of

 5 compliance and worked with a mechanic on multiple

 6 occasions. I also was seven years as a transit driver

 7 that required inspecting vehicles both pre-, post-trip

 8 and making sure it was in safe operation. And also

 9 seven years as an assistant director with the school

10 district where I overseen the compliance.

11 Q. And when you talk about overseeing compliance,

12 does that relate to vehicle safety at all?

13 A. That's exactly what it relates to.

14 Q. Thank you.

15 Please describe any training that you have

16 completed for conducting motor carrier safety

17 inspections with the Commission.

18 A. I spent two years -- or two years, excuse me --

19 two weeks with federal classroom training that is

20 specifically for training you to inspect vehicles and

21 making sure that they're in compliance. With that, you

22 have 32 inspections that you do with an already

23 certified inspector, you do another 32 on your own

24 before you get certification, and then you have to

25 accomplish 32 every year to keep that certification.

0010

 1 The inspections are level one, which is complete vehicle

 2 and driver qualifications.

 3 Q. Please briefly describe your responsibilities as

 4 they pertain to this matter.

 5 A. I was the investigator doing the inspections on

 6 LeMay vehicles.

 7 Q. Approximately how many motor vehicle inspections

 8 do you personally do per year with the Commission?

 9 A. Well over a hundred.

10 Q. Are you familiar with Harold LeMay Enterprises,

11 Inc.?

12 A. Yes, I am.

13 Q. How did you become familiar with LeMay?

14 A. I have done inquiries when they've had

15 accidents, and I've also -- was working with them for

16 the inspections. And I have done compliance review with

17 one of their companies.

18 Q. Thank you.

19 All right. Let's talk about the inspection at

20 issue in this case.

21 Were you present at a safety inspection of LeMay

22 that the Commission conducted March 20th, 2018?

23 A. Yes, I was.

24 Q. Would you characterize the inspection as a

25 destination check?

0011

 1 A. Yes.

 2 Q. And what is that?

 3 A. That is where we show up to a location and we do

 4 inspections on vehicles that are in operation.

 5 Q. And what time of day approximately did the

 6 destination check begin?

 7 A. About 2 o'clock is when we actually started

 8 inspecting vehicles.

 9 Q. Have you read Mr. Meany's declaration?

10 A. Yes, I have.

11 Q. He states that Staff's inspection took place in

12 the LeMay yard and notes that the Federal Motor Carrier

13 Safety Administrations Safety Measurement System lists

14 the violations that Staff identified as roadside

15 violations.

16 Can you please explain why this inspection might

17 be considered a roadside inspection even though it took

18 place on LeMay's premises?

19 A. Roadside inspection is when the vehicle is in

20 service versus an inspection that is done during a

21 compliance review.

22 Q. All right. And this inspection was done, then,

23 while the vehicles were in service?

24 A. Correct, we were inspecting them as they came

25 off the road from their routes that day.

0012

 1 Q. And is it common that a destination check or

 2 roadside inspection of solid waste collection vehicles

 3 is conducted at a carrier's premises?

 4 A. That is the first time that we did it at a

 5 carrier's place of business. The dumps do not like us

 6 stopping the trucks because they lose money.

 7 Q. And so are you saying that instead of performing

 8 the inspection at a dump or a transfer station, you

 9 decided to do it at the LeMay yard?

10 A. Correct.

11 Q. Who else from the Commission was present?

12 A. Jason Sharp who is the supervisor, Wayne

13 Gilbert, special investigator, Ed Steiner, special

14 investigator, and Bobby Auderer who was training at the

15 time.

16 Q. During the destination check, did you inspect

17 vehicle No. 3571 driven by Nathan Molinek?

18 A. Yes.

19 Q. During the destination check, did you inspect

20 vehicle No. 1044 driven by Ian Marsh?

21 A. Yes.

22 Q. All right. Let's talk about the safety

23 requirements that are applicable to inspection.

24 Does the Commission follow federal regulations

25 governing vehicle and driver safety?

0013

 1 A. Yes, we do.

 2 Q. Does the Commission follow the North American

 3 Uniform Out-of-Service Criteria?

 4 A. Yes, we do.

 5 Q. Can you please explain what the North American

 6 Uniform Out-of-Service Criteria are?

 7 A. It is a publication that is updated every year

 8 that investigators use to determine if a violation is to

 9 the point that it puts the vehicle out of service.

10 Q. All right. Please direct your attention to

11 Exhibit SY-1.

12 Is it Exhibit SY-1 excerpts from the publication

13 that you just -- that you just testified about?

14 A. Yes.

15 Q. Thank you.

16 Let's talk about Mr. Molinek's vehicle.

17 What problem did you identify with vehicle

18 No. 3571, Mr. Molinek's vehicle?

19 A. 3571 did not have brake lights that were

20 operable.

21 Q. All right. And which federal regulation do you

22 understand to be at issue here?

23 A. That would be 49 CFR 393.9(a).

24 Q. All right. Thank you.

25 I'll ask you to refer again to Exhibit SY-1 and

0014

 1 turn to page 5.

 2 And can you please point out the sections that

 3 are applicable here?

 4 A. It would be 8(b)(1), anytime, day or night, did

 5 not have at least one operative stop lamp on the rear of

 6 a single unit vehicle.

 7 Q. All right. Thank you.

 8 And did the truck driven by Mr. Molinek have at

 9 least one operating stop lamp?

10 A. No, it did not.

11 Q. Did you place the vehicle out of service?

12 A. Yes.

13 Q. Did LeMay fix the inoperable stop lamps while

14 you were there?

15 A. Yes, they did. They replaced a fuse.

16 Q. Did you reinspect the brake lights at that time?

17 A. Yes, I did.

18 Q. Were they working?

19 A. Yes.

20 Q. Was the truck returned to service then?

21 A. Yes.

22 Q. And did you prepare a vehicle inspection report

23 for vehicle No. 3571?

24 A. Yes, I did.

25 Q. Please direct your attention to Exhibit SY-2.

0015

 1 Is this the vehicle inspection report for

 2 vehicle 3571 that you prepared?

 3 A. Yeah, it is.

 4 Q. And before this, had you ever placed a vehicle

 5 out of service for this violation?

 6 A. Yes.

 7 Q. Thank you.

 8 Now let's discuss Mr. Marsh's vehicle.

 9 What problem did you identify with vehicle

10 No. 1044, Mr. Marsh's vehicle?

11 A. One problem that it had was the tire was rubbing

12 against a part of the vehicle.

13 Q. And which federal regulation do you understand

14 to be at issue here?

15 A. That would be 49 CFR 396.3(a)(1).

16 Q. All right. I'm going to ask you to refer again

17 to Exhibit SY-1, the Out-of-Service Handbook, and please

18 turn to page 7.

19 Can you please point out the section that is

20 applicable here?

21 A. That would be 11(8)(a), so mounted or inflated

22 that it comes in contact with any part of the vehicle.

23 Q. Thank you.

24 And I'm going to ask you, I believe it's

25 11(a)(8). That looks like what you just --

0016

 1 A. Right.

 2 Q. -- what you just read; is that right?

 3 A. Correct.

 4 Q. Thank you.

 5 And did the truck driven by Mr. Molinek have a

 6 tire that was so mounted or inflated that it came into

 7 contact with a part of the vehicle?

 8 A. Yes.

 9 Q. Which wheel was at issue?

10 A. It was front steer tire, left side.

11 Q. During your inspection, did you ask the driver,

12 Mr. Marsh, to turn the front wheels?

13 A. Yes, I did.

14 Q. Did you see the tire come into contact with the

15 vehicle when Mr. Marsh turned the wheels?

16 A. Yes, I did.

17 Q. Did the tire contact the vehicle only when the

18 wheel was turned?

19 A. Yes.

20 Q. Do you have an opinion about whether the driver

21 from his vantage point, behind the steering wheel, could

22 see the tire contacting the vehicle?

23 A. He would not be able to see the tire. It's --

24 he's up above and there's a fender over the tire, so you

25 could only see where the contact -- the tire was making

0017

 1 contact if you were at that level and kind of crouching

 2 down.

 3 Q. When you instructed Mr. Marsh to turn the wheel,

 4 do you recall if anyone on the ground was in a position

 5 to observe the left front wheel contacting the vehicle?

 6 A. No, there was no one.

 7 Q. Did you prepare a vehicle inspection report for

 8 vehicle No. 1044?

 9 A. Yes, I did.

10 Q. Please direct your attention to Exhibit SY-3.

11 Is this the vehicle inspection report for

12 vehicle No. 1044 that you prepared?

13 A. Yes.

14 Q. When the wheel was turned, what part of the

15 vehicle did it contact?

16 A. Came in contact with the pitman arm.

17 Q. Please refer to Exhibit SY-4.

18 Are these images the actual truck or pitman arm

19 that you inspected during the inspection that we're

20 talking about today?

21 A. No.

22 Q. Using these images, can you please explain what

23 the pitman arm is and where it is located on the truck?

24 A. The pitman arm is behind the front tires, and

25 its purpose is to -- it's part of the steering

0018

 1 components that allow the tires to move from right to

 2 left.

 3 Q. Was there anything about the condition of the

 4 pitman arm on Mr. Marsh's truck that you observed that

 5 is worth noting?

 6 A. The pitman arm was worn, and to me, it looked

 7 like it had a dent. Later I learned that that's the way

 8 the pitman arm was built, but there was a large portion

 9 that was rubbed away.

10 Q. And when you say "a large portion that was

11 rubbed away," do you mean metal or paint or something

12 else?

13 A. I'm assuming it is just paint.

14 Q. Before this inspection, had you ever placed a

15 vehicle out of service for the violation of a tire

16 contacting the vehicle?

17 A. Yes, I have.

18 Q. All right. Now I want to ask you about the

19 penalty.

20 What is the status of the $200 penalty that the

21 Commission assessed for the violations that we've just

22 discussed?

23 A. It's been paid by LeMay.

24 Q. And what is your recommendation regarding the

25 violation?

0019

 1 A. That they are accurate and they should stand.

 2 MS. CAMERON-RULKOWSKI: Thank you. I have

 3 no further questions for Ms. Yeomans at this time, and I

 4 would now like to call Mr. Auderer.

 5 MR. LAIHO: Your Honor, I'd like to do cross

 6 on Ms. Yeomans obviously. I can wait until after Mr. --

 7 next witness or now.

 8 JUDGE CHARTOFF: Typically we have -- we

 9 allow cross at this time?

10 MS. CAMERON-RULKOWSKI: Absolutely, and

11 I'm -- it may be -- I have a fairly short examination

12 for Mr. Auderer, and it may be more convenient for you

13 to be able to cross either one of them. But I'm happy

14 to -- absolutely. Typically we do cross right after the

15 witness.

16 MR. LAIHO: I think that would be better

17 just so I can -- so I'm not flipping back and forth my

18 notes so much, Your Honor.

19 JUDGE CHARTOFF: Okay.

20 MR. LAIHO: Thank you.

21

22 E X A M I N A T I O N

23 BY MR. LAIHO:

24 Q. So, Inspector Yeomans, we met briefly off the

25 record. My name is Eric Laiho. I'm the counsel for the

0020

 1 respondent. I just have a couple brief questions for

 2 you regarding this inspection.

 3 How many garbage trucks have you inspected

 4 before?

 5 A. I don't have an actual number, but well over 50

 6 I'm sure.

 7 Q. Including this inspection?

 8 A. Including this inspection.

 9 Q. And do you recall how many vehicles were

10 inspected during this inspection?

11 A. I believe there was 12.

12 Q. Okay. And you testified before, this is the

13 first time you did an inspection such as this at a

14 carrier's place of business. What do you mean by that?

15 A. Usually destination checks are done at the

16 airport, Safeco Field, those type of places. To

17 actually do one on the person's property, we had tried

18 that to do inspections on vehicles, garbage truck

19 vehicles, while they're in service.

20 Q. And concerning -- we'll turn to Exhibit SY-4,

21 page 1.

22 You testified this is not a picture of the

23 pitman arm -- page 1, yeah. This is not the pitman arm

24 that you inspected at that time?

25 A. Correct.

0021

 1 Q. Do you know who took this picture?

 2 A. I do not.

 3 Q. Do you know what truck or vehicle this is the

 4 pitman arm of?

 5 A. I do not.

 6 Q. What about this diagram underneath, what is this

 7 a diagram of?

 8 A. It looks like steering components.

 9 Q. Okay. And is this at all part of the vehicle

10 you inspected?

11 A. No.

12 Q. Okay. And turning to page 2 of that same

13 exhibit, is this the vehicle you inspected?

14 A. No.

15 Q. Okay. Do you know the arrow -- maybe this is

16 your other witness, do you know what this arrow is

17 pointing towards?

18 A. Basically towards the general location of the

19 pitman arm.

20 Q. Did you place that arrow there?

21 A. No.

22 Q. Do you know who took this picture?

23 A. No.

24 Q. Do you know when this picture was taken?

25 A. No.

0022

 1 Q. Do you know if this is the same type of truck

 2 that was inspected by you?

 3 MS. CAMERON-RULKOWSKI: I'm going to object

 4 at this point to relevance. We've clearly labeled the

 5 exhibit as illustrative, and Staff is making no claims

 6 that this is the actual vehicle. So if -- if the -- if

 7 Counsel is trying to -- trying to -- is trying to

 8 challenge the location of the pitman arm, then we can

 9 continue, but otherwise, it's simply illustrative.

10 JUDGE CHARTOFF: Yeah, where are you going?

11 MR. LAIHO: I was just establishing, Your

12 Honor, this was not the vehicle that was inspected.

13 It's not even the same type of vehicle that was

14 inspected.

15 JUDGE CHARTOFF: Okay. I think that's been

16 established so...

17 MR. LAIHO: I just wanted to -- I know it's

18 been admitted, but a weight issue. That's all I had,

19 Your Honor.

20 JUDGE CHARTOFF: Okay.

21 BY MR. LAIHO:

22 Q. And, Inspector Yeomans, what part of the vehicle

23 did the tire touch during -- on Mr. Marsh's vehicle?

24 A. The pitman arm.

25 Q. Okay. And going to Mr. Molinek's vehicle

0023

 1 regarding the brake light, did you affix a CVSA decal

 2 after the brake light was fixed?

 3 A. I don't believe I did.

 4 Q. But it was fixed during the time of the

 5 inspection and you --

 6 A. Yes, it was fixed.

 7 Q. Okay. Perfect.

 8 And, Inspector Yeomans, going back to

 9 Mr. Marsh's vehicle regarding the pitman arm, about how

10 long -- were you there during the entire time that

11 Mr. Marsh's vehicle was inspected?

12 A. Yes, I was.

13 Q. How long was that?

14 A. I'm not sure exactly how long it was. I could

15 look on the -- here and it would tell me that the -- it

16 started at 2:17 and ended at 3:01.

17 Q. So you were there during the entire time?

18 A. Yes.

19 Q. Okay. And to determine that this was an

20 out-of-service violation, is that a determination you

21 made very quickly?

22 A. I made it at the point that the -- I saw the

23 tire touch the pitman arm.

24 Q. And did you know it was an out-of-service

25 violation at that time?

0024

 1 A. Yes.

 2 Q. Okay. And did anyone from the UTC take a

 3 picture of the tire allegedly touching this pitman arm?

 4 A. No, that is not our normal practice.

 5 Q. Why not?

 6 A. There has never been a need.

 7 Q. Do you recall was -- when you noticed that the

 8 tire allegedly touched the pitman arm, what -- were you

 9 having the driver conduct a certain test when that

10 happened?

11 A. I had him turn the steering wheel to see if it

12 touched.

13 Q. Is there a name for that test?

14 A. I don't believe so.

15 Q. Okay. And last question, Inspector Yeomans.

16 At what point during this 45-minute inspection

17 did you see the tire make contact with the pitman arm?

18 A. I would not be able to give exact time. We have

19 a routine. It was after the front lights had been

20 checked. It was a two-person team, so I would have been

21 inspecting the front lights and then gone down the side

22 and at that point. So I don't know exactly what time it

23 was.

24 Q. Would it have been within five minutes of the

25 inspection starting?

0025

 1 A. I do not know.

 2 Q. What about ten minutes?

 3 A. I do not know.

 4 Q. But towards the beginning of your inspection?

 5 A. It was towards the beginning of the inspection.

 6 Q. Excellent.

 7 MR. LAIHO: No further questions.

 8 JUDGE CHARTOFF: Thank you.

 9 Any redirect?

10 MS. CAMERON-RULKOWSKI: Yes, Your Honor.

11

12 E X A M I N A T I O N

13 BY MS. CAMERON-RULKOWSKI:

14 Q. Ms. Yeomans, when you asked Mr. Marsh to turn

15 the front wheel, is that a standard component of a

16 vehicle inspection?

17 A. If we see that there it something that would

18 bring to your attention that there may be contact with

19 the tire and the vehicle, then we would do that.

20 Q. And in this case, was that the case?

21 A. Yes. I had seen the pitman arm was very shiny

22 in one section of it, and that would be an indication

23 that possibly the tire could touch. So at that point, I

24 would do that test.

25 MS. CAMERON-RULKOWSKI: Thank you. No

0026

 1 further questions.

 2 JUDGE CHARTOFF: Okay. You may call your

 3 next witness.

 4 MS. CAMERON-RULKOWSKI: Thank you, Your

 5 Honor. I call Robert Auderer.

 6

 7 ROBERT AUDERER, witness herein, having been

 8 first duly sworn on oath,

 9 was examined and testified

10 as follows:

11

12 E X A M I N A T I O N

13 BY MS. CAMERON-RULKOWSKI:

14 Q. Good morning, Mr. Auderer.

15 A. Good morning.

16 Q. Go ahead and pull that close to you.

17 Please state your name and spell your last name

18 for the record.

19 A. Robert Auderer, A-u-d-e-r-e-r.

20 Q. Please state the name of your employer.

21 A. Washington Utilities and Transportation

22 Commission.

23 Q. In what position are you employed with the

24 Commission?

25 A. I'm an investigator.

0027

 1 Q. How long have you been employed in this

 2 position?

 3 A. Approximately five months.

 4 Q. And how long have you been employed by the

 5 Commission?

 6 A. Approximately five months.

 7 Q. Do you have prior experience working with motor

 8 carrier safety?

 9 A. Yes, I do.

10 Q. Can you please describe that experience?

11 A. Prior to my employment with the State, I was a

12 police officer and enforced the traffic code of the

13 state of Washington which includes commercial motor

14 vehicles being operated.

15 Q. All right. Please describe your

16 responsibilities as they pertain to this matter.

17 A. I was a trainee at the time and was brought to

18 the -- the event to act as an observer.

19 Q. Are you familiar with Harold LeMay Enterprises,

20 Inc.?

21 A. Yes.

22 Q. How did you become familiar with LeMay?

23 A. I performed contract safety training for LeMay

24 through a previous employer prior to my employment with

25 the State.

0028

 1 Q. And when you talk about a previous employer,

 2 this was not -- am I understanding this correctly that

 3 this is not LeMay, this was a third party?

 4 A. Correct.

 5 Q. Have you read the declaration of Mr. Meany?

 6 A. Yes.

 7 Q. And are you the trainee referred to there?

 8 A. Yes.

 9 Q. I want to discuss the violation associated with

10 the tire contacting the pitman arm.

11 Did you read the declaration of Donald Kenney?

12 A. I did.

13 Q. Did you meet Mr. Kenney?

14 A. Yes.

15 Q. Did you learn anything from him concerning the

16 tire violation on vehicle No. 1044?

17 A. Yes.

18 Q. All right. And could you please share with us

19 what it is that you learned?

20 A. After the violation was pointed out to me, I was

21 talking to Mr. Kenney and was looking at the pitman arm,

22 and it had a what I at the time thought was a dent also

23 towards the bottom half of the pitman arm, and I was

24 corrected and advised that that's how that particular

25 pitman arm was designed. And then I was advised that

0029

 1 the typical reason for the damage that was present at

 2 the top of the pitman arm would be the lack of steering

 3 stop or a steering stop that was no longer on the

 4 vehicle or out of adjustment.

 5 Q. And did you see the pitman arm on vehicle

 6 No. 1044?

 7 A. Yes, I did.

 8 Q. And what did you observe?

 9 A. I observed missing material at the output shaft

10 where the pitman arm is connected to the steering box.

11 Q. And what's the significance of that?

12 A. It appeared to me that there was metal missing

13 from both the output shaft and the steering box and the

14 pitman arm, and it was smooth and shiny as though it had

15 been slowly eroded away by contact with something

16 rotational on the vehicle.

17 It was almost like a cross-section of metal was

18 removed from the top of the pitman arm and the output

19 shaft or the steering box to the point to where there

20 were castellations that were missing and degraded as a

21 result of the material being gone.

22 Q. Can you explain the word "castellations"?

23 A. It was either -- it's a series of grooves

24 that -- that are on maybe the output shaft or on the top

25 of a nut that allow for a pin to be placed through them

0030

 1 so it will hold the mechanism in place. It's hard to

 2 describe without being able to illustrate it, but the

 3 material was damaged to the point where I don't know if

 4 there were grooves that had a pin in them that were

 5 missing or if it was a castellated nut that had been

 6 damaged.

 7 MS. CAMERON-RULKOWSKI: All right. Thank

 8 you. I have no further questions for Mr. Auderer.

 9 JUDGE CHARTOFF: Thank you.

10 Cross?

11 MR. LAIHO: Just a couple, Your Honor.

12

13 E X A M I N A T I O N

14 BY MR. LAIHO:

15 Q. Mr. Auderer, at any time during the inspection,

16 did you see the tire of Mr. Marsh's vehicle make contact

17 with any other part of Mr. Marsh's vehicle?

18 A. No, I didn't.

19 Q. Didn't see it make contact with the pitman arm?

20 A. No.

21 Q. Mr. Auderer, did anyone from the UTC take a

22 picture of the pitman arm during this inspection?

23 A. Not to my knowledge.

24 Q. Why not?

25 A. Because I don't have knowledge that somebody

0031

 1 took a picture.

 2 Q. Okay. And you don't know why they wouldn't take

 3 a picture?

 4 A. No, I was -- I'm -- I was new at the time.

 5 Q. Okay.

 6 MR. LAIHO: No further questions, Your

 7 Honor.

 8 JUDGE CHARTOFF: Okay. Okay. So you may

 9 make an opening statement.

10 MR. LAIHO: Thank you, Your Honor.

11 So, Your Honor, LeMay -- Harold LeMay

12 Enterprises, Inc., which I'll refer to as LeMay, filed a

13 contest to the UTC's notice of penalties. We also --

14 just to make sure the record's clear, there was an

15 amended notice of penalties that was issued about a week

16 and a half ago. We filed a contest yesterday as well

17 electronically just to make sure that was part of the

18 record as well. Same arguments, same issues, it was

19 just there was a change to the original notice of

20 penalties, so we wanted to make sure it was clear for

21 the record that we also contested the amended notice of

22 penalties.

23 JUDGE CHARTOFF: Yes.

24 MR. LAIHO: So LeMay cooperated with the UTC

25 for this March 20th inspection. We scheduled this. The

0032

 1 UTC wanted to give its inspectors a look at LeMay's

 2 vehicles, and we were very open to that idea. We

 3 scheduled that. The inspection occurred on LeMay's

 4 property. Again, we take issue with the fact this is

 5 considered a roadside violation. This was very deep in

 6 a private property. It was done before the drivers

 7 completed their -- or were allowed to complete their

 8 post-trip safety inspections. This was after they

 9 completed a pretrip, but before they completed the

10 post-trip inspections.

11 District general manager, Larry Meany, who

12 will testify as well as maintenance manager, Donald

13 Kenney. LeMay didn't cherry-pick the vehicles that were

14 going to be inspected. They wanted to give the UTC a

15 full look at a cross-section of their fleet. Didn't

16 pick new vehicles, they didn't pick certain vehicles

17 that they knew had just been -- or they did a

18 cross-section. Again, they were very cooperative

19 throughout this inspection with the UTC.

20 MS. CAMERON-RULKOWSKI: Excuse me, Your

21 Honor. If Counsel is testifying, then he should be

22 sworn in. This is a brief adjudicatory proceeding and

23 he can present a statement, but I would ask that he be

24 sworn in if he is making -- going to continue to make

25 a -- make factual statements.

0033

 1 MR. LAIHO: You'll hear testimony about

 2 this, Your Honor, so for the opening statement, I'm

 3 previewing what the testimony will be.

 4 JUDGE CHARTOFF: I'm going to allow it.

 5 MR. LAIHO: So going to the alleged

 6 out-of-service violations, for the alleged

 7 out-of-service violation related to the brake light. At

 8 the time the vehicle was determined to be out of

 9 service, the brake light was already operational. It

10 was fixed. And as you see from the exhibit, page 16 of

11 the North American Standard Out-of-Service Criteria

12 Handbook, which is page 3 on Exhibit 1 for the UTC,

13 provides an out-of-service violation, if successfully

14 repaired on site and reinspected by the same inspector,

15 will qualify for a CVSA decal.

16 That decal was not provided. It wasn't

17 provided for the UTC at the time that this was repaired.

18 Moreover, the brake light must have been out of

19 operation only for a shorter period of time. You'll

20 hear testimony that this would have been something that

21 was inspected and replaced if this was during the

22 post -- pretrip safety inspection, certainly the

23 post-trip.

24 Regarding the alleged out-of-service

25 violation related to the tires and the pitman arm,

0034

 1 you'll see again this is Exhibit 1 for the UTC, page 7,

 2 page 59 of the North American Standard Out-of-Service

 3 Criteria Handbook, provides that an out-of-service

 4 condition exists only if the tire can be made to contact

 5 another component at the time of the inspection.

 6 Your Honor, this is really the crux here.

 7 These words matter, and you're going to hear testimony

 8 that that did not happen at the time of the inspection

 9 here. This is a fatal flaw. This is really the reason

10 why we're here. This -- these out-of-service violations

11 affect LeMay's CSA scores. This is something that is a

12 big deal, as you'll see, for LeMay.

13 And it's just -- we're going to basically

14 present three witnesses who will testify that this

15 didn't happen. Besides district general manager, Larry

16 Meany, and maintenance manager, Don Kenney, we'll

17 present the time -- the driver of one of the trucks, Ian

18 Marsh, who was there during the inspection as well.

19 And, Your Honor, I just want to make this

20 very clear as well, we're not here to call anyone a

21 liar. We're not here to -- what we're here to do is

22 really just -- I think you know having done these many,

23 many times before is two witnesses can see things

24 differently, and I will present what my witnesses saw or

25 didn't see. And as you see, the UTC will present their

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 1 witnesses who will state what they saw.

 2 So this isn't meant to be any sort of name

 3 calling or anything like that. I just want to make sure

 4 that we're presenting our side of the case. So LeMay

 5 has pride in its safety-conscious reputation, and we

 6 want to make sure we defend that, so that's why we're

 7 here. Thank you.

 8 JUDGE CHARTOFF: Okay. I have a question, a

 9 legal question. So you've mentioned that this is not a

10 roadside -- does not qualify as a roadside inspection.

11 Do you have a definition, a legal definition, that

12 you're referring to or what is your basis for that?

13 MR. LAIHO: The basis for that -- I don't

14 have a legal definition, Your Honor. It's something

15 that -- it just pops up in the FMCSA database. So the

16 fact that -- I mean, this was on private property. So

17 this wasn't something at a scale house or anything like

18 that. This was on the private property.

19 JUDGE CHARTOFF: Okay. You can call your

20 first witness.

21 MR. LAIHO: First witness is Donald Kenney.

22 /////

23 /////

24 /////

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0036

 1 DONALD KENNEY, witness herein, having been

 2 first duly sworn on oath,

 3 was examined and testified

 4 as follows:

 5

 6 E X A M I N A T I O N

 7 BY MR. LAIHO:

 8 Q. Good morning, Mr. Kenney.

 9 A. Good morning.

10 Q. Can you please spell your full name for the

11 record.

12 A. It's Donald Kenney, D-o-n-a-l-d, K-e-n-n-e-y.

13 Q. And are you currently employed?

14 A. Yes.

15 Q. Where are you currently employed?

16 A. Murrey's Disposal.

17 Q. And what's your job title at Murrey's Disposal?

18 A. Maintenance manager.

19 Q. When did you start working for Murrey's

20 Disposal?

21 A. I took that position on July 30th of this year.

22 Q. Very recently.

23 A. Yes.

24 Q. Okay. Did you work for any company before

25 Murrey's Disposal?

0037

 1 A. Yes.

 2 Q. Which company did you work for before Murrey's

 3 Disposal?

 4 A. Harold LeMay Enterprises.

 5 Q. When did you start working for Harold LeMay

 6 Enterprises?

 7 A. In July of 2010.

 8 Q. And when I refer to "LeMay," just for the

 9 record, and I'll be referring to Harold LeMay

10 Enterprises, your previous employer; is that understood?

11 A. Yes.

12 Q. And what was your job title when you were

13 working for LeMay?

14 A. Maintenance manager as well.

15 Q. And are you a certified mechanic?

16 A. Yes.

17 Q. When did you first become a certificate

18 mechanic?

19 A. I took two years of classes at Highline

20 Community College in 1995.

21 MR. LAIHO: Can everyone hear Mr. Kenney?

22 BY MR. LAIHO:

23 Q. And what were your job duties as maintenance

24 manager for LeMay?

25 A. In a nutshell, it's really to make sure that

0038

 1 we're adhering to all policies, be it company or

 2 Department of Motor Vehicles.

 3 Q. And do you have experience attending Utilities

 4 and Transportation Commission, UTC, inspections of LeMay

 5 vehicles?

 6 A. Yes, because of this one.

 7 Q. Okay. So were you present for a UTC inspection

 8 on March 20th, 2018, for LeMay?

 9 A. Yes, I was.

10 Q. What time of day did the inspection occur?

11 A. 2:00 p.m.

12 Q. And on that day, when did LeMay drivers begin

13 their routes?

14 A. They break them up in groups. The early groups

15 start at 4:00 a.m. through the last group leaving at

16 6:00 in the morning.

17 Q. And at the time of the UTC inspection, were

18 LeMay drivers required to complete a pretrip inspection

19 before their route each day?

20 A. Yes.

21 Q. At the time of this UTC inspection, were LeMay

22 drivers required to complete a post-trip inspection

23 after their route each day?

24 A. Yes.

25 Q. At the time of this UTC inspection, had drivers

0039

 1 conducted their pretrip safety inspections?

 2 A. Their pretrip, yes.

 3 Q. At the time of the UTC inspection, had drivers

 4 conducted their post-trip safety inspections?

 5 A. No, we were stopping them prior to where they

 6 conduct their post-trip.

 7 Q. And where did this March 20th, 2018 inspection

 8 occur?

 9 A. On Harold LeMay property.

10 Q. And how far in Harold LeMay's property was this

11 inspection?

12 A. I would guess that it's about a hundred yards

13 off the street.

14 Q. Okay. And describe the location where the UTC

15 inspection occurred.

16 A. It's a side portion of our yard where we store

17 some containers, but it's out of the way of truck

18 traffic.

19 Q. And do you recall how many people were present

20 from the UTC during this inspection?

21 A. Five.

22 Q. Do you recall any of their names?

23 A. Mrs. Yeomans, Wayne Gilbert, those are the two

24 off the top of my head that I remember.

25 Q. And did any inspector identify themselves as a

0040

 1 trainee?

 2 A. Yes.

 3 Q. Okay. And who was present for LeMay during this

 4 UTC inspection most of the time?

 5 A. Myself, Larry Meany, some of our supervisor

 6 staff, Chris Twiggs from our maintenance shop.

 7 Q. And how were vehicles selected to be inspected

 8 by the UTC?

 9 A. As they were coming in and as the inspectors

10 were ready for a next one, the next truck that came in

11 is the one that we had them inspect. So it was a mix of

12 whatever was coming in.

13 Q. Okay. And about how many LeMay trucks were

14 inspected during that March 20th inspection?

15 A. 12.

16 Q. So, Mr. Kenney, did Inspector Yeomans inspect a

17 truck driven by Mr. Nathan Molinek during this

18 inspection?

19 A. Yes.

20 Q. And what type of truck is Mr. Molinek's truck?

21 A. We call it an ASL. It's an automated side

22 loader.

23 Q. And did Inspector Yeomans say she had found any

24 alleged out-of-service violations on Mr. Molinek's

25 truck?

0041

 1 A. Yes.

 2 Q. What was that?

 3 A. Brake lamps inoperable.

 4 Q. And what could be the cause of a brake light not

 5 being operational?

 6 A. Typically the first thing we check is the fuse

 7 for the power.

 8 Q. And did you do that in this time?

 9 A. Yes.

10 Q. And so what occurred?

11 A. We immediately checked it when it was noted that

12 they weren't operational and replaced the fuse, which

13 made them operational over the course of a minute or

14 two.

15 Q. And who fixed this for LeMay?

16 A. Chris Twiggs from our shop.

17 Q. And after the brake light was fixed, what did

18 Inspector Yeomans do?

19 A. The vehicle was placed out of service.

20 Q. So the brake light was already operational at

21 the time the vehicle was placed out of service?

22 A. Yes.

23 Q. Would the brake light have been not operational

24 at the time Mr. Molinek's truck left LeMay's yard in the

25 morning?

0042

 1 A. No, he would have checked it on his pretrip

 2 inspection before leaving the yard.

 3 Q. And he's required to do that?

 4 A. Yes.

 5 Q. Is that just a LeMay requirement?

 6 A. No, that's a federal law.

 7 Q. During this inspection, did the UTC issue any

 8 additional alleged out-of-service violations?

 9 A. Yes.

10 Q. What was this other alleged violation?

11 A. On Ian Marsh's unit, 1044, for pitman arm.

12 Q. What type of truck is Mr. Marsh's truck?

13 A. It is a rear loader.

14 Q. And what -- is it a garbage truck?

15 A. Yes, it's a garbage truck.

16 Q. Were you present when this vehicle was

17 inspected?

18 A. Yes.

19 Q. And who from the UTC inspected this vehicle?

20 A. Ms. Yeomans and the inspector that was assisting

21 her.

22 Q. Okay. And you don't recall the name of that

23 other inspector?

24 A. I don't.

25 Q. Okay. Did Inspector Yeomans do anything to

0043

 1 inspect the tires or steering components of Mr. Marsh's

 2 truck?

 3 A. The only inspection I saw for the steering

 4 components was the rock test where they check for free

 5 play in the linkage of the steering components.

 6 Q. What -- describe the rock test for me.

 7 A. Engine off, in this case, since it's a

 8 conventional hood up, they ask the driver to grab the

 9 steering wheel and move it without moving the tires to

10 check for how many inches of free travel they got

11 versus -- and they're also looking for failed components

12 moving like it should.

13 Q. Okay. And just for the record, when you were

14 indicating that the driver was rocking the steering

15 wheel, what position of the clock would the driver be

16 rocking the steering wheel? Like between 11:00 and 1:00

17 or 12:00 and 2:00 or what would...

18 A. In that particular truck sensor was no worn

19 components. It doesn't really move that far. So the

20 worse it is, the further you get. So I -- if I did

21 this, I apologize. It was this.

22 Q. So between, what, 11:00 and 1:00 or...

23 A. Approximately, yeah. It was very minor, so it

24 was not out of compliance for that portion.

25 Q. And during this inspection, did you see the tire

0044

 1 make contact with any part of Mr. Marsh's vehicle?

 2 A. I did not.

 3 Q. Did -- during this inspection of Mr. Marsh's

 4 vehicle, did Inspector Yeomans make any comments

 5 concerning the pitman arm?

 6 A. She noticed that there was a shiny spot on the

 7 pitman arm.

 8 Q. Did Inspector Yeomans tell you she saw the tire

 9 make contact with any portion of Mr. Marsh's vehicle?

10 A. No.

11 Q. Did the UTC inspectors find that this was an

12 out-of-service violation immediately?

13 A. No.

14 Q. Why do you say that?

15 A. They congregated, they -- Ms. Yeomans and I

16 believe it was Mr. Gilbert were looking over the regs to

17 determine exactly which -- which one it was that -- so

18 they could state which violation it was.

19 Q. About how long did that process take?

20 A. It seemed like a long time because we were

21 curious as to the outcome, and if -- if I had to

22 speculate, at least five minutes.

23 Q. Did you witness Inspector Yeomans or anyone else

24 from the UTC take a picture of this alleged violation?

25 A. No, I did not.

0045

 1 Q. And after Mr. Molinek's truck had the fuse

 2 popped back in, were there -- was his truck inspected by

 3 anyone from LeMay?

 4 A. From -- excuse me?

 5 Q. From LeMay?

 6 A. From LeMay?

 7 Q. Mm-hmm.

 8 A. Myself, I can't attest to who else exactly.

 9 Myself for sure and verified that they did come back on

10 so...

11 Q. Okay. Was there a --

12 A. Larry may have been present with me there. I

13 don't -- I don't want to speculate so...

14 Q. Were there any other problems with the brake

15 lights beyond just the fuse?

16 A. With that truck --

17 Q. Yes.

18 A. -- no.

19 Q. I'm sorry.

20 A. With that truck, no.

21 Q. Okay. And do you have any explanation for why

22 the pitman arm might appear shiny for that particular

23 truck?

24 A. One scenario could be because this truck does

25 spend a lot of time off road on our rural -- rural

0046

 1 routes on dirt roads, that when it's in a full turn

 2 position hitting potholes, that these components flex

 3 and may allow it to reach when it normally wouldn't in a

 4 static stop-to-stop turn on a hard surface.

 5 Q. Can you tell the -- what the issue was without

 6 seeing the tire make contact with the vehicle at the

 7 time of the inspection?

 8 A. You can speculate, but unless you actually make

 9 it happen, it's still speculation.

10 Q. Okay. And I'll have you turn -- which I'll get

11 you a copy here.

12 MR. LAIHO: So what I handed the witness was

13 Staff Exhibits SY-1 through SY-4.

14 BY MR. LAIHO:

15 Q. Turning to SY-4, page 2, and just -- I know

16 we've done this. I just want to make sure it's clear

17 for the record, this -- do you recognize the vehicle in

18 that picture?

19 A. Yes, I do.

20 Q. What vehicle is that?

21 A. 2017.

22 Q. And what type of vehicle is that?

23 A. That is a front load garbage truck.

24 Q. What sort of vehicle was Mr. Marsh's vehicle?

25 A. A rear load garbage truck.

0047

 1 Q. And do -- is that vehicle that's in that

 2 picture, is that still part of LeMay's fleet at this

 3 time?

 4 A. No, that was scrapped in 2014.

 5 Q. So it's no longer part of LeMay's fleet?

 6 A. No.

 7 MR. LAIHO: Reserve for redirect, Your

 8 Honor.

 9 JUDGE CHARTOFF: Okay. Cross?

10 MS. CAMERON-RULKOWSKI: Yes, Your Honor.

11 Thank you.

12

13 E X A M I N A T I O N

14 BY MS. CAMERON-RULKOWSKI:

15 Q. Good morning, Mr. Kenney.

16 A. Morning.

17 Q. Now, you testified that, following Ms. Yeomans'

18 inspection, that Commission safety staff congregated and

19 appeared to be discussing -- discussing something for

20 what seemed like a long time to you; have I

21 characterized that correctly?

22 A. Sounds right.

23 Q. All right. And did you hear what Commission

24 Staff was discussing?

25 A. No, I did not.

0048

 1 Q. Now, I -- I understand from the testimony today

 2 or from the presentation today that -- that the trucks

 3 start their trips somewhere between 4:00 a.m. and 6:00

 4 a.m.; is that correct?

 5 A. Correct.

 6 Q. So the brake lights on truck No. 1044, they

 7 could have been inoperable all day starting at sometime

 8 shortly after the time the truck left in the morning,

 9 correct?

10 MR. LAIHO: Objection. Calls for

11 speculation.

12 A. Well, there was no problem with --

13 MR. LAIHO: Just hold on. Wait until the

14 judge rules.

15 THE WITNESS: I'm sorry.

16 JUDGE CHARTOFF: Okay.

17 MS. CAMERON-RULKOWSKI: And I'm sorry, I

18 have the wrong truck number.

19 JUDGE CHARTOFF: I'm -- I'm going to allow

20 it because -- yeah, his testimony already speculated

21 that it might have -- when it might have occurred so...

22 MS. CAMERON-RULKOWSKI: Thank you, Your

23 Honor. And I'll correct my question to reflect vehicle

24 No. 3571, the vehicle driven by Mr. Molinek.

25 A. Yeah, I responded to vehicle 1044, though.

0049

 1 There was no -- there was no brake light problem with

 2 that truck.

 3 BY MS. CAMERON-RULKOWSKI:

 4 Q. So I have the wrong number?

 5 All right. Vehicle No. 3571, the vehicle driven

 6 by Mr. Molinek, and I would ask again that, given that

 7 the trucks started their trips between 4:00 and 6:00

 8 a.m., isn't it possible that the -- that the -- the

 9 brake lights on that truck could have been inoperable

10 all day starting shortly after the time that they began

11 service in the morning?

12 A. In my opinion, it's very unlikely.

13 Q. At any rate, you do agree that the stoplights

14 were inoperable at the time of the inspection, right?

15 A. Correct.

16 MS. CAMERON-RULKOWSKI: Thank you. That's

17 all the questions that I have.

18 JUDGE CHARTOFF: Okay. Redirect?

19 MR. LAIHO: No redirect, Your Honor.

20 JUDGE CHARTOFF: Okay. Mr. Laiho, you may

21 call your next witness.

22 MR. LAIHO: Respondent calls Ian Marsh, Your

23 Honor.

24 /////

25 /////

0050

 1 IAN MARSH, witness herein, having been

 2 first duly sworn on oath,

 3 was examined and testified

 4 as follows:

 5

 6 E X A M I N A T I O N

 7 BY MR. LAIHO:

 8 Q. Good morning, Mr. Marsh.

 9 A. Good morning.

10 Q. Can you please spell your name for the record.

11 A. My name is Ian Marsh. It's I-a-n, M-a-r-s-h.

12 Q. Okay. Are you currently employed?

13 A. Yes, I am.

14 Q. Where are you employed?

15 A. At LeMay or Harold LeMay, Incorporated.

16 Q. And what is your job title?

17 A. I am a garbage man.

18 Q. Specifically do you drive any vehicles?

19 A. I drive a rear load garbage truck.

20 Q. And when did you start working as a driver for

21 LeMay?

22 A. In 2011.

23 Q. Do you have a commercial driver's license?

24 A. Yes, I do.

25 Q. How long have you had a commercial driver's

0051

 1 license?

 2 A. Since 2010.

 3 Q. And what were your job duties as a driver for

 4 LeMay?

 5 A. I clock in, I start at a 5:00, grab my paperwork

 6 or any work orders, go through the morning meeting, go

 7 out pretrip, go out on my route, pick up all the cans

 8 and work orders, dump, come back, fuel, and then I have

 9 post-trip and finish up all my paperwork.

10 Q. And when do you typically begin your route each

11 day?

12 A. I start at 5:00 a.m.

13 Q. Okay. And on March 20th, 2018, when would you

14 have began your route?

15 A. 5:00 a.m.

16 Q. As a driver for LeMay, was your truck inspected

17 by the UTC on March 20th, 2018?

18 A. Yes, it was.

19 Q. And were you driving your rear loader garbage

20 truck that day?

21 A. Yes, I was.

22 Q. And how long had you driven that truck?

23 A. At the time of the inspection, about three and a

24 half years.

25 Q. And what time of day did the inspection occur?

0052

 1 A. Around 2:00, 2:15-ish.

 2 Q. And on March 20th, 2018, had you completed a

 3 pretrip safe inspection?

 4 A. Yes, I did.

 5 Q. At the time of the inspection, had you completed

 6 your post-trip safety inspection?

 7 A. No, I did not.

 8 Q. Would you have been -- were you required to

 9 complete a post-trip inspection that day?

10 A. Yes, I was.

11 Q. On the day of the inspection, do you recall how

12 many UTC inspectors were present in inspecting your

13 truck on that day?

14 A. There was two inspectors inspecting my truck

15 that day, but I know there was more in the yard, but I

16 do not recall the number.

17 Q. Okay. Do you recall the names of the UTC

18 inspectors that inspected your truck?

19 A. No.

20 Q. Do you recall what sex the inspectors were?

21 A. There was a female and a male.

22 Q. Okay. Describe for me what happened when you

23 were first approached by an inspector.

24 A. It was the female inspector, and she came up and

25 asked for all my paperwork, like the registrations and

0053

 1 the insurance, my driver's license and the VCRs and

 2 stuff like that.

 3 Q. Did you provide those documents?

 4 A. I -- yes, I did.

 5 Q. And during the inspection of your truck, did the

 6 UTC inspectors make you conduct any tests related to

 7 your tires or steering?

 8 A. Yes, they did.

 9 Q. What -- what tests or tests was that?

10 A. It was the rock test on the steering wheel.

11 Q. Okay. And before conducting this test, was your

12 engine on or off?

13 A. It was off.

14 Q. Okay. And describe the test for me.

15 A. They asked me to rock the steering wheel left

16 and right, so I grabbed the steering wheel roughly about

17 10:00 and 2:00-ish and pulled to the left and to the

18 right as hard as I could and for as long as they wanted

19 me to do it.

20 Q. Could you turn the steering wheel very far?

21 A. No, I could not.

22 Q. Why not?

23 A. Because the engine was off.

24 Q. Did you have power steering at that time?

25 A. No, I did not.

0054

 1 Q. Why not?

 2 A. Because the engine was off.

 3 Q. Okay.

 4 A. And it was disengaged.

 5 Q. How far -- how many -- how far could you turn

 6 your steering wheel?

 7 A. Maybe a couple of inches. That was it.

 8 Q. Okay.

 9 A. Back and forth.

10 Q. Okay. And how long did you rock the steering

11 wheel for this test?

12 A. It seemed like forever because my shoulders were

13 getting sore because I was doing it for like two or

14 three minutes. The gentleman was doing it at the time,

15 and he just kept having me do it over and over and over

16 again.

17 Q. Okay. Did the lady inspector, did she tell you

18 to do this test?

19 A. No.

20 Q. Okay. Where was the lady inspector during this

21 time?

22 A. If I remember right, she was standing near the

23 truck.

24 Q. And was the lady inspector there the entire time

25 your truck was being inspected?

0055

 1 A. No, she was not.

 2 Q. Okay. About how long was she present inspecting

 3 your vehicle?

 4 A. She was there for at least the first 15 minutes

 5 for sure, and then I don't know where she went to, and

 6 the gentleman kind of kept going with the inspection,

 7 and then she came back later.

 8 Q. Okay. And the gentleman was the one who

 9 instructed you to do the rock your steering wheel test?

10 A. Yes.

11 Q. During the time you were doing that rock your

12 steering wheel test, were you able to see down to your

13 tires?

14 A. I could see the top of my tires with the hood

15 open, yeah.

16 Q. So you could see because your hood was open?

17 A. Yes.

18 Q. Why was your hood open?

19 A. They instructed me to have it open during that

20 section of the inspection.

21 Q. At any time during the inspection of your

22 vehicle, did the tire make contact with any other part

23 of your vehicle?

24 A. I did not see them make contact, no.

25 Q. Would they have?

0056

 1 A. No.

 2 Q. Why not?

 3 A. There's no power steering. You can barely move

 4 them.

 5 Q. Did you ever feel the tire make contact with any

 6 other part of your vehicle during the inspection?

 7 A. No, I did not.

 8 Q. Did any inspector tell you they saw the tire

 9 make contact with another portion of your vehicle during

10 the inspection?

11 A. No.

12 MR. LAIHO: Reserve for redirect, Your

13 Honor.

14 JUDGE CHARTOFF: Okay. Any cross?

15 MS. CAMERON-RULKOWSKI: I don't have any

16 cross for Mr. Marsh, but I will be asking to call --

17 recall Ms. Yeomans when we're -- when we're finished

18 with the -- with the Company's presentation.

19 JUDGE CHARTOFF: Okay. Okay.

20 So -- okay. You're -- you can call your

21 next witness.

22 MR. LAIHO: Okay. Thank you, Mr. Marsh.

23 THE WITNESS: Thank you.

24 MR. LAIHO: LeMay calls Larry Meany, Your

25 Honor.

0057

 1 LARRY MEANY, witness herein, having been

 2 first duly sworn on oath,

 3 was examined and testified

 4 as follows:

 5

 6 JUDGE CHARTOFF: Thank you. Please be

 7 seated.

 8 And before he gets started, we've been going

 9 for about an hour. Does anybody need a break?

10 MS. YEOMANS: I would like a break.

11 JUDGE CHARTOFF: Is it okay if we do a

12 five-minute --

13 MR. LAIHO: Certainly, Your Honor.

14 JUDGE CHARTOFF: Okay. Let's do a

15 five-minute break. We're off the record.

16 (A break was taken from

17 10:36 a.m. to 10:45 a.m.)

18 JUDGE CHARTOFF: We are back on the record

19 at 10:45.

20 Okay.

21

22 E X A M I N A T I O N

23 BY MR. LAIHO:

24 Q. Mr. Meany, you still are under oath.

25 Can you please spell your name for the record.

0058

 1 A. My name is Larry Meany, L-a-r-r-y, M-e-a-n-y.

 2 Q. Are you currently employed?

 3 A. Yes, I am.

 4 Q. And where are you employed?

 5 A. Employed at Waste Connections in McKinney,

 6 Texas.

 7 Q. And how long have you been employed there?

 8 A. Since Memorial Day.

 9 Q. Of this year?

10 A. May 20th, yes.

11 Q. Did you work for any other companies before

12 Waste Connections in McKinney, Texas?

13 A. Yes, I did.

14 Q. Which company did you work for?

15 A. Harold LeMay Enterprises, Incorporated.

16 Q. And when did you work for Harold LeMay

17 Enterprises, Inc.?

18 A. From 2002, November of 2002 until May 20th.

19 Q. Okay. And so when I refer to "LeMay," I'll be

20 referring to Harold LeMay Enterprises, Inc.; is that

21 understood?

22 A. That's fine.

23 Q. And what sort of work does LeMay perform?

24 A. We perform commercial and residential refuse and

25 recycling collection.

0059

 1 Q. And what was your job title when you worked for

 2 LeMay?

 3 A. I was the district general manager.

 4 Q. How long did you work for LeMay?

 5 A. Since November of 2002.

 6 Q. And what were your job duties as district

 7 general manager?

 8 A. General manager in oversight of safety and

 9 operations as well as financial and administrative

10 operations.

11 Q. When you worked for LeMay, did you have any

12 experience attending Utilities and Transportation

13 Commission inspections of LeMay vehicles?

14 A. Yes, I did.

15 Q. Were you present for a UTC inspection of LeMay

16 vehicles on March 20th, 2018?

17 A. Yes, I was.

18 Q. Was this a surprise inspection or a scheduled

19 inspection?

20 A. No, this was a scheduled inspection.

21 Q. How was it scheduled?

22 A. Wayne Gilbert had called to schedule an

23 inspection stating that he -- it had been a while since

24 the Commission had been to see our vehicles and he'd

25 like to come in and do an inspection of our vehicles.

0060

 1 Q. And do you know who Mr. Gilbert works for?

 2 A. The Washington Utilities and Transportation

 3 Commission.

 4 Q. And do you recall what time of day this March

 5 20th inspection occurred?

 6 A. It was after lunchtime. I believe it was around

 7 1:30 or 2 o'clock. I don't recall the exact time

 8 they -- they came to our facility.

 9 Q. At the time of the UTC inspection, were LeMay

10 drivers required to complete pretrip safety inspection

11 of their vehicles?

12 A. Yes, they were.

13 Q. At the time of the UTC inspection, were LeMay

14 drivers required to complete post-trip safety

15 inspections of their vehicles?

16 A. Yes.

17 Q. At the time of the UTC inspection, had drivers

18 completed their post-trip safety inspections?

19 A. No, they had not.

20 Q. Where -- at what location did the March 20th UTC

21 inspection occur?

22 A. This one occurred in our yard in Fredrickson,

23 Washington, well off of the road through -- in a storage

24 area where we store commercial containers that's out of

25 the way of the traffic, and it's a safe area and clean

0061

 1 area for the inspection to take place.

 2 Q. Is this outside or inside LeMay's gate?

 3 A. Well inside.

 4 Q. Do you recall who was -- or how many UTC

 5 inspectors were present for this inspection?

 6 A. I believe there was five.

 7 Q. Do you recall the names of any of those

 8 inspectors?

 9 A. Not all of them. Sandi Yeomans and Wayne

10 Gilbert, I recall they were the initial inspectors

11 onsite. And they would contact [inaudible] I don't

12 recall the other names at this time.

13 Q. And who was present for LeMay during most of the

14 inspection?

15 A. There was myself and Donald Kenney.

16 Q. And how were vehicles selected to be inspected

17 by the UTC?

18 A. Don or I selected them at random as they came in

19 our gate. We wanted to provide a good cross-section of

20 the types of vehicle -- collection vehicles that are

21 used, and as they came in the gate, we had them go into

22 that area to -- to be inspected.

23 Q. Okay.

24 JUDGE CHARTOFF: Excuse me. Mr. Meany,

25 could you speak a little -- I'm having a little trouble

0062

 1 hearing you.

 2 THE WITNESS: Yes, ma'am. I apologize.

 3 JUDGE CHARTOFF: Okay.

 4 THE WITNESS: Thanks.

 5 BY MR. LAIHO:

 6 Q. Mr. Meany, do you recall an alleged

 7 out-of-service violation related to a nonoperational

 8 brake light during this inspection?

 9 A. Yes, I do.

10 Q. How did you become aware of this alleged

11 violation?

12 A. Don Kenney had waved me over to let me know that

13 there was a violation found with the brake lights.

14 Q. Okay. What happened after that?

15 A. We made a decision immediately to have our

16 mechanic who was on -- there at the time of the

17 inspection immediately check the fuse panel. Just a

18 common practice. He replaced a fuse and the brake

19 lights became immediately operational.

20 Q. Okay. And after the brake light was

21 operational, was the vehicle declared to be out of

22 service by Inspector Yeomans?

23 A. Yes, it was.

24 Q. During this March 20th inspection, did the UTC

25 issue any additional alleged out-of-service violations

0063

 1 related to LeMay vehicles?

 2 A. Yes, they did.

 3 Q. Do you recall what other violation there was?

 4 A. There was a violation with one of our rear

 5 loader collection vehicles concerning a pitman arm part

 6 of the steering linkage.

 7 Q. Were you present when this vehicle was

 8 inspected?

 9 A. I was in the area, yes.

10 Q. Okay. Do you recall who inspected this vehicle?

11 A. I recall Inspector Yeomans being in the area and

12 looking into the hood. I don't recall the other

13 inspector.

14 Q. Okay. Were you -- during -- when you were -- or

15 did you watch any portion of this inspection of

16 Mr. Marsh's vehicle?

17 A. Not directly, no.

18 Q. Okay. And did Inspector Yeomans at any time

19 tell you anything about this inspection?

20 A. After it had taken some time, the inspection was

21 going on for a lengthy amount of time compared to the

22 other ones, and we inquired if there was an issue. And

23 she indicated there was a problem with the steering

24 linkage on the pitman arm was shiny at that point. And

25 there was some -- quite a bit of deliberation between

0064

 1 inspectors, and I don't recall which ones. I know

 2 Inspector Yeomans was there, quite a bit of deliberation

 3 back and forth I'm assuming about that -- that

 4 violation.

 5 Q. And about how long did UTC inspectors discuss

 6 this violation?

 7 A. It was definitely greater than five minutes, but

 8 I could not tell you the exact time.

 9 Q. Mr. Meany, do you have any explanation as to why

10 the pitman arm might be shiny at that time?

11 A. It's just an assumption, but these collection

12 vehicles operate in all types of different terrain,

13 off-road, on-road, in parking lots, and there's a lot of

14 articulation and undulation in the ground, articulation

15 in the trucks, and it is possible for the tire to hit

16 the pitman arm from time to time during that type of

17 operation. So that's purely speculation, but it could

18 happen.

19 Q. Did you see the tire make contact with any

20 portion of Mr. Marsh's vehicle during this inspection?

21 A. No, I did not.

22 Q. Okay. And how did you react to those two

23 alleged out-of-service violations?

24 A. I was a little frustrated.

25 Q. Okay. Why is that?

0065

 1 A. The intent, that I assumed, of the inspection

 2 when the initial call was made was similar to the rest

 3 of our other regulators that come onto our site

 4 regularly. Where, you know, hey, we just want to come

 5 in. We haven't seen you for a number of years. We want

 6 to come in and take a look at your trucks.

 7 We were very cooperative and open to do that

 8 just like we are with everybody. It was a little bit of

 9 a cavalier approach from my -- in my opinion about the

10 brake lights, you know, as will -- will the truck be put

11 back in service. And Inspector Yeomans made a comment

12 to the effect of well, you know the drill. And I did

13 get a little frustrated with that. So I kind of walked

14 away at that point.

15 Q. Following this March 20th, 2018 inspection, did

16 you receive any email from the UTC related to the

17 inspection?

18 A. I did.

19 Q. Okay. And, Mr. Meany, if you'll please turn to

20 the notebook in front of you that includes respondent's

21 Exhibit No. 1. Please turn to 10 in the upper

22 right-hand corner.

23 Do you recognize this document?

24 A. I do.

25 Q. What is this document?

0066

 1 A. This is an email, follow-up email, I received

 2 from Mr. Gilbert concerning the inspection, thanking us

 3 for the time and the drivers for acting professionally

 4 and it was a good training exercise, you know, for the

 5 inspection vehicles.

 6 Q. Mr. Meany, did this -- did these alleged

 7 out-of-service violations affect LeMay's business in any

 8 way?

 9 A. Yes, they did.

10 Q. How so?

11 A. These scores have a negative impact on the

12 reputation. Our first operating value is safety. We

13 take that very, very seriously. And the negative

14 scores, SCA scores, affect our operation or reputation

15 of our company.

16 Q. Is LeMay a safety-conscious company?

17 A. Absolutely.

18 Q. Why do you say that?

19 A. It's our first operating value and we embrace

20 that value. It's not just something on a wall. It's

21 actually engrained and embraced in our culture.

22 Q. And, Mr. Meany, did you receive any UTC notice

23 of penalties related to this inspection?

24 A. Yes, we did.

25 Q. And did you file any documented response to

0067

 1 that?

 2 A. Yes, I did.

 3 Q. Okay. So just -- I guess we've already

 4 stipulated to admissibility of it, but if you'll just

 5 look through pages 1 through 20 there briefly and let me

 6 know if that's the appeal you just testified about.

 7 A. Yes, this looks familiar.

 8 Q. Okay. This is the document?

 9 A. Yes, it is.

10 Q. Okay. And did you receive any amended UTC

11 notice of penalties related to this inspection?

12 A. Yes, we did.

13 Q. And did you also file an appeal for that?

14 A. Yes, we did.

15 MR. LAIHO: Reserve for redirect, Your

16 Honor.

17 JUDGE CHARTOFF: Okay.

18 MS. CAMERON-RULKOWSKI: Thank you, Your

19 Honor.

20

21 E X A M I N A T I O N

22 BY MS. CAMERON-RULKOWSKI:

23 Q. Good morning, Mr. Meany.

24 A. Good morning.

25 Q. I believe I have just one question for you and

0068

 1 that is, did LeMay replace the pitman arm on Mr. Marsh's

 2 vehicle?

 3 A. Yes, we did.

 4 Q. And when did that occur?

 5 A. I don't have a date for that, but it was before

 6 we put the truck back in service, but I don't -- I don't

 7 have the date for the replacement.

 8 Q. Would Mr. Kenney know approximately when the

 9 date was?

10 A. You would have to ask him that question. I

11 wouldn't -- I wouldn't know that.

12 MS. CAMERON-RULKOWSKI: Your Honor, may I

13 ask Mr. Kenney approximately when the vehicle was placed

14 back in service to see if he knows?

15 MR. LAIHO: I can -- I can do one -- I can

16 stipulate to it. I could look at the date that it was

17 signed, that Mr. Kenney certified that the -- it was

18 signed back in service. I can look at that right now

19 and I'll stipulate to that on the record that that's

20 when it was repaired.

21 JUDGE CHARTOFF: Okay.

22 MR. LAIHO: So for the record, Your Honor,

23 the date that it was certified, it had been corrected,

24 was March 26th, 2018.

25 MS. CAMERON-RULKOWSKI: Thank you. I find I

0069

 1 do have one -- one more question for Mr. Meany.

 2 BY MS. CAMERON-RULKOWSKI:

 3 Q. Mr. Meany, if this inspection had been a

 4 terminal inspection as opposed to a destination check,

 5 the Company would have received the same out-of-service

 6 violation from Staff, correct?

 7 A. I would assume so.

 8 Q. In other words, the fact that it was one type of

 9 inspection or another wouldn't have changed the -- how

10 Staff recorded the violations and how they were then

11 ultimately recorded in the electronic safety systems,

12 right?

13 A. I don't necessarily agree with that, no.

14 Q. However, you do agree, however, that regardless

15 of the kind of inspection it is, the -- when there is a

16 brake light that's inoperable, it will be recorded as an

17 out-of-service violation and when the -- a tire is found

18 to be contacting the vehicle, it will also be recorded

19 as an out-of-service violation, correct?

20 A. Again, I would not necessarily agree with that.

21 Q. If this had been a terminal check and Staff had

22 found that the brake lights on a vehicle were inoperable

23 or that a tire was contacting the vehicle, the vehicle

24 still would have been placed out of service, correct?

25 A. Could you define "terminal check"? I'm a little

0070

 1 unclear as to what that means.

 2 Q. All right. If this had not been a roadside

 3 inspection, if it had been an inspection with a

 4 different type of -- if it had been a terminal

 5 inspection, then -- and Staff had discovered that the

 6 brake lights on the vehicle were inoperable or if Staff

 7 had discovered that a tire was contacting the vehicle,

 8 the vehicle still would have been placed out of service,

 9 correct?

10 A. Again, no. I'm sorry, I don't agree with that.

11 This was well into our private property where these

12 trucks, you know, went through a gate. They went over a

13 speed bump. They're -- they were well inside, you know,

14 defined private property. This was not in any way, from

15 my opinion, a roadside inspection.

16 So when you're saying a terminal inspection, I

17 guess I'm still a little bit unclear as to what that

18 means. What a terminal -- what the difference between a

19 terminal inspection is and what the inspection is inside

20 our yard. I'm assuming that means the same thing, so

21 perhaps I'm incorrect there and I apologize.

22 Q. If the -- if -- regardless of where the

23 inspection had occurred, you would still expect that if

24 there was an -- if there was a violation that was in the

25 out-of-service criteria, that Staff would still place

0071

 1 the vehicle out of service, correct?

 2 A. No, I would not agree with that. I'm sorry.

 3 Q. Mr. Meany, are -- in your experience, have you

 4 experienced safety inspections being conducted on LeMay

 5 premises?

 6 A. Not from the Utilities Commission, no, ma'am.

 7 Q. I'm sorry?

 8 A. Not from the Utilities Commission, no. Not on

 9 LeMay property.

10 MS. CAMERON-RULKOWSKI: I have no further

11 questions.

12 JUDGE CHARTOFF: Okay. Redirect?

13 MR. LAIHO: No, your Honor.

14 JUDGE CHARTOFF: Okay. All right. You are

15 finished.

16 Okay. Ms. Cameron-Rulkowski, you would like

17 to call -- recall Ms. Yeomans?

18 MS. CAMERON-RULKOWSKI: I would, Your Honor.

19 JUDGE CHARTOFF: Okay. And, Ms. Yeomans,

20 you are still under oath.

21 THE WITNESS: Yes.

22 JUDGE CHARTOFF: Okay.

23 /////

24 /////

25 /////

0072

 1 E X A M I N A T I O N

 2 BY MS. CAMERON-RULKOWSKI:

 3 Q. All right. Ms. Yeomans, I'm going to see if we

 4 can clear up a few things.

 5 A. Okay.

 6 Q. In your prior testimony, you had characterized

 7 this inspection as a destination check. If -- what

 8 other type of inspections are there?

 9 A. We have terminal inspections, which are usually

10 done in the process of doing a compliance investigation.

11 We may have one in regards to an accident. Mostly they

12 are done at a company's location or they are done on

13 someone else's premises such as Safeco Field, which is

14 private property, or SeaTac, somewhere like that.

15 Q. Is it unusual that a carrier would undergo a

16 safety inspection at its own premises?

17 A. This one was unique so that we would have the

18 opportunity to stop garbage trucks in the process of

19 while they were in service.

20 Q. All right. I'm going to talk about the -- were

21 you here for -- did you hear the testimony of Mr. Kenney

22 and Mr. Meany?

23 A. Yes, I did.

24 Q. All right. Do you recall that Mr. Kenney

25 testified about a rock test?

0073

 1 A. Yes.

 2 Q. And was it during the rock test that you

 3 observed the tire contact the vehicle?

 4 A. No.

 5 Q. During your inspection, was the key in the

 6 ignition?

 7 A. Yes.

 8 Q. And would this have allowed the tires to turn?

 9 A. We leave the key in the on or accessory position

10 because most vehicles these days are power steering, and

11 to do the rock test or the turn test, you would have to

12 have it in that position in order for the tires to turn

13 properly, be able to turn them.

14 Q. All righty. And Mr. Laiho talked about a CVSA

15 decal and referenced Exhibit SY-1, page 3.

16 Are you required to issue a CVSA decal?

17 A. No, we're not.

18 Q. And if you didn't issue one, would there be any

19 problem for a carrier that had no CVSA decal?

20 A. No. The CVSA decal is basically so that other

21 inspectors know a particular vehicle was inspected in a

22 certain period of time.

23 Q. All right. Thank you.

24 Back to the type of inspection, if this had --

25 if -- regardless of where the inspection took place,

0074

 1 when you discover -- when you discovered the inoperable

 2 brake lights and when you discovered the tire touching

 3 the vehicle, would you have placed these vehicles out of

 4 service?

 5 A. Yeah, the location does not matter as to whether

 6 a vehicle is out of service or not. It matters if it

 7 meets the criteria in the out-of-service criteria, yes.

 8 MS. CAMERON-RULKOWSKI: Thank you. Those

 9 are all my questions for Ms. Yeomans.

10 MR. LAIHO: Couple questions, Your Honor.

11

12 E X A M I N A T I O N

13 BY MR. LAIHO:

14 Q. So, Inspector Yeomans, with the vehicle

15 related -- or Mr. Marsh's vehicle, the one concerning

16 the pitman arm, you talked about how the key in the

17 ignition, is it your opinion that this allowed the tires

18 to turn as if there was power steering?

19 A. When it's on accessory, it makes it easier for

20 the driver to turn the wheel.

21 Q. Okay.

22 A. Versus completely off.

23 Q. And do you know what year vehicle Mr. Marsh's

24 vehicle was?

25 A. No, I do not.

0075

 1 Q. Okay. Do you know if it had access to power

 2 steering with the engine off?

 3 A. I do not.

 4 Q. So you don't know if the fact that the truck is

 5 turned off it does not have access to power steering?

 6 A. Usual practice is to turn it to the auxiliary

 7 position to make sure that all lights work and the

 8 steering is able to be used.

 9 Q. Okay. You don't know if this truck had access

10 to power steering at that time?

11 A. I do not.

12 MR. LAIHO: No further questions, Your

13 Honor.

14 JUDGE CHARTOFF: Ms. Cameron-Rulkowski, any

15 redirect?

16 MS. CAMERON-RULKOWSKI: No redirect. Thank

17 you, Your Honor.

18 JUDGE CHARTOFF: Okay. So would the parties

19 like to make closing statements?

20 MR. LAIHO: I can make a brief one, Your

21 Honor.

22 MS. CAMERON-RULKOWSKI: We can go ahead and

23 do that. I think that it -- this is the case where if

24 one party makes a closing statement, then the other is

25 going to want to make a closing statement.

0076

 1 JUDGE CHARTOFF: Okay.

 2 MS. CAMERON-RULKOWSKI: Staff doesn't

 3 necessarily need to do a closing statement, but if the

 4 Company wishes to, then we will as well.

 5 JUDGE CHARTOFF: Okay. Okay. So would you

 6 like to go first?

 7 MS. CAMERON-RULKOWSKI: Sure.

 8 In Staff's view, this is a straightforward

 9 matter of two vehicles' safety rule violations. Staff

10 conducted a destination check of LeMay vehicles on March

11 20th of this year, and a destination check, as

12 Ms. Yeomans testified, is an inspection where the

13 vehicles and drivers are actually operating at the time

14 of the inspection.

15 As we heard from LeMay, the post-trip

16 inspections had not yet taken place at the time of the

17 inspection, and this is consistent with the destination

18 check, which is supposed to be a check of the vehicles

19 while they're operating. And as Ms. Yeomans testified,

20 the actual location of the inspection is -- is not

21 material.

22 During the inspection, Staff placed two

23 vehicles out of service for violations of the

24 Commission's Vehicle and Driver Safety Rule, WAC

25 480-70-201. In WAC 480-70-201, the Commission adopts

0077

 1 federal vehicle safety rules including 49 CFR parts 393

 2 and 396. Also, pursuant to WAC 480-70-201, the

 3 Commission follows the North American Uniform

 4 Out-of-Service Criteria and will place out of service

 5 any motor vehicle having safety defects identified in

 6 those criteria.

 7 The criteria are published in a handbook,

 8 and the Commission has adopted the April 2018 edition of

 9 the handbook in WAC 480-70-999. And relevant excerpts

10 from the April 2018 edition of the handbook are in

11 Exhibit SY-1.

12 The safety defects that Staff identified on

13 the two LeMay vehicles respectively were, one,

14 inoperable brake lights, and two, tire on the front

15 steering axle making contact with the vehicle.

16 Inoperable brake lights is a violation of 49 CFR section

17 393.9(a), which provides that all required lamps be

18 capable of being operated at all times. And having a

19 tire contacting the pitman arm is a violation of 49 CFR

20 section 396.3, which requires parts and accessories

21 including axles and attaching parts, wheels and rims and

22 steering systems, to be in safe and proper operating

23 condition at all times.

24 Both of the defects that Staff identified,

25 inoperable stop lamps and the tire contacting the

0078

 1 vehicle, are defects included in the Out-of-Service

 2 Criteria. This means that Staff must place a vehicle

 3 out of service when they discover either of these

 4 defects in a vehicle.

 5 Staff properly placed each vehicle out of

 6 service. Even though the Company repaired the brake

 7 lights on the spot following the inspection, it is

 8 uncontested that the brake lights were inoperable during

 9 the inspection. Inoperable brake lights are an

10 out-of-service defect, and Ms. Yeomans followed proper

11 procedure when she followed through and recorded the

12 vehicle as out of service.

13 Regarding the tire contacting the vehicle,

14 LeMay suggests that Ms. Yeomans did not follow proper

15 procedure to identify the violation. Ms. Yeomans

16 testified that no one else was around while she was

17 conducting the test during which she saw the tire

18 contacting the pitman arm.

19 And so in this case, we simply can't rely on

20 the Company's witnesses because they did not see what

21 Ms. Yeomans saw. She observed the tire actually

22 contacting the pitman arm when she asked the driver to

23 turn the wheel. And as we cleared up, this was not

24 during the rock test.

25 Ms. Yeomans -- the wear on the pitman arm

0079

 1 that both Ms. Yeomans and Mr. Auderer testified to is

 2 further evidence that the tire was contacting the pitman

 3 arm. Also, we heard -- also, we learned from the --

 4 from the Company that the pitman arm actually was

 5 replaced soon after the inspection took place, and this

 6 is further indication that -- that there was a problem

 7 associated or involving the pitman arm.

 8 In sum, Staff has supported the violations

 9 alleged in this proceeding and they should stand. That

10 concludes Staff's presentation.

11 JUDGE CHARTOFF: Thank you.

12 MR. LAIHO: Thank you, Your Honor.

13 So the context of this, Your Honor, is the

14 respondent, LeMay, was very cooperative before, during,

15 and after the inspection. After the inspection, even

16 received an email saying that their staff were

17 cooperative. They were cooperative with the UTC

18 throughout this process. They scheduled it, UTC got

19 some experience with these types of vehicles.

20 As far as the two alleged out-of-service

21 violations with the brake light, that was fixed on the

22 spot, still declared out of service, didn't get a

23 sticker, even though they're supposed to get a sticker.

24 As far as the pitman arm violation, again,

25 this comes down to testimony. We have witnesses testify

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 1 that there could be other explanations for why the

 2 pitman arm was shiny. Trucks sometimes go off roads,

 3 they go down gravel roads. That's what happened --

 4 that's -- and, yes, the pitman arm was replaced, but

 5 that doesn't necessarily mean it's because the tire made

 6 contact with the pitman arm. There's no evidence of

 7 that.

 8 Also, during -- there's quite a bit of --

 9 besides direct testimony, there was one person there who

10 was there the entire time while Mr. Marsh's truck was

11 being inspected, and that was Mr. Marsh. He was there,

12 he had clear access to see where the tires were during

13 any of the tests. The only test you -- that were --

14 where the steering wheel was being moved was this rock

15 test. Testified to that. Didn't see the tire make

16 contact with any component of the vehicle. Couldn't

17 have because they didn't have power steering. We have

18 no evidence that, in fact, it did have power steering

19 with the engine off.

20 In addition, at the time of the inspection,

21 all of LeMay's witnesses are -- Mr. Meany and Mr. Kenney

22 testified at no point did any UTC inspector say that the

23 tire made contact with the vehicle. They do recall that

24 Ms. Yeomans said that the paint was worn on the pitman

25 arm. If there was a situation where there was contact

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 1 with the tire and the pitman arm, believe that would

 2 have been what would be mentioned, not the paint. In

 3 addition, they could have taken pictures to demonstrate

 4 this. Did not do so.

 5 These are all -- in addition to the direct

 6 evidence, there's also circumstantial evidence of this,

 7 and the words of the handbook matter as adopted by the

 8 WAC. And it says an out-of-service violation condition

 9 exists only if the tire can be made to contact the other

10 portion of the vehicle at the time of the inspection.

11 If you do not have that witness, you do not

12 have that testimony, do not have that evidence, an

13 out-of-service condition does not exist and we're left

14 to speculation. We're left to assumptions, and that's

15 what -- that's why we're here, Your Honor.

16 And, again, this is something where two

17 witnesses can see something different, Your Honor. I

18 certainly understand that as an attorney. My witnesses

19 saw what they saw and the UTC had their witnesses as

20 well.

21 So, again, intention here is just to

22 demonstrate our case, present the evidence that's out

23 there. We're certainly not trying to call out or

24 question anybody's integrity or anything like that.

25 That's what we're here for, Your Honor. Thank you.

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 1 JUDGE CHARTOFF: Thank you.

 2 MS. CAMERON-RULKOWSKI: Your Honor, I have

 3 one final note, if I may. Counsel for LeMay discussed

 4 taking pictures, and as Ms. Yeomans testified, Staff has

 5 not seen a need to take pictures.

 6 MR. LAIHO: So I guess, Your Honor, this is

 7 out of order. We've had our closing statements.

 8 MS. CAMERON-RULKOWSKI: I would ask for

 9 rebuttal of the closing statement.

10 JUDGE CHARTOFF: I -- I understand that

11 it -- it is not -- or let me ask.

12 Is it -- I believe you stated that it wasn't

13 UTC's practice to take photos?

14 MS. YEOMANS: Correct.

15 JUDGE CHARTOFF: Okay. So is -- is there

16 anything -- do you need to say anything further?

17 MS. CAMERON-RULKOWSKI: All I wanted to say

18 is that Staff treats all of the carriers the same.

19 JUDGE CHARTOFF: Okay. Okay. So before we

20 adjourn, I would like to request that the parties waive

21 the requirement to issue an order in ten days because I

22 would like to have the transcript available to me when

23 I'm writing my decision, and it usually takes seven to

24 ten days to receive the transcript. And I would

25 anticipate that I would issue an order within five days

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 1 from the day the transcript is received. Does either

 2 party have an objection to that waiving that

 3 requirement?

 4 MR. LAIHO: No, Your Honor.

 5 MS. CAMERON-RULKOWSKI: No objection from

 6 Staff, Your Honor.

 7 JUDGE CHARTOFF: Okay. Thank you. Does

 8 either party have anything further before we go off the

 9 record?

10 MR. LAIHO: No, Your Honor.

11 MS. CAMERON-RULKOWSKI: Not from Staff, Your

12 Honor.

13 JUDGE CHARTOFF: Okay. Thank you all for

14 coming here today. We are off the record.

15 (Adjourned at 11:17 a.m.)

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 1 C E R T I F I C A T E

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 3 STATE OF WASHINGTON

 4 COUNTY OF THURSTON

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 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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13 Tayler Garlinghouse, CCR 3358

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