

MINUTES

MONTANA HOUSE OF REPRESENTATIVES
54th LEGISLATURE - REGULAR SESSION

JOINT SUBCOMMITTEE ON GENERAL GOVERNMENT & TRANSPORTATION

Call to Order: By CHAIRMAN ED GRADY, on February 14, 1995, at
8:13 a.m.

ROLL CALL

Members Present:

Rep. Edward J. "Ed" Grady, Chairman (R)
Sen. Thomas A. "Tom" Beck, Vice Chairman (R)
Rep. Gary Feland (R)
Sen. Eve Franklin (D)
Rep. Joe Quilici (D)

Members Excused: None

Members Absent: None

Staff Present: Skip Culver, Legislative Fiscal Analyst
Dan Gengler, Office of Budget & Program Planning
Connie Griffith, Office of Budget & Program
Planning
Rosa Fields, Committee Secretary

Please Note: These are summary minutes. Testimony and
discussion are paraphrased and condensed.

Committee Business Summary:

Hearing: Montana Department of Transportation
(MDT)
Department of Administration
Executive Action: Montana Department of Transportation
(MDT)

{Tape: 1; Side: A; Approx. Counter: 000; Comments: n/a.}

HEARING ON MONTANA DEPARTMENT OF TRANSPORTATION

John Blacker, Maintenance Division, MDT, handed out an
explanation on the bid list for the motor pool Request for
Quotations. EXHIBIT 1

Mr. Blacker discussed the equipment program and provided a brief
overview. They purchase equipment for Montana Department of
Transportation maintenance, construction, the lab, Motor Carrier
Services, and other equipment such as road graders. Under the
construction program their equipment needs are generated through

the Construction Management System. The jobs vary from site to site, crews stay there and work out of the test trailers.

CHAIRMAN GRADY asked if they lease any equipment. **Mr. Blacker** said in the past and occasionally they lease some specialty equipment, such as dozers.

CHAIRMAN GRADY was referring to leasing in place of purchasing equipment. **Bruce Barrett** explained that they met with dealers for John Deere and Case a few years ago and examined the lease/purchase programs offered, and in all instances their representatives said they were a lot better off owning the equipment outright, other than the specialty equipment.

Mr. Blacker pointed out that they are working under the 1994 base budget and have tried to trim expenses. **CHAIRMAN GRADY** asked if they are under the 1994 base with the present law plus the new proposals. **Mr. Blacker** said that was correct.

Mr. Blacker moved on to discussion about the executive present law and requests. Item #1 is personal services, which was talked about previously and are adjustments due to vacancy savings: early buy-out retirements and continuation of the 1995 biennium pay plan. Item #3 is fixed costs which shows a decrease of \$188,428, due to the \$180,000 reduction in insurance premiums paid to the Department of Administration (DofA).

Mr. Gengler said the reason the insurance rates have fluctuated is due to loss experience. Tort Claims Division in the Department of Administration reviews three years of claims history in setting insurance rates; the last three years have shown a reduction in filed claims. **Mr. Blacker** said he agreed and they've been going through a comprehensive safety training, driver awareness and defensive driving programs and have noticed a vast decrease in accidents, which has resulted in a lowering of insurance premiums from DofA.

REP. QUILICI said they've also seen it go the other way because the escalation of claims has caused the insurance premiums to go up. **Mr. Blacker** agreed and said it does seem to fluctuate.

Mr. Blacker described Item #4, consulting services, which is a decrease of \$15,432 due to the fact that these services are not being used. They have hired Peccia and Associates, for instance, to design plans for snow plowing. They've tried to fine tune this equipment so it would operate at a high level. He said they are not planning to do this kind of design work in the near future unless the technology drastically changes.

Item #5, base budget for equipment, is decreased by \$828,740 in fiscal 1996 and \$273,86 in fiscal 1997.

CHAIRMAN GRADY said they are still going to be spending almost \$11 million on equipment over the next biennium. **Bruce Barrett**,

MDT, said this figure was correct and clarified that for the western states, Montana is equal in fleet size and is valued at over \$100 million and are replacing about \$5 million annually. Most of the surrounding states are in the \$7.5 to \$12 million per year range, so Montana is under equipment replacement expenditures in comparison with surrounding states.

{Tape: 1; Side: A; Approx. Counter: 393; Comments: n/a.}

Mr. Blacker then handed out vehicle lists of units showing different ages, models, and years. He explained the lists of vehicles. **EXHIBIT 2**

CHAIRMAN GRADY said they are spending about \$20 million per biennium just to purchase and operate the equipment. Mr. Blacker said that was correct. Mr. Barrett said of the \$15 million annual budget, \$5 million is equipment replacement and the rest is in thirds: \$3 million for gas and diesel; \$3 million for repair, parts and tires; and \$3 million for personal services. That's how the equipment budget works in general terms.

CHAIRMAN GRADY asked how much they bring in per year on old equipment sales. Mr. Barrett said that figure varies year to year, from \$200,000 to \$500,000. It goes back into the equipment program which is a proprietary fund, so it is included in the spending authority that they are requesting.

{Tape: 1; Side: A; Approx. Counter: 575; Comments: n/a.}

Executive New Proposals

Mr. Blacker said Item #1 is miscellaneous new equipment for which they are proposing \$271,511 appropriated from the proprietary account in fiscal 1996 to purchase additional equipment. They plan to buy pups (which double the capacity of haulers), used tractors and belly dumps and the issue is that as they reduce FTEs, they'll be able to purchase equipment such as pups.

CHAIRMAN GRADY said they are also cutting into the private contractor with such a proposal. Mr. Blacker said they are not trying to cut into the private contractor, and recalled that the previous day, Mr. Morgenstern, Montana Contractors Association, said in a number of cases they work together with the contractor. He provided examples of such cases. He said the hauling of sanding or stockpiling material is not used under the private contractor scheme. "When we can only haul nine yards, for example, on a tandem axle dump truck versus hauling 18 yards, it brings the cost of that material up." The haul cost is incorporated into the material cost. They are not wishing to increase the fleet, only four pups.

{Tape: 1; Side: A; Approx. Counter: 700; Comments: n/a.}

The used tractors are needed to move equipment into work areas and most divisions have one tractor and one trailer to accomplish this task. They are attempting, as they downsize, to be more efficient in their operation.

REP. FELAND asked if they have to haul something, why don't they call a contractor to do it. **Mr. Blacker** explained that contractors concentrate their efforts in the big ticket items, not the smaller, pavement preservation jobs, and consider it more as "fill-in" work. When construction projects are in full swing, it's difficult to find contractors who have the equipment and the ability to do the work during peak seasons. **Mr. Blacker** emphasized that they don't want to compete with contractors and that's not what they're about. For instance, with the used tractors and belly dumps, they have the ability to attach sanders, and sand roads with the belly dump. He said the state of Alaska uses these for sanding roads. They can sand 40 miles of road before having to return to refill for sand.

Mr. Barrett said they are working with the Montana Contractors Association to determine if they have equipment that can be leased by MDT during the contractor's off-season.

{Tape: 1; Side: A; Approx. Counter: 890; Comments: n/a.}

Mr. Blacker discussed the personal service reduction of 6.0 FTE in the equipment shops throughout the state. He said that would conclude his discussion on the equipment program.

Skip Culver, LFA, mentioned that the Motor Carrier Services Division would be next and can be found on Page A-100 of the LFA book.

{Tape: 1; Side: A; Approx. Counter: 970; Comments: n/a.}

HEARING ON MONTANA DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER SERVICES DIVISION

Dave Galt, Administrator, Motor Carrier Services Division, read and submitted written testimony, beginning with the present law base adjustments. **EXHIBIT 3**

{Tape: 1; Side: B; Approx. Counter: 000; Comments: n/a.}

Mr. Galt continued reading his written testimony.

CHAIRMAN GRADY asked how the legislator is chosen to serve a membership in the International Registration Plan (IRP). **Mr. Galt** replied that the governor chooses this individual. **SEN. HARP** is currently the legislator serving.

Mr. Galt resumed reading his testimony--item #8, credit card processing fees.

{Tape: 1; Side: B; Approx. Counter: 167; Comments: n/a.}

Mr. Galt then began discussing the new proposals for his division as described in his written testimony.

CHAIRMAN GRADY asked if he said some of this equipment would allow them to check the trucks as they go by, they won't have to pull them in. **Mr. Galt** said that was correct and he described the device that is installed in the pavement about a mile from the weigh station with a computer in it that reads the truck as it goes down the road. He said the truck would have to be equipped with a transponder. This is a joint industry-government program that they're wanting to participate in; the requested \$30,000 would allow this to occur. The government's commitment would be to install the hardware in the ground; the industry's commitment would be to have the transponders in the vehicles and pay for the processing charges (\$.50-\$1.00) every time they pass the weigh station. They need to determine if it's more economical for the company to have the pre-clearance authority, or to pull into the weigh station. It's a 100% optional program and is going very well in California. Fourteen other western states are adopting this program.

CHAIRMAN GRADY asked what would happen with the trucks that didn't want to put the equipment in. **Mr. Galt** said it's optional and if they didn't choose to participate, would have to pull into the weigh station as they are doing now. He described the current procedure for weighing vehicles at the weigh stations. He explained that safety would still be a consideration.

CHAIRMAN GRADY asked if they would keep the weigh stations and not eliminate them. **Mr. Galt** said they haven't figured out how not to operate the weigh stations and would have to keep them. He said they run one person per scale with the exception of a station on the Montana-Idaho border on I-90 which is very busy because they have trucks going east and west at that location. During peak seasons they put in double shifts at Butte, Crow Agency and Broadus.

REP. FELAND asked what the cost is to operate the Montana-Canada border station. **Mr. Galt** said it costs about \$37,000 per year of which \$16,000 pays the lease for the safety barn, which will be paid off in seven years. It costs approximately \$16,000 - \$18,000 to operate the weigh station each year. He said there are also law enforcement officers who check Montana law for vehicles entering the state from Canada.

{Tape: 1; Side: B; Approx. Counter: 388; Comments: n/a.}

Mr. Galt described the portable units that are stationed in places such as Shelby to monitor shipments. He said there may be legislation addressing the issue of appointing out-of-state peace officers and he described the necessity of giving officers in

Alberta the same authority as those in Montana to enforce Montana laws.

CHAIRMAN GRADY told **Mr. Galt** they would be taking action on the Motor Carrier Division later that morning.

{Tape: 1; Side: B; Approx. Counter: 430; Comments: n/a.}

Mr. Culver asked the committee to look at the Interfund Transfers Program on page A-96 and said that traditionally this program was used to appropriate funds from the highway special revenue account and transferred to the reconstruction trust account. This was strictly an accounting function and they were not actual expenditures until placed into the reconstruction trust account. When Governor Racicot was the attorney general in 1992, he issued an attorney general's opinion stating that when funds are transferred from one account to another within the state treasury system that no appropriation would be required. **Mr. Culver** said he and **Dan Gengler, OBPP**, discussed that the \$66 million over the biennium is not required to be appropriated. He introduced **Connie Griffith, OBPP**, to speak about this issue from the Department of Administration's (DofA) position.

Connie Griffith, OBPP, said they have talked with the governor's budget office and others regarding these types of transactions and she understood that there was legislation passed, as part of HB 23, that allows transfers to be made without appropriation, because they are between agencies within the state treasury. They agree with this conclusion and believe that transfers can be made unappropriated.

REP. QUILICI said he didn't understand the double appropriation and asked **Ms. Griffith** what the necessity was for this. **Ms. Griffith** explained that it is just a budget system, not an accounting system. She said that all expenditures have to be budgeted if they're in a particular fund, such as the general fund or special revenue, so they had gotten into the process of having to appropriate transfers even if they were between two state special revenue funds, so it resulted in conflicts between the accounting and the budget systems. In one fund the revenue had to be appropriated to begin with, then when it's transferred out to another agency or fund, that results in a double-appropriation.

Mr. Gengler explained that they will still record the program on the books, however the full amount of the \$67 million can be eliminated as an appropriation in HB 2.

CHAIRMAN GRADY stated the \$67 million in state special revenue could be eliminated. **Mr. Gengler** stated that generally they don't want agencies transferring funds between accounts and he explained that money in an earmarked account should not be transferred unless there is specific legislative authorization. The difference with this issue is that there is already

legislative authorization in the statute. Appropriating this transfer would then be a duplication.

CHAIRMAN GRADY said when they do executive action, it will take a motion. **Mr. Culver** said that by taking no motion on the interfund transfer program, the committee would be removing the appropriation.

{Tape: 1; Side: B; Approx. Counter: 764; Comments: n/a.}

HEARING ON MDT - STORES AND INVENTORY

Mr. Culver said Stores and Inventory are on page A-98 and is another example of the double appropriation. He said the appropriation to buy inventory supplies, such as road oil, gasoline and sand, is appropriated in this program. The programs using these supplies also have an appropriation to purchase from this program. It actually operates as a proprietary account. On page A-76, the issue is described, which **Mr. Culver** read to the subcommittee.

Bill Salisbury, MDT, reiterated what **Mr. Culver** said about the double appropriation of funds for purchase of supplies. They would like to operate this program instead with interfund transfers. He explained how the management systems are used and why interfund transfers would be more efficient.

{Tape: 2; Side: A; Approx. Counter: 000; Comments: n/a.}

Mr. Salisbury continued discussing their emphasis, which is more on inventory turnover, rather than having inventory on hand. They would be in favor of eliminating the double budgeting system. He mentioned their use of program transfer from the equipment program to the general operations program in FY 1994 was intended to be a short-term fix. In the 1993 session they anticipated that several positions and activities would receive federal funds, but it did not occur for various reasons. The stores program still had a reversion of more than \$1 million at the end of fiscal 1994.

REP. QUILICI asked what effect this recommendation would have if they implemented accounting procedures to purchase materials directly from the construction and maintenance program. **Mr. Salisbury** said that was another possibility, but when they put items into the storage program, there are certain quantities, such as gravel, sand or paint, and are stored for future use and not used immediately for a certain project. They are run through the inventory system in the storage program, which develops average unit cost. He stated that it's been a 15-year mission of his to eliminate the double accounting, and said the department is in support of this as well.

CHAIRMAN GRADY clarified that he would like to get rid of the double accounting but not eliminate the storage and inventory program. **Mr. Salisbury** said that was correct, but it would be a non-budgeted activity and wasn't sure how that would be managed.

CHAIRMAN GRADY looked at the different options shown in the LFA budget book.

Mr. Culver said option C still leaves the double-appropriation and just restricts how the funds can be used. **CHAIRMAN GRADY** asked which one would eliminate the double appropriation. **Mr. Culver** said option B, but while it's a desirable goal, he didn't know if MDT would be ready to implement it.

{Tape: 2; Side: A; Approx. Counter: 173; Comments: n/a.}

Mr. Salisbury told the chairman what would happen if option B was implemented, but if they had only the appropriation in the maintenance and construction program, that's where they want it. The proposals heard by the maintenance and construction already contain the appropriations they need.

CHAIRMAN GRADY said they needed to address the problem of double-accounting and the committee agreed to look at this in more depth during the session.

{Tape: 2; Side: A; Approx. Counter: 228; Comments: n/a.}

HEARING ON MDT - ADMINISTRATION DIVISION

Mr. Culver said they were now on page A-78, General Operations. **Mr. Salisbury** described the general operations program which includes the director's office which has public affairs, human resources and administration division. Three issues relate to the director's office--two issues in present law adjustments and one in new proposals. All the other issues relate to the other programs.

He said that items #5 and 6 dealt with the director's office. On pages A-80-81, item #2 dealt with the human resources program.

Mr. Salisbury said the administration division is composed of the accounting services bureau, financial management bureau, information services bureau, and the purchasing services bureau. The general operations in the administration division primarily deal with motor fuels tax collections. He said they also handle tax negotiation agreements with tribal governments. They also handle all bonds and insurance for the department. Their primary emphasis is on tax collection, accountability and efficiency improvements. There are increases in the program over the 1994 base budget, but the requests for 1996 and 1997 are below the 1994 base. He mentioned the computer equipment and services that funds are requested for and are a consequence of

FTE reductions. Tax evasion and avoidance is another area of increase in the budget request. He then walked the committee through the proposed budget requests on page A-79.

Mr. Culver said he thought the 9.0 FTE should come out of the base and not as a present law adjustment. **CHAIRMAN GRADY** asked if these FTE were gone and **Mr. Culver** said they were, according to the governor's proposal. He said they were associated with a restricted one-time appropriation, and expenditures for this were removed prior to the base, they were not in the base. For some reason, the 9.0 FTE were left in the base figure and should not have been there.

Mr. Gengler said he agreed with **Mr. Culver**, but the presentation that shows the 9.0 FTE coming out is what was agreed to by LFA and budget office management. **Mr. Salisbury** said the bottom line was that the 9.0 FTE and associated expenditures were pulled out so they're starting all over again.

Mr. Salisbury went on to Item #2, inflation and fixed costs, and said the subcommittee has already addressed this. They have a deflation in their computer services. Others increased because of network fees, per charge per terminal.

REP. QUILICI asked about the network fees paid to the Department of Administration for \$51,000 per year, and wondered if the reduction of DofA's fees from \$40 to \$36 for network costs was considered. **Mr. Culver** said reductions of fixed costs will be adjusted accordingly. **Mr. Gengler** added that in this case this reduction was made as they were putting the budgets together, so this one does reflect the lower \$36 cost.

Mr. Salisbury said they are spending more money on outside consultants for computer services. He said the costs are going up as they experience more demands on the computerization and retrieval of data, etc.

SEN. FRANKLIN asked how they use private consulting for computer services. **Mr. Salisbury** said in most cases they develop most of their own internal systems, because they're so interrelated and specialized, such as for engineering and accounting applications. The overflow that is contracted out, for instance, is for maintenance or for stand-alone systems. \$300,000 is in the budget for FY 96 and \$325,000 in FY 97. He explained further the contractors they work with and with major applications, for instance, for the construction program, the management and planning systems are contracted out on bid.

SEN. FRANKLIN asked if BDM, the firm he mentioned, can structure programs and analyze how efficient their computer usage is and if it's meeting the department's needs. **Mr. Salisbury** said they do have that service.

{Tape: 2; Side: A; Approx. Counter: 696; Comments: n/a.}

Mr. Salisbury mentioned the travel item and explained the issue with this budget item. They removed a one-time only appropriation and because of an oversight, \$24,259 was included which should be removed from the base. This brings them to a \$45,000 increase in travel which is related to an increase in audit functions.

{Tape: 2; Side: A; Approx. Counter: 831; Comments: n/a.}

Mr. Salisbury described the increase in the printing item of \$23,000 in 1996 and \$5,000 in 1997. He said the increase in the construction program correlates to the need for more printing. He said one bid, for instance, for one project would be five to six feet high of paper. They are working toward greater sophistication as they work with engineering firms and enable them to retrieve information right off the computer system. They're moving to a digital duplication process in the print shop. The existing equipment is so outdated they can't find parts for them or people to work on them. He described the value of using high speed copiers. He said the increases also reflect the anticipated doubling of contract plans.

{Tape: 2; Side: B; Approx. Counter: 000; Comments: n/a.}

Mr. Salisbury discussed the postage item.

Mr. Salisbury discussed the new proposals. For the fuel tax compliance they added 2.0 FTE to the existing 5.0 FTE to provide tax evasion audit coverage in Kalispell and Butte. Plentywood, Glendive, Glasgow, Billings, and Missoula are the other five areas.

REP. QUILICI asked if this is the program that has raised the revenue projections. **Mr. Salisbury** said it has raised revenue in two ways: 1) it has paid for itself and 2) they don't get voluntary tax compliance, so the program has helped generate tax payments.

REP. FELAND asked if the highway patrol or the weigh stations do this kind of fuel tax compliance. **Mr. Salisbury** replied that they don't handle the dyed fuel part of it. They manage the auditors who audit at the distributor level and the user level, which has changed. They are eliminating the user level auditing that they do. Their function is to help people comply with the regulations. There's a 9:1 ratio of payback. He said they don't have a quota for collections, and encourage compliance rather than catching violations.

{Tape: 2; Side: B; Approx. Counter: 131; Comments: n/a.}

Mr. Salisbury discussed data processing and equipment. He explained that purchase of new equipment is handled by taking out the replacement from previous present law and now were adding it back in. They need to purchase new network servers for district

offices and motor carrier weigh stations. Twenty-four hour, on-line permitting will provide a valuable service to truckers. The rewiring of the Helena complex has two parts: \$190,000 is for hardware and rewiring (much of the rewiring expense was handled by the long range building program). He discussed contract fuels tax audits and the new proposals for this program. The International Fuel Tax Agreement (IFTA) audit guidelines were discussed in detail.

Approximately \$66,000 is requested for the project financial management system to carry out what was added in the previous biennium. There are currently 2.0 FTE, they wanted to add contracted services funding to add to this. They will continue to accomplish this work internally, but a lot will be contracted out to firms such as BDM. They got through the analysis phase, but they were unable to find an accountant to contract with to accomplish the financial analysis on a temporary basis. So they are requesting additional FTE to continue the work they are doing. He said it is tough to hire qualified people to work only two years.

Privatized data entry is part of their 5.85 FTE reduction and 2.0 FTE related to data entry. He described the dyed fuel project, which relates to HB 539 when the federal government created two tax types for special fuel: clear fuel which is taxable (generally for to be used on highway), and dyed fuel (non-highway use) which is tax-exempt. He said the motor carriers division is trained to randomly sample tanks and test fuel for other colors and chemicals (hazardous waste) that might be mixed in.

REP. QUILICI asked if he meant they mix the fuel with a solvent. **Mr. Salisbury** said it could be numerous things, such as hazardous materials such as motor oil, PCPs, bleaching activates from paper mills, solvents. He said that diesel fuel can operate at 20% and a trucker wouldn't know if the fuel in his truck has PCPs in it or not. They sample the fuel and send to the Department of Health for analysis. He described a dyed fuel program in Ontario, Canada, where the largest problem they've encountered is hazardous waste.

REP. QUILICI said he assumed the dyed fuel is used for off-road purposes, for instance, in construction work. He asked if they ever check the fuel used by construction companies. **Mr. Salisbury** said Montana Tunnels has asked them to test their fuel for them. They are also concerned about the quality of the fuel burning. There's organized crime in this kind of contamination as the disposal of hazardous waste becomes more expensive.

{Tape: 2; Side: B; Approx. Counter: 467; Comments: n/a.}

REP. QUILICI asked if the industry is aware of these problems and he asked what they're doing about it. **Rona Alexander, Petroleum Wholesalers Distributors of Montana** explained that the industry is very aware of the fuel problem and the distributors she

represents have options and they support efforts to check and monitor the fuel quality. She said they can be in violation just by selling the fuel.

CHAIRMAN GRADY said this is a way of detecting hazardous waste in diesel fuel. **Mr. Salisbury** said this is a big problem in the eastern U.S. because it masks it so well.

SEN. FRANKLIN asked at what point is the waste product introduced into the fuel. **Mr. Salisbury** said it comes after distribution, or can happen all the way down the line. In the east it's boated in, brought in and mixed at the barge. In the west, someone might have a tanker load of dyed fuel. He said just like with tax evasion, this happens between states and not too much internally. They can pour it right into the fuel. He mentioned a Nightline program that dealt with this issue. He said there's more money in this than there is with drugs. He said through December they were experiencing 14% tax evasion. There are no FTE associated with this pilot program. He explained the IRS involvement in enforcing tax collection, but Montana is one of the few states that has laws pertaining to dyed fuel. He said other states are using Montana's legislation as a prototype. They have been negotiating with the IRS to work together, but have found their rules and regulations to be "ridiculous." They use their trained people to help with the program. He said the big tax evaders aren't caught at the weigh stations, just the smaller ones.

Mr. Salisbury said the IRT system, International Registration Plan, and the fuel tax system are over 20 years old and extremely antiquated and outdated. During the 1993 session, they received \$300,000 to analyze and study the modernization of these systems both externally and internally. They put this internal accounting project out on bid and is available in private industry. They gave the bid to Lockheed Corporation, now called Lockheed Marietta. He described their qualifications to work on this project. He referred again to IFTA and IRP and said this corporation is a member and is well-versed in these programs. **Mr. Salisbury** described the integration of various systems such as accounting, collections, billing, permitting, licensing, and tax collection into one, as opposed to stand-alone systems that are inefficient. They have entered into a partnership agreement with Lockheed and provide governmental accounting expertise and dyed fuel, auditing and tax evasion policies.

{Tape: 2; Side: B; Approx. Counter: 822; Comments: n/a.}

Mr. Salisbury briefly mentioned the personal service reduction to pay for the pay plan, of 5.85 FTE in vacancy savings.

Testimony:

Bob Stevens, Montana Grain Growers Association, said he favored the dyed fuel project. He stated that farmers use a lot of dyed

fuel and they are like anyone else and might have a tendency to put fuel in their tanks and take it out on the highway. He believed the dyed fuel program would help farmers use fuel legitimately and stay in compliance. If the farmer knows they're out there, he won't be as likely to use dyed fuel in his trucks on the highway.

Rona Alexander, Petroleum Wholesalers Distributors of Montana, said that most distributors are licensed who are responsible for collecting and submitted fuel taxes to the Department of Transportation. In reference to tax evasion, they are concerned statewide and nationally, and have seen efforts to collect taxes much improved since the motor fuels tax division was moved from the Department of Revenue to MDT. She said the total impact from the changes in the diesel fuel situation has not yet been realized. She stated that the request for auditors is reasonable and no one knew what the projected funding would be and now see that it is greater than expected. The industry is concerned about illegal fuel coming over the borders and have looked at fairly aggressive legislation to deal with it, but did not present it this session. They wish to go on record as supporting the requests of the audit division and the more they can curb tax evasion, the later they put off looking at a tax increase.

CHAIRMAN GRADY asked if she thought there might be even more revenue "out there yet."

{Tape: 3; Side: A; Approx. Counter: 000; Comments: Ms. Alexander answered this question while the tape was being changed.}

Mr. Curry said the next item was the commercial drivers drug testing program and his introduced **Russ McDonald, Human Resource Division,** would present this item. He referred the committee to page A-80 in the LFA book, present law base adjustments #5 and #6. Item #5 is an increase in advertising, which is their public affairs office. He said this is actually funding to pay for the production of some safety-related public service announcements designed to increase driver awareness in work zone areas and also winter travel safety. Accidents with snow plows are a problem and they want to publicize the dangers involved in winter travel and encountering plows on the highway.

Item #6 is for an increase in communications which has to do with the road reporting system. He said the toll-free number currently provides road conditions to callers and there are 12 lines. During some of the busier times in the winter, only one of every ten calls is getting through on a first try. They want to increase the number of lines from 12 to 24 so they have better public access for winter road conditions and summertime construction activities. The \$125,000 increase requested amounts to 80% federal funds to the 20% state match.

{Tape: 3; Side: A; Approx. Counter: 92; Comments: n/a.}

Russ McDonald, Division Administrator, Human Resource Division, MDT, said they requested 1.0 FTE and other funding for the drug testing program. They have 750 drivers in the MDT who are required to have commercial drivers licenses and under the regulations of the federal motor carriers services, they must take part in drug testing these individuals. At least 50% of them must be tested annually for drugs, and 25% for alcohol. They must do pre-employment testing, random testing, post-accident testing, and reasonable suspicion testing (which he explained). He said if someone tested positive for drugs or alcohol, in order to return to work, they must be subjected to follow-up tests. He said they would be contracting the actual lab testing. The FTE they are asking for is because this is an extremely complex and technical area of drug testing and they are new to it. This person will need to monitor activities of the contractor, keep on top of procedures and policy, identify and deal with legal issues, and work with the unions on the drug testing issue. He said they do not currently have anyone on staff who is qualified to do this job.

CHAIRMAN GRADY asked how big their staff is. **Mr. McDonald** said he has no staff involved in drug testing and they have not been doing this to-date. The drug testing regulations went into effect for MDT on January 1, 1995 and are doing testing to the best of their ability, and have only done pre-employment tests.

SEN. FRANKLIN said the Senate just passed a bill that requires any public employee who has been involved in an accident be drug tested if fault is an issue. **Mr. McDonald** said he was aware of that and will fit right into the other programs they are implementing. He said that any agency in state government can piggyback on this contract, so will be able to take advantage of it.

REP. QUILICI asked about the confidentiality of the employee. **Mr. McDonald** explained that the way it will work is as follows: an employee would go to a collection site and be tested, the alcohol test would be done on site and results known to the person and the employer right away. The urine sample for the drug test is sent to a lab, tested, and if positive the results are reviewed by a medical review officer, who will contact the employee directly and discuss the matter with them to find out if there are extenuating circumstances that may have led to a positive test, possibly from prescription drugs. Once the medical review officer confirms the positive test, they would send the results to MDT, which are kept in a secure, locked file. They would have to notify the district engineer that the test was positive, because it requires that the employee not be assigned to "safety-sensitive functions" until they've followed a prescribed program by a substance-abuse professional. The employee could be reassigned to other work until certified drug-free.

SEN. FRANKLIN asked if there are administrative sanctions or agency protocol in addition to removing the employee from safety-sensitive functions. **Mr. McDonald** responded that they discipline employees who abuse alcohol on the job. They would take steps under that policy to address drug abuse.

REP. FELAND asked if their policy is that it is against the law to use drugs and work for MDT. He asked if they are only prohibited from driving trucks, but can still work. **Mr. McDonald** said that was correct and reiterated that if they have other non-equipment operation jobs on the site, they will reassign them.

REP. FELAND asked why they would allow this employee to keep working. **Mr. McDonald** said if they believed they were still using drugs after testing positive, they would not be allowed to return to work. If they are in a rehab program, they have an obligation under the Americans for Disability Act to accommodate them. **REP. FELAND** clarified that they would have to be involved in an approved program.

SEN. FRANKLIN asked about other disciplinary action that might be taken at the same time. **Mr. McDonald** said there are two levels and if the infraction is serious enough, the employee could be terminated. They believe that they should first try to rehabilitate the employee and the law is not designed to catch people, but to reduce the use of drugs and alcohol by people on the job.

REP. QUILICI said it would also keep employees on their toes. **Mr. McDonald** said the random tests will be just that, and they will assign a number to each person and the list of numbers will be provided to the contractor who will use a computer program to generate the random list of employees to be tested. **REP. QUILICI** asked if this will be done during working hours and **Mr. McDonald** replied yes.

{Tape: 3; Side: A; Approx. Counter: 406; Comments: The committee took a break.}

EXECUTIVE ACTION ON MDT
MOTOR CARRIER SERVICES

Mr. Culver said motor carrier services were on page A-100, program 22.

Base Budget

Motion: **SEN. FRANKLIN** MOVED TO ACCEPT THE PRESENT BASE BUDGET.

Discussion:

SEN. BECK asked about the hefty increase in dues, \$11,000 each year membership. He wanted to know why it went up \$5,000. **Mr. Galt** said the multi-state highway agreement went up \$5,000 and

said he didn't know what the trucking industry was paying. For \$10,000 they couldn't get a competent person to run the program.

SEN. BECK asked what the multi-state highway agreement is. **Mr. Galt** said it was put in Montana statute 61-10-1100, and the goal of this agreement is to take a legislator and truck regulating official from each state, sit them down and go over major issues affecting regional trucking, and try to reach a consensus on problem solving and educate legislative members on problems of the trucking industry and government officials. This agreement is responsible for significant impacts to the trucking industry, one of which is the operation of triple-trailers operating across the region. They were also responsible for getting the association of transportation officials in the west to put together a subcommittee on trucking issues. Uniformity in trucking regulations was one of Governor Racicot's trade advisory council's chief recommendation to stimulate trade in Montana.

Vote: The motion carried unanimously.

{Tape: 3; Side: A; Approx. Counter: 600; Comments: n/a.}

Item #3 - Personal Services Reduction

Motion: **SEN. BECK** MOVED TO ACCEPT NEW PROPOSAL ITEM #3, PERSONAL SERVICES REDUCTION. The motion carried unanimously.

Item #1 - Intelligent Vehicle Highway System

REP. QUILICI asked **Mr. Galt** if the new proposals could be described again. **Mr. Galt** said for the intelligent vehicle highway system they are asking for money to join the program that allows trucks to bypass the weigh station if they participate accordingly. This would save time for the truckers. He gave an example of the Rocker weigh station and the time lost by truckers because of backed up traffic on the interstate.

SEN. BECK asked if they can take this \$35,000 and match it with federal funds for construction, on an 80/20 match. **REP. QUILICI** said it's an 87/13 match.

CHAIRMAN GRADY asked if there are federal dollars still out there that need a state match. **Mr. Dye** said, in response to **SEN. BECK'S** concerns, if they saved the \$35,000, they won't have the ability to get more federal funds, but already have the ability to adequately match this biennium all federal funds that they expect to get.

A discussion on federal funding ensued.

Patricia Saindon, MDT, explained that the construction budget would not be impacted because there are special categories for use of federal highway dollars and these funds are not directed for construction.

SEN. BECK asked if the funds for metric conversion can be put into construction. **Ms. Saindon** said they could. In answer to a question about the intelligent vehicle highway system funds being transferred to construction, she said there are adequate dollars to match with federal funds for construction and they would not increase the federal revenue by freeing up those state dollars.

CHAIRMAN GRADY stated that he and **SEN. BECK** would like to put more money toward building roads than for some of the proposed programs and they wondered if there was federal money that they could obtain if state dollars were applied toward that, and perhaps they could shift the dollars around.

Mr. Dye explained that each budget modification has its own funding circumstances with regard to the federal match.

{Tape: 3; Side: B; Approx. Counter: 000; Comments: n/a.}

Mr. Galt commented on IVHS and said he wasn't asking for it just to spend money, he believed that eventually this device would increase revenue for the motor carrier services collection. The workers at the weigh stations do three things: weigh trucks and keep the weights legal which protect the highway system; they do safety checks on a vehicle and the driver which protects the traveling public; and they make sure that the vehicles that are operating on the highway pay their fair share of the taxes and fees. His primary interest is for the workers at the weigh station to bypass the trucks that are legal and paying their way, and concentrate on the ones that aren't.

He said of the \$35,000, he predicted that they will see an increase in revenue from those who should be paying that aren't. In answer to a question, he said this \$35,000 would enable them to join the association of those putting together the regional database and would allow all trucks to join the system who want to bypass the weigh stations. They are currently experimenting with a Billings-Laurel weigh station and will be installing some of the technology, but this money will enable them to identify the vehicles because they will have access to the regional database. He said it's not a pilot project.

Mr. Dye said from a trucking industry standpoint, the majority of them want this system in place. He described the benefits for the truckers, and only those operating illegally would be pulled in. **REP. QUILICI** asked how they would get pulled in. **Mr. Galt** said the system is set up to have a transponder on the vehicle, a device that identifies it, a weigh-in-motion device in the pavement, and a reader that reads the transponder that would identify the truck and the computer would call up data on the truck and show the current status of payments and signals back to the truck with a light system. He said this is all done within 60 seconds.

CHAIRMAN GRADY thought the committee might want to think about this and they could take up action on it the next day. They haven't heard anything from the trucking industry about this development.

SEN. BECK asked if farmers would have to have this transponder. **Mr. Galt** said the program is totally voluntary. He said he would be making a presentation to loggers in answer to their inquiries about being able to bypass weigh stations. He said this program would give him something to sell to the trucking industry, right now he only has an idea.

Motion/Vote: REP. QUILICI MOVED ITEM #1, THE INTELLIGENT VEHICLE HIGHWAY SYSTEM. The motion carried unanimously.

{Tape: 3; Side: B; Approx. Counter: 209; Comments: n/a.}

Aeronautics

Motion/Vote: REP. QUILICI MOVED TO ACCEPT THE PRESENT LAW ADJUSTMENT FOR FY 1996 AND 1997. The motion carried unanimously.

Motion/Vote: SEN. BECK MOVED THE EXECUTIVE BUDGET NEW PROPOSALS. The motion carried unanimously.

Transportation Planning Division

Discussion:

CHAIRMAN GRADY said this was for the McCarty Farms issue and would involve \$400,000 of general fund. **Mr. Culver** said they requested this be a biennial appropriation.

Mr. Dye explained that the motion should say a \$400,000 biennium appropriation from the highway special revenue account.

Motion/Vote: REP. FELAND MOVED TO ACCEPT THE PRESENT LAW ADJUSTMENT FOR FY 1996 AND 1997. The motion carried unanimously.

Mr. Culver said there were four new proposals. **SEN. BECK** asked about these new proposals being general fund proposals and said they didn't want that. **Mr. Culver** said since the LFA book was published, the budget office has requested that this come from the highway revenue fund.

Motion: REP. QUILICI MOVED ITEM #3, THE MCCARTY FARM LITIGATION, BE PAID FROM STATE SPECIAL REVENUE FUNDS AS A BIENNIAL ONE-TIME ONLY APPROPRIATION IN THE AMOUNT OF \$2 MILLION AND THAT IT BE RESTRICTED SO IT COULD BE USED FOR THE DESIGNATED PURPOSE.

Discussion:

SEN. BECK asked if they need to move that when there is a settlement that the money must revert back to the fund. **Mr.**

Gengler said his understanding is that is the agreement between the plaintiffs. Language in the past has required that, but he wasn't sure it would have any force of law. He said it could be moved as legislative intent. **SEN. BECK** thought it should go back to the account. **Ms. Saindon** said they are keeping a running tab on funds being put into this account and the intent is that the state of Montana will be reimbursed if the litigation is successful.

SEN. BECK clarified that it would then go to the various departments, because money has been loaned from the general fund. **Ms. Saindon** said that was correct.

Vote: The motion carried unanimously.

Item #4

Motion/Vote: REP. FELAND MOVED THAT ITEM #4 BE ACCEPTED. The motion carried unanimously.

Item #1

Motion: REP. QUILICI MOVED THAT ITEM #1 BE ACCEPTED.

Discussion:

REP. QUILICI asked the department to explain this item in order to be eligible for federal highway transit fund. **Ms. Saindon** said it is incorrect as shown in the book, and the ISTEAL legislation requires that MDT have a transportation improvement program.

CHAIRMAN GRADY asked if they do not have a program currently. **Ms. Saindon** said they do and the FTE requirement of ISTEAL were originally put in as a one-time appropriation and there was a question nationally as to whether it would be mandatory language in the final planning regulations. Since they have been put in as a one-time appropriation, the final regulations say that the program is mandatory.

REP. QUILICI asked how far along they have come on the program since 1993. **Ms. Saindon** said it was developed then and is still in existence. When programs are implemented, they must enter a federally-approved, transportation improvement program and they cannot receive federal grants or highway dollars without it.

REP. QUILICI said the 4.0 FTE are already on board at MDT and the reason they appear as new proposals is because they were originally requested as a one-time appropriation and not built into the base. **Ms. Saindon** agreed and said it was correct.

SEN. BECK said the 4.0 FTE that were taken out of the present law adjustment are the 4.0 FTE being put back in. **Ms. Saindon** said these are the exact same people.

Vote: The motion carried 3-2 with CHAIRMAN GRADY and REP. FELAND voting no.

{Tape: 3; Side: B; Approx. Counter: 523; Comments: n/a.}

Motion: REP. QUILICI MOVED TO ACCEPT ITEM #2 AS A ONE-TIME ONLY, RESTRICTED APPROPRIATION.

Discussion:

Mr. Culver said this motion should be proposed as a restricted appropriation that would be a one-time only also. Ms. Saindon added that the information in the book that says they have to develop a highway information system is incorrect. They have a system in place and the reason they need the modification is because the highway system is an extensive database, which she described. They need to transfer it from the mainframe to Oracle so the six new management systems they are required to install will be compatible with it. They are calling it the transportation information system because they also have to include other data on other modes of transportation. They are opening up this huge database and updating it.

REP. QUILICI asked what happens to the ISTEAM money if it is not implemented. Ms. Saindon said it doesn't affect the ISTEAM money, it just requires that they have management systems, but those management systems cannot communicate with the largest database in the department, so it's just imperative that they convert and update it so they utilize the available information.

SEN. BECK asked if this is now a universal system or is it an individual program developed by MDT. Ms. Saindon said MDT is not the only agency that uses the highway information system, but it is extensively used within the department. They can't do any construction or maintenance or safety improvements without using the highway information system because it contains all the road characteristics, accident information, etc.

SEN. BECK asked if Oracle is a mainframe program. Ms. Saindon said it's a software product which is a different language than the current highway information is in, but all the management systems are being developed in Oracle because the state of Montana has adopted this software as its universal computer language. SEN. BECK asked what the software is currently. Ms. Saindon said the department has all kinds, but the current system is on the mainframe.

Mr. Salisbury said that PL1 is a language that is used exclusively by MDT and is one of the oldest systems they've ever had. He said Oracle is already installed on their system as well. SEN. BECK clarified that this won't go into the base.

Vote: The motion failed 3 to 2 with SEN. FRANKLIN and REP. QUILICI voting yes.

CHAIRMAN GRADY said items #1, #3 and #4 have passed.

{Tape: 3; Side: B; Approx. Counter: 783; Comments: n/a.}

Mr. Culver said the next item is on page A-78.

Motion: REP. QUILICI MOVED TO ACCEPT THE PRESENT LAW ADJUSTMENT FOR FY 1996 AND 1997.

Discussion: **Mr. Culver** said the issue of travel was to reduce it by \$24,259 per year. **CHAIRMAN GRADY** said they would need to amend it. The amount would then be approximately \$45,000 for travel.

SEN. BECK asked about the 9.0 FTE that need to be removed, and asked if they need to be specific or by accepting present law, will they automatically be eliminated. **Mr. Culver** said the latter is true.

Additional discussion on this issue continues and they discuss the federal match of 80/20.

{Tape: 4; Side: A; Approx. Counter: 000; Comments: n/a.}

Mr. Dye explained how the funds would be spent for direct customer service for the toll-free road condition line.

CHAIRMAN GRADY asked if they could amend it to be lowered.

Motion: REP. QUILICI MOVED TO AMEND THE EARLIER MOTION TO LOWER THE TRAVEL ITEM BY \$24,259.

Discussion: **Mr. Gengler** asked if MDT could clarify what the funding is on the \$24,259 so they'll know when they record the vote how to record it.

Mr. Salisbury said it is 100% federal funds. **CHAIRMAN GRADY** said it's federal dollars they're lowering, so he suggested they give more federal dollars.

Vote: The motion carried unanimously.

Mr. Culver said the issue he raised earlier was in reference to the base for the general operations program which includes \$1 million transferred from general fund to the storage program into this general operations program. He said it's in the base and when they transferred the appropriation from storage to the general operations program, the base budget was increased by \$1 million.

The committee agreed to postpone action on this issue until the next meeting.

Mr. Dye commented about the database conversion motion that failed and asked if they could bring it up again when they start action on the construction bureau. He asked the committee to imagine that they've spent hundreds of thousands of dollars to develop the database they now have that contains information on the highway system, and it's operating in a language called PL1, and they need that information in order to access the management systems that they are required to put together. They have no choice in this, and if they don't have the ability to modify this database so there's a communication link, then each and every one of the management systems will have to have duplicate programming and/or information. They won't work efficiently unless they can carry on with the plans they have. He said the tie between the two systems is essential.

REP. QUILICI stated that they have the project management systems for the whole operation at MDT and are very sophisticated, but without the highway information system they cannot feed the other systems with the data unless they can convert to Oracle, so in essence it makes all the other systems not as effective as they could be. **Mr. Dye** said that is correct. He said they could bring their information systems personnel to address the issue from a technical standpoint.

SEN. BECK asked **REP. QUILICI** is one of the three might have voted wrong on that issue. **REP. QUILICI** said yes, he did think that. **CHAIRMAN GRADY** commented that adjustment need to be made in the budget and it seemed like every time they go to do something, they have to have this to do that, and they are hearing so much of that they don't know what to think. **SEN. BECK** asked the department to set some priorities, and if this is one of them, they will take another look at it. They will then look somewhere else to cut the program.

Mr. Dye said he wasn't going to lie to the committee about something they need or don't need. This information system is so interrelated with the divisions and bureau and in this case, the new required management systems will not work as planned unless this existing system is modified so they can communicate.

SEN. BECK said he didn't mean to imply that he was lying, but wanted to know where it is on their priority list. He said they're trying to be conservative about budgets and need some guidance on what they're doing and wasn't arguing its importance, but there might be some others that aren't quite as important.

Mr. Dye said in terms of priorities, when they put their budget together, they already eliminated the "nice-to-haves." In other words, what's in the budget are the essential items.

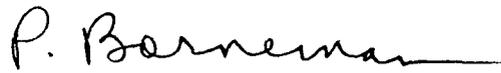
REP. QUILICI suggested they continue discussion on this the next day.

{Tape: 4; Side: A; Approx. Counter: 283; Comments: The meeting adjourned.}

ADJOURNMENT

Adjournment: 11:30 a.m.


ED GRADY, Chairman


PATTI BORNEMAN, Recording Secretary

EG/pb



Montana Department
of Transportation

Marc Racicot, Governor
EXHIBIT 1
DATE 2/14/95
HB _____

February 13, 1995

Representative Ed Grady, Chairman
General Government Appropriations Subcommittee
Capitol Station
Helena, MT 59620

Subject: Bid List -- Motor Pool RFQ

During sub-committee hearings on February 13, we stated that the Request For Quotation for Motor Pool privatization was sent to 31 vendors. You requested that each committee member be provided a copy of the bid list.

Per your request, the attached list has been provided to each of the committee members.

If this does not answer all of your questions, please contact me at 444-6158.

D. John Blacker, Administrator
Maintenance Division

cc: General Government Sub-Committee Members:
Senator Beck -- Vice-Chairman
Senator Franklin
Representative Feland
Representative Quilici
Marvin Dye -- Director of Transportation
Legislative File

**STATE MOTOR POOL OPERATIONS
Invitation for Bid for Privatization
I.F.B. 4872-G
January 30, 1995**

Summary of Solicitation

On January 10, 1995, the Invitation for Bid (I.F.B.) was mailed to 31 vendors, 13 of which were known leasing/rental companies.

The deadline for receipt of formal questions was 5:00 p.m., Tuesday, January 18, 1995. No written questions were received by the deadline or after the deadline. No informal questions were directed to the contact persons listed in the bid for the Purchasing Bureau or the Department of Transportation.

Summary of Responses

The deadline for receipt of bids was 2:00 p.m., Monday, January 30, 1995.

A response of "No Bid" was received from the following vendors:

- Grizzly Auto Center, Missoula
- Haggarty Chrysler Plymouth, Great Falls
- City Motor Company, Inc., Great Falls
- PHH Vehicle Management Services, Hunt Valley, MD

The following 27 vendors were non-responsive.

- Avis Rent A Car, Newark, NJ
- Briden Chevrolet/GMC, Valier
- Bozeman Ford, Bozeman
- Capital Ford Sales, Helena
- DeMarois Olds/GMC, Missoula
- 4 Seasons Motors, Missoula
- Grimes Motors, Helena
- Hardin Auto Company, Hardin
- Helena Chrysler/Plymouth/Dodge, Helena
- Hertz Equipment Rental, Spokane, WA
- Jorgensen & Associates, Kalispell
- Keifer Motors, Livingston
- LTOP Leasing Corporation, Walnut Creek, CA
- Leipheimer Toyota/Nissan/Mazda, Butte
- Power Chevrolet/GEO, Helena
- Bert Pontiac/Cadillac/GMC Truck, Billings
- Tilleman Motor Company, Havre
- Big Sky Car Rental, Billings
- Placer Oldsmobile/Subaru, Helena
- A & A Auto Rental, Helena
- Avis Rent-A-Car, Helena
- Enterprise Leasing, Helena
- Hertz Car Rental, Helena
- Rent-A-Wreck, Helena
- Allstar Car Rental, Helena
- Budget Car Rental, Helena
- National Car Rental, Helena

VEHICLE LIST OF UNITS WITH OVER 100,000 MILES

CLASS	UNIT	DESCRIPTION	YEAR	MILES
MOTOR CARRIER CARS				
00	000222	CHEV LUMINA	91	111526
00	000221	FORD TAURUS	90	107205
00	000218	FORD TAURUS	90	107193
00	000220	FORD TAURUS	90	100435
UTILITY 4X2 VEHICLES				
02	020023	GMC JIMMY 4X2	83	176134
02	020020	GMC JIMMY 4X2	83	175782
02	020013	GMC JIMMY 4X2	82	162906
02	020036	GMC JIMMY 4X2	84	140559
02	020028	GMC JIMMY 4X2	83	139004
02	020032	GMC JIMMY 4X2	83	130615
02	020043	CHEV BLAZER 4X2	85	130160
02	020025	GMC JIMMY 4X2	83	120141
02	020050	CHEV BLAZER 4X2	88	117380
02	020048	DODGE RAMCHARGER AD150	87	116715
02	020027	GMC JIMMY 4X2	83	114292
02	020040	CHEV BLAZER 4X2	85	107624
02	020042	CHEV BLAZER 4X2	85	103257
02	020029	GMC JIMMY 4X2	83	100944
SUBURBANS				
03	030240	GMC SUBURBAN TC20906	84	153251
03	030233	GMC SUBURBAN TC20906	85	126767
03	030257	CHEV SUBURBAN CC20906	86	117262
03	030259	GMC SUBURBAN CR20906	87	116042
03	030231	GMC SUBURBAN TC20906	85	115174
03	030239	GMC SUBURBAN TC20906	85	113120
03	030241	GMC SUBURBAN TC20906	84	113004
03	030238	GMC SUBURBAN TC20906	85	110950
03	030242	GMC SUBURBAN TC20906	85	110619
03	030251	CHEV SUBURBAN CC20906	86	109910
03	030244	CHEV SUBURBAN CC20906	86	102581
03	030232	GMC SUBURBAN TC20906	85	102183
03	030262	CHEV SUBURBAN CR20906	89	100239
PASSENGER CARS				
06	060140	CHEV CELEBRITY	87	115187
06	060172	OLDS CIERA	90	112702
06	060143	CHEV CELEBRITY	87	111806
06	060150	CHEV CELEBRITY	88	108511
06	060128	CHEV CITATION W/AIR	85	106720
06	060165	CHEV CELEBRITY	89	101883

06	060131	CHEV CELEBRITY	86	101661
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PICKUPS 1/2 TON

07	070634	GMC SIERRA 1/2 TON PICKUP 1500	85	249064
07	070543	GMC SIERRA 1/2 TON PICKUP 1500	83	217744
07	070747	CHEV 1/2 TON PICKUP CC10903	89	217600
07	070682	CHEV 1/2 TON PICKUP CC10903	86	214027
07	070579	GMC SIERRA 1/2 TON PICKUP 1500	83	204501
07	070588	GMC SIERRA 1/2 TON PICKUP 1500	83	193170
07	070681	CHEV 1/2 TON PICKUP CC10903	86	193046
07	070551	GMC SIERRA 1/2 TON PICKUP 1500	83	192353
07	070609	CHEV 1/2 TON PICKUP CUST DEL 10	84	182322
07	070700	CHEV 1/2 TON PICKUP CC10903	86	178641
07	070640	GMC 1/2 TON PICKUP TC10903	85	172445
07	070642	GMC 1/2 TON PICKUP TC10903	85	171248
07	070594	CHEV 1/2 TON PICKUP CUST DEL 10	84	170918
07	070617	CHEV 1/2 TON PICKUP CUST DEL 10	84	169560
07	070672	CHEV 1/2 TON PICKUP CC10903	86	168624
07	070565	GMC SIERRA 1/2 TON PICKUP 1500	83	168041
07	070644	GMC SIERRA 1/2 TON PICKUP 1500	85	165803
07	070562	GMC SIERRA 1/2 TON PICKUP 1500	83	165642
07	070688	CHEV 1/2 TON PICKUP CC10903	86	164966
07	070541	GMC SIERRA 1/2 TON PICKUP 1500	83	164694
07	070453	DODGE SWEPTSIDE LWB D150	80	163461
07	070663	GMC SIERRA 1/2 TON PICKUP 1500	85	158006
07	070623	CHEV 1/2 TON PICKUP CUST DEL 10	84	156176
07	070598	CHEV 1/2 TON PICKUP CUST DEL 10	84	155470
07	070554	GMC SIERRA 1/2 TON PICKUP 1500	83	155220
07	070593	CHEV 1/2 TON PICKUP CUST DEL 10	84	154400
07	070638	GMC SIERRA 1/2 TON PICKUP 1500	85	152836
07	070493	GMC 1/2 TON PICKUP 1500 SB	81	152492
07	070691	CHEV 1/2 TON PICKUP CC10903	86	152458
07	070586	GMC SIERRA 1/2 TON PICKUP 1500	83	149392
07	070527	GMC SIERRA 1/2 TON PICKUP 1500	83	149089
07	070608	CHEV 1/2 TON PICKUP CUST DEL 10	84	148796
07	070729	GMC 1/2 TON PICKUP 1500	85	148631
07	070600	CHEV 1/2 TON PICKUP CUST DEL 10	84	148573
07	070677	CHEV 1/2 TON PICKUP CC10903	86	147323
07	070680	CHEV 1/2 TON PICKUP CC10903	86	145568
07	070532	GMC SIERRA 1/2 TON PICKUP 1500	83	143962
07	070506	DODGE RAM 1/2 TON PICKUP D150	82	143757
07	070683	CHEV 1/2 TON PICKUP CC10903	86	141965
07	070666	GMC SIERRA 1/2 TON PICKUP 1500	85	139500
07	070690	CHEV 1/2 TON PICKUP CC10903	86	139190
07	070607	CHEV 1/2 TON PICKUP CUST DEL 10	84	138076
07	070560	GMC SIERRA 1/2 TON PICKUP 1500	83	137615
07	070695	CHEV 1/2 TON PICKUP CC10903	86	137475
07	070796	CHEV 1/2 TON PICKUP CC10753 EC	90	136952

07	070596	CHEV 1/2 TON PICKUP CUST DEL 10	84	133170
07	070704	CHEV 1/2 TON PICKUP CC10903	86	132782
07	070490	GMC 1/2 TON PICKUP 1500 SB	81	132539
07	070557	GMC SIERRA 1/2 TON PICKUP 1500	83	132423
07	070568	GMC SIERRA 1/2 TON PICKUP 1500	83	132394
07	070590	CHEV 1/2 TON PICKUP CUST DEL 10	84	132173
07	070582	GMC SIERRA 1/2 TON PICKUP 1500	83	131543
07	070651	GMC SIERRA 1/2 TON PICKUP 1500	85	130968
07	070624	GMC SIERRA 1/2 TON PICKUP 1500	85	130481
07	070556	GMC SIERRA 1/2 TON PICKUP 1500	83	130007
07	070491	GMC 1/2 TON PICKUP 1500 SB	81	129077
07	070692	CHEV 1/2 TON PICKUP CC10903	86	128980
07	070674	CHEV 1/2 TON PICKUP CC10903	86	128122
07	070639	GMC 1/2 TON PICKUP TC10903	85	128019
07	070485	GMC 1/2 TON PICKUP 1500 SB	81	127414
07	070669	CHEV 1/2 TON PICKUP CC10903	86	126968
07	070823	CHEVY 1/2 TON PICKUP CC10753 GWW	91	126810
07	070583	GMC SIERRA 1/2 TON PICKUP 1500	83	126423
07	070632	GMC SIERRA 1/2 TON PICKUP 1500	85	126288
07	070649	GMC SIERRA 1/2 TON PICKUP 1500	85	125408
07	070650	GMC SIERRA 1/2 TON PICKUP 1500	85	125258
07	070706	CHEV 1/2 TON PICKUP CC10903	86	123975
07	070536	GMC SIERRA 1/2 TON PICKUP 1500	83	123400
07	070712	CHEV 1/2 TON PICKUP CR10903	87	123227
07	070738	CHEV 1/2 TON PICKUP CC10903	89	122570
07	070592	CHEV 1/2 TON PICKUP CUST DEL 10	84	122364
07	070708	CHEV 1/2 TON PICKUP CR10903	87	122192
07	070542	GMC SIERRA 1/2 TON PICKUP 1500	83	122143
07	070629	GMC SIERRA 1/2 TON PICKUP 1500	85	121714
07	070591	CHEV 1/2 TON PICKUP CUST DEL 10	84	121054
07	070660	GMC SIERRA 1/2 TON PICKUP 1500	85	120982
07	070702	CHEV 1/2 TON PICKUP CC10903	86	120903
07	070685	CHEV 1/2 TON PICKUP CC10903	86	120711
07	070797	CHEV 1/2 TON PICKUP CC10753 EC	90	119370
07	070416	DODGE SWEPTSIDE SWB D150	80	118412
07	070733	CHEV 1/2 TON PICKUP CC10903	89	118327
07	070696	CHEV 1/2 TON PICKUP CC10903	86	118130
07	070622	CHEV 1/2 TON PICKUP CUST DEL 10	84	117773
07	070605	CHEV 1/2 TON PICKUP CUST DEL 10	84	117038
07	070655	GMC SIERRA 1/2 TON PICKUP 1500	85	116876
07	070707	CHEV 1/2 TON PICKUP CR10903	87	116628
07	070577	GMC SIERRA 1/2 TON PICKUP 1500	83	115547
07	070705	CHEV 1/2 TON PICKUP CC10903	86	115335
07	070589	CHEV 1/2 TON PICKUP CUST DEL 10	84	115211
07	070665	GMC SIERRA 1/2 TON PICKUP 1500	85	115032
07	070679	CHEV 1/2 TON PICKUP CC10903	86	114750
07	070661	GMC SIERRA 1/2 TON PICKUP 1500	85	114545
07	070627	GMC SIERRA 1/2 TON PICKUP 1500	85	113700

07	070621	CHEV 1/2 TON PICKUP CUST DEL 10	84	113352
07	070668	CHEV 1/2 TON PICKUP CC10903	86	113112
07	070694	CHEV 1/2 TON PICKUP CC10903	86	112645
07	070804	CHEV 1/2 TON PICKUP CC10753 EC	91	112052
07	070531	GMC SIERRA 1/2 TON PICKUP 1500	83	111882
07	070739	CHEV 1/2 TON PICKUP CC10903	89	111622
07	070699	CHEV 1/2 TON PICKUP CC10903	86	111600
07	070715	CHEV 1/2 TON PICKUP CR10903	87	111445
07	070626	GMC SIERRA 1/2 TON PICKUP 1500	85	110961
07	070709	CHEV 1/2 TON PICKUP CR10903	87	110625
07	070800	GMC 1/2 TON PICKUP C10753 EC	90	110536
07	070619	CHEV 1/2 TON PICKUP CUST DEL 10	84	109784
07	070693	CHEV 1/2 TON PICKUP CC10903	86	109169
07	070549	GMC SIERRA 1/2 TON PICKUP 1500	83	108276
07	070658	GMC SIERRA 1/2 TON PICKUP 1500	85	108065
07	070722	CHEV 1/2 TON PICKUP CR10903	87	107941
07	070584	GMC SIERRA 1/2 TON PICKUP 1500	83	107900
07	070601	CHEV 1/2 TON PICKUP CUST DEL 10	84	107631
07	070826	CHEV 1/2 TON PICKUP CC10753 EC	91	106800
07	070643	GMC 1/2 TON PICKUP TC10903	85	106432
07	070742	CHEV 1/2 TON PICKUP CC10903	89	106000
07	070646	GMC SIERRA 1/2 TON PICKUP 1500	85	105324
07	070564	GMC SIERRA 1/2 TON PICKUP 1500	83	104631
07	070701	CHEV 1/2 TON PICKUP CC10903	86	103984
07	070743	CHEV 1/2 TON PICKUP CC10903	89	102848
07	070815	CHEV 1/2 TON PICKUP CC10753 EC	91	102550
07	070726	CHEV 1/2 TON PICKUP CC10903	88	101209
07	070735	CHEV 1/2 TON PICKUP CC10903	89	100776
07	070604	CHEV 1/2 TON PICKUP CUST DEL 10	84	100670
07	070540	GMC SIERRA 1/2 TON PICKUP 1500	83	100652
07	070492	GMC 1/2 TON PICKUP 1500 SB	81	100360
07	070824	CHEV 1/2 TON PICKUP CC10753 EC	91	100300

PICKUPS 3/4 TON

08	080074	GMC 3/4 TON PICKUP TC20903	86	197980
08	080059	CHEV C2000 3/4 TON PICKUP	84	194172
08	080048	GMC TC20903 3/4 TON PICKUP	82	184926
08	080049	CHEV C2000 3/4 TON PICKUP	84	154215
08	080072	GMC 3/4 TON PICKUP TC20903	86	152905
08	080052	CHEV C2000 3/4 TON PICKUP	84	148410
08	080038	DODGE 3/4-TON PICKUP D-200	79	140265
08	080056	CHEV C2000 3/4 TON PICKUP	84	136831
08	080058	CHEV C2000 3/4 TON PICKUP	84	132017
08	080054	CHEV C2000 3/4 TON PICKUP	84	128189
08	080097	DODGE 3/4 TON PICKUP D250	91	123813
08	080081	DODGE 4X4 W200 RPL 140002	78	122758
08	080060	CHEV C2000 3/4 TON PICKUP	84	122126
08	080067	GMC 3/4 TON PICKUP TC20903	86	118906

08	080057	CHEV C2000 3/4 TON PICKUP	84	118190
08	080050	CHEV C2000 3/4 TON PICKUP	84	117481
08	080098	DODGE 3/4 TON PICKUP D250	91	112355
08	080076	GMC 3/4 TON PICKUP TC20903	86	106134
08	080080	DODGE 3/4 TON PICKUP D250	88	104442
08	080071	GMC 3/4 TON PICKUP TC20903	86	103770
08	080051	CHEV C2000 3/4 TON PICKUP	84	100742
08	080064	FORD 3/4 TON PICKUP F250	85	100427

ONE TON DUMP AND FLATBED TRUCKS

09	090027	CHEV 1 TON CAB & CHASSIS CC31403	86	206064
09	090063	CHEV 1 TON W/DUMP CR31003	88	201190
09	090064	CHEV 1 TON W/DUMP CR31003	88	162375
09	090019	CHEV 1T. CSTM DLX. FLATBED 3000	84	162000
09	090060	CHEV 1 TON W/DUMP CR31003	88	155256
09	090016	GMC 1 TON PICKUP 3500	83	153409
09	090066	CHEV 1 TON W/DUMP CR31003	88	151353
09	090071	CHEV 1 TON W/DUMP CR31003	88	142715
09	090074	CHEV 1 TON W/DUMP CR31003	88	138644
09	090025	CHEV 1 TON CAB & CHASSIS CC31403	86	138483
09	090069	CHEV 1 TON W/DUMP CR31003	88	135158
09	090061	CHEV 1 TON W/DUMP CR31003	88	134321
09	090044	CHEV 1 TON W/DUMP CR31003	88	133746
09	090046	CHEV 1 TON W/DUMP CR31003	88	133080
09	090101	GMC 1 TON TR31003	89	127779
09	090029	CHEV 1 TON CAB & CHASSIS CC31403	86	124860
09	090026	CHEV 1 TON CAB & CHASSIS CC31403	86	123649
09	090055	CHEV 1 TON W/DUMP CR31003	88	122592
09	090049	CHEV 1 TON W/DUMP CR31003	88	121641
09	090057	CHEV 1 TON W/DUMP CR31003	88	119966
09	090045	CHEV 1 TON W/DUMP CR31003	88	118956
09	090040	CHEV 1 TON W/DUMP CR31003	88	118595
09	090088	GMC 1 TON TR31003	89	117940
09	090098	GMC 1 TON TR31003	89	117859
09	090056	CHEV 1 TON W/DUMP CR31003	88	116762
09	090054	CHEV 1 TON W/DUMP CR31003	88	116569
09	090068	CHEV 1 TON W/DUMP CR31003	88	115290
09	090010	DODGE 1 TON FLATBED D300	79	114532
09	090037	GMC 1 TON PICKUP TR31003	87	113048
09	090041	CHEV 1 TON W/DUMP CR31003	88	111799
09	090008	DODGE 1 TON FLATBED D300	75	110785
09	090013	GMC 1 TON W/UTILITY BOX 3500	82	109760
09	090097	GMC 1 TON TR31003	89	109430
09	090001	FORD 1 TON STAKEBODY F350	65	109108
09	090073	CHEV 1 TON W/DUMP CR31003	88	108453
09	090093	GMC 1 TON TR31003	89	107700
09	090099	GMC 1 TON TR31003	89	105003
09	090017	GMC 1 TON PICKUP 3500	83	104069

09	090021	FORD 1 TON PICKUP F350	85	102353
09	090052	CHEV 1 TON W/DUMP CR31003	88	101429
09	090070	CHEV 1 TON W/DUMP CR31003	88	101382
09	090103	GMC 1 TON TR31003	89	100750

PICKUPS, 6 PASSENGER

10	100011	GMC 3/4 TON 6 PASS 2500	83	126990
10	100019	GMC 3/4 TON 6 PASS 3500	85	125813
10	100012	GMC 3/4 TON 6 PASS 2500	83	122420
10	100016	GMC 3/4 TON 6 PASS W/UTIL 3500	84	112058
10	100017	GMC 3/4 TON 6 PASS W/UTIL 3500	84	111460

VANS

12	120086	CHEV BONAVENTURE SPORTS VAN	81	160787
12	120063	DODGE SPORTSVAN B300	80	135783

Total Units Over 100,000 miles	234
Total Light Duty Units	807
Percent Over 100,000 miles	29.00%

CLASS 30 - 32 UNITS OVER 15 YEARS OLD

CLASS	UNIT	DESCRIPTION	YEAR	HOURS
MOTOR GRADERS				
30	300341	GALION MOTOR PATROL T500	70	16347
30	300347	GALION MOTOR PATROL T500	70	11225
30	300336	GALION MOTOR PATROL T500	70	7290
30	300346	GALION MOTOR PATROL T500	70	13139
30	300349	GALION MOTOR PATROL T600B	70	12166
30	300351	GALION MOTOR PATROL T500	71	11995
30	300353	CLEVELAND MOTOR PATROL D565T	72	9063
30	300360	CLEVELAND MOTOR PATROL D565T	72	9089
30	300356	CLEVELAND MOTOR PATROL D565T	72	9756
30	300355	CLEVELAND MOTOR PATROL D565T	72	8279
30	300358	CLEVELAND MOTOR PATROL D565T	72	12515
30	300359	CLEVELAND MOTOR PATROL D565T	72	11876
30	300352	CLEVELAND MOTOR PATROL D565T	72	12435
30	300364	GALION MOTOR PATROL T500A	73	11387
30	300367	GALION MOTOR PATROL T500A	73	8865
30	300363	GALION MOTOR PATROL T500A	73	8868
30	300365	GALION MOTOR PATROL T500A	73	13489
30	300362	GALION MOTOR PATROL T500A	73	9266
30	300378	HUBER MOTOR PATROL F1500	75	7387
30	300377	HUBER MOTOR PATROL F1500	75	6399
30	300374	HUBER MOTOR PATROL F1500	75	5958
30	300371	HUBER MOTOR PATROL F1500	75	6629
30	300370	HUBER MOTOR PATROL F1500	75	9127
30	300385	GALION MOTOR PATROL T500M	77	5903
30	300390	GALION MOTOR PATROL T500M	77	6967
30	300391	GALION MOTOR PATROL T500M	77	14084
30	300386	GALION MOTOR PATROL T500M	77	7010
30	300384	GALION MOTOR PATROL T500M	77	7497
30	300382	CHAMPION MOTOR GRADER D740A	77	10477
30	300388	GALION MOTOR PATROL T500M	77	7558
30	300389	GALION MOTOR PATROL T500M	77	9794
30	300387	GALION MOTOR PATROL T500M	77	13155
30	300383	CHAMPION MOTOR PATROL D740A	77	8732
30	300393	JOHN DEERE MOTOR GRADER 772A	79	9728
ROLLERS, ALL SIZES				
31	310624	ESSICK TANDEM ROLLER 800	56	7824
31	310902	TAMPO ROLLER SP9	57	5686
31	310904	TAMPO ROLLER SP9	59	6428
31	310903	BROS ROLLER SP54B	59	4862
31	310905	ROSCOE ROLLER SR90	60	3437
31	310632	GALION TANDEM ROLLER TC5G	61	818
31	310908	ROSCOE ROLLER SR90	61	6072

31	310906	ROSCOE ROLLER SR90	61	4231
31	310907	ROSCOE ROLLER SR90	61	4269
31	310909	ROSCOE ROLLER SR90	61	5113
31	310910	BROS ROLLER SP54C	64	3955
31	310912	BROS ROLLER SP54C	64	3939
31	310911	BROS ROLLER SP54C	64	2206
31	310635	GALION TANDEM ROLLER TC5G	65	3382
31	310914	BROS ROLLER SP789	69	3563
31	310913	INGRAM ROLLER 2800	69	2092
31	310636	FERGUSON TANDEM ROLLER	70	3634
31	310639	GALION TANDEM ROLLER TC4	72	1501
31	310638	FERGUSON TANDEM ROLLER	72	3479
31	310637	FERGUSON TANDEM ROLLER	72	2003
31	310915	INGRAM ROLLER 2800	73	2843
31	310640	REX TANDEM ROLLER 5G	73	3857
31	310642	FERGUSON ROLLER M-46 - PORTABLE	77	2275
31	310641	FERGUSON ROLLER M-46 - PORTABLE	77	2545
31	310644	FERGUSON ROLLER M-46 - PORTABLE	77	1669
31	310643	FERGUSON ROLLER M-46 - PORTABLE	77	1255

LOADERS , ALL SIZES

32	320713	HOUGH 1 C.Y. LOADER H30	61	17643
32	320712	HOUGH 1 C.Y. LOADER H30	61	11996
32	320717	HOUGH 1 C.Y. LOADER H30	62	10669
32	320720	CASE 1 C.Y. LOADER W7	63	13176
32	420107	CASE W5A LOADER W/BROOM	63	7575
32	320724	CASE 1 C.Y. LOADER W7	64	12681
32	320723	CASE 1 C.Y. LOADER W7	64	16693
32	320729	CASE 1 C.Y. LOADER W7	65	18607
32	360007	CASE 3/4 C.Y. LDR W5A GRDRL CLNR	65	5754
32	320726	CASE 1 C.Y. LOADER W7	65	11702
32	320728	CASE 1 C.Y. LOADER W7	65	13426
32	320727	CASE 1 C.Y. LOADER W7	65	7597
32	320950	EUCLID 2 C.Y. LOADER L20	66	11928
32	320062	AC LDR W/HENRY CM60 BACKHOE ATCH	69	17437
32	320956	HOUGH 2 C.Y. LOADER H65C	69	21062
32	320736	HOUGH 1 C.Y. LOADER H30B	69	9397
32	320745	CASE 1 C.Y. LOADER W7E	70	11816
32	320743	CASE 1 C.Y. LOADER W7E	70	10740
32	320744	CASE 1 C.Y. LOADER W7E	70	11863
32	320748	CASE 1 C.Y. LOADER W7E	70	11584
32	320746	CASE 1 C.Y. LOADER W7E	70	11275
32	320959	JD 2-1/4 C.Y. LOADER 644	70	9655
32	320741	CASE 1 C.Y. LOADER W7E	70	11599
32	320740	CASE 1 C.Y. LOADER W7E	70	9102
32	320747	CASE 1 C.Y. LOADER W7E	70	12568
32	320958	JD 2-1/4 C.Y. LOADER 644	70	16868
32	320957	J DEERE 644 2-1/4 CU YD LOADER	70	15680

32	320742 CASE 1 C.Y. LOADER W7E	70	8225
32	320749 MF 1 C.Y. LOADER 33	71	11928
32	320754 CASE 1 C.Y. LOADER W7E	71	10433
32	320755 CASE 1 C.Y. LOADER W7E	71	10205
32	320753 MF 1 C.Y. LOADER 33	71	10505
32	320922 JD 1-1/2 C.Y. LOADER 544A	72	11395
32	320962 MF 2 C.Y. LOADER 55	72	10123
32	320924 JD 1-1/2 C.Y. LOADER 544A	72	13272
32	320925 JD 1-1/2 C.Y. LOADER 544A	72	11809
32	320926 JD 1-1/2 C.Y. LOADER 544A	72	20723
32	320921 JD 1-1/2 C.Y. LOADER 544A	72	10002
32	320931 JD 1-1/2 C.Y. LOADER 544A	73	10477
32	320933 JD 1-1/2 C.Y. LOADER 544A	73	9127
32	320719 CASE 1 C.Y. LOADER 27	73	688
32	320927 JD 1-1/2 C.Y. LOADER 544A	73	10494
32	320929 JD 1-1/2 C.Y. LOADER 544A	73	11304
32	320964 JD 2 C.Y. LOADER 644A	73	11630
32	320934 JD 1-1/2 C.Y. LOADER 544A	73	11408
32	320928 JD 1-1/2 C.Y. LOADER 544A	73	14308
32	320930 JD 1-1/2 C.Y. LOADER 544A	73	15781
32	320932 JD 1-1/2 C.Y. LOADER 544A	73	13956
32	320967 JD 1-3/4 C.Y. LOADER 644B	75	14362
32	320976 JD 1-3/4 C.Y. LOADER 544B	75	13381
32	320965 JD 1-3/4 C.Y. LOADER 544B	75	21379
32	320969 JD 1-3/4 C.Y. LOADER 544B	75	10847
32	320974 JD 1-3/4 C.Y. LOADER 544B	75	8778
32	320975 JD 1-3/4 C.Y. LOADER 544B	75	8830
32	320972 JD 1-3/4 C.Y. LOADER 544B	75	14522
32	320971 JD 1-3/4 C.Y. LOADER 544B	75	9266
32	320968 JD 1-3/4 C.Y. LOADER 544B	75	9451
32	320966 JD 1-3/4 C.Y. LOADER 644A	75	9285
32	320973 JD 1-3/4 C.Y. LOADER 544B	75	11102
32	320970 JD 1-3/4 C.Y. LOADER 544B	75	12554
32	320775 CASE 1 C.Y. LOADER W14H	77	5378
32	320766 CASE 1 C.Y. LOADER W14H	77	4100
32	320774 CASE 1 C.Y. LOADER W14H	77	5786
32	320770 CASE 1 C.Y. LOADER W14H	77	6036
32	320763 FORD 1 C.Y. LOADER A62	77	6036
32	320767 CASE 1 C.Y. LOADER W14H	77	6978
32	320757 FORD 1 C.Y. LOADER A62	77	7033
32	320772 CASE 1 C.Y. LOADER W14H	77	7270
32	320762 FORD 1 C.Y. LOADER A62	77	7520
32	320765 CASE 1 C.Y. LOADER W14H	77	7488
32	320773 CASE 1 C.Y. LOADER W14H	77	10175
32	320761 FORD 1 C.Y. LOADER A62	77	10082
32	320758 FORD 1 C.Y. LOADER A62	77	8940
32	320769 CASE 1 C.Y. LOADER W14H	77	8650
32	320764 CASE 1 C.Y. LOADER W14H	77	9504

32	320771 CASE 1 C.Y. LOADER W14H	77	7997
32	320768 CASE 1 C.Y. LOADER W14H	77	10171
32	320760 FORD 1 C.Y. LOADER A62	77	7911
32	320756 FORD 1 C.Y. LOADER A62	77	7794
32	320977 IHC 4 C.Y. LOADER 90E	78	6657
32	320979 MICHIGAN 4 C.Y. LOADER 125B	78	5089
32	320978 IHC 4 C.Y. LOADER 90E	78	8475

Total Units Over 15 Years of Age	142
Total class 30 -32 Units	439
Percent Over 15 Years Old	32.35%

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CLASS 19 - 29 UNITS OVER 150,000 MILES

CLASS	UNIT	DESCRIPTION	YEAR	MILES
SINGLE AXLE DUMP TRUCKS				
19	190604	GMC DUMP TRUCK TC7D042	79	223940
19	190665	GMC DIESEL DUMP TRUCK 7000	82	223548
19	190745	FORD DIESEL DUMP TRUCK F800D	84	218062
19	190506	GMC DUMP TRUCK CE66413	78	212450
19	190396	CHEV DUMP CE66413	75	205474
19	190662	GMC DIESEL DUMP TRUCK 7000	82	205184
19	190588	GMC DUMP TRUCK TC7D042	79	203376
19	190579	GMC DUMP TRUCK TC7D042	79	199716
19	190059	CHEV DUMP CE6641	73	199300
19	190753	GMC DIESEL DUMP TRUCK C7D042	85	199150
19	190663	GMC DIESEL DUMP TRUCK 7000	82	198574
19	190550	GMC DUMP TRUCK CE66413	78	188690
19	190233	CHEV DUMP CE6641	73	186187
19	190535	GMC DUMP TRUCK CE66413	78	184620
19	190359	CHEV DUMP DRV. SCHOOL LWSTN	75	184588
19	190736	FORD DIESEL DUMP TRUCK F800D	84	183737
19	190711	GMC DIESEL DUMP TRUCK 7000	83	183310
19	190518	GMC DUMP TRUCK CE66413	78	180825
19	190732	FORD DIESEL DUMP TRUCK F800D	84	180816
19	190688	GMC DIESEL DUMP TRUCK 7000	83	179853
19	190534	GMC DUMP TRUCK CE66413	78	178823
19	190374	CHEV DUMP CE66413	75	174033
19	190682	GMC DIESEL DUMP TRUCK 7000	82	173708
19	190578	GMC DUMP TRUCK TC7D042	79	173174
19	190794	GMC DIESEL DUMP TRUCK	86	172200
19	190599	GMC DUMP TRUCK TC7D042	79	171057
19	190664	GMC DIESEL DUMP TRUCK 7000	82	169470
19	190762	GMC DIESEL DUMP TRUCK C7D042	85	169295
19	190586	GMC DUMP TRUCK TC7D042	79	166825
19	190577	GMC DUMP TRUCK TC7D042	79	165952
19	190561	GMC DUMP TRUCK TC7D042	79	163636
19	190709	GMC DIESEL DUMP TRUCK 7000	83	162976
19	190660	GMC DIESEL DUMP TRUCK 7000	82	161853
19	190596	GMC DUMP TRUCK TC7D042	79	161400
19	190680	GMC DIESEL DUMP TRUCK 7000	82	161231
19	190648	GMC DIESEL DUMP TRUCK 7000	82	160863
19	190564	GMC DUMP TRUCK TC7D042	79	160575
19	190486	GMC DUMP TRUCK CE66413	78	159248
19	190493	GMC DUMP TRUCK CE66413	78	159185
19	190734	FORD DIESEL DUMP TRUCK F800D	84	159024
19	190600	GMC DUMP TRUCK TC7D042	79	158810
19	190654	GMC DIESEL DUMP TRUCK 7000	82	158303

19	190620 FORD DUMP TRUCK F800	82	158100
19	190565 GMC DUMP TRUCK TC7D042	79	157089
19	190666 GMC DIESEL DUMP TRUCK 7000	82	155425
19	190673 GMC DIESEL DUMP TRUCK 7000	82	155048
19	190692 GMC DIESEL DUMP TRUCK 7000	83	154845
19	190698 GMC DIESEL DUMP TRUCK 7000	83	154599
19	190702 GMC DIESEL DUMP TRUCK 7000	83	153923
19	190647 GMC DIESEL DUMP TRUCK 7000	82	152952
19	190649 GMC DIESEL DUMP TRUCK 7000	82	152378
19	190742 FORD DIESEL DUMP TRUCK F800D	84	152185
19	190681 GMC DIESEL DUMP TRUCK 7000	82	151934
19	190782 GMC DIESEL DUMP TRUCK	86	151525
19	190737 FORD DIESEL DUMP TRUCK F800D	84	150579

FLATBED, FIFTH WHEELS, AND STAKE BODY SINGLE AXLE TRUCKS

21	210041 DODGE CAB & CHASSIS CN900	70	355813
21	210027 INTERNATIONAL 5TH WHEEL	75	295290
21	210048 DODGE 5TH WHEEL CN9000	70	248809
21	210054 CHEV 5TH WHEEL CE66413	75	244505
21	210060 INTERNATIONAL STAKE BODY	80	241995
21	210037 DODGE CHASSIS W/BOX CN900	71	240650
21	210058 INTERNATIONAL 5TH WHEEL 2070A	75	228789
21	210055 DODGE 5TH WHEEL CN9000	70	215584
21	210061 CHEV STAKE CE66413	75	204345
21	210059 GMC 5TH WHEEL TRUCK	79	165776
21	210049 DODGE 5TH WHEEL CN9000	71	155482
21	210057 GMC DUMP TRUCK CE66413	78	153209

SINGLE AXLE HEAVY DUTY DUMP TRUCKS

27	270044 FORD DUMP TRUCK L9000	78	322226
27	270047 INTERNATIONAL DUMP TRUCK 2574	80	297247
27	270019 DODGE DUMP CN900	70	286915
27	270040 INTERNATIONAL DUMP 2070A	77	282177
27	210056 FORD DUMP TRUCK L9000	78	199079
27	270053 FORD CAB & CHASSIS L9000	85	193177
27	270054 FORD CAB & CHASSIS L9000	85	187099
27	270052 FORD CAB & CHASSIS L9000	85	170664
27	270056 IH H.D. SINGLE-AXLE MODEL 2574	86	169126
27	270031 DODGE DUMP CN900	70	166163
27	270048 FORD CAB & CHASSIS L9000	85	162677
27	270043 FORD DUMP TRUCK L9000	78	160617
27	270062 GMC H.D. SINGLE AXLE TCD042	87	155357
27	270061 GMC H.D. SINGLE AXLE TCD042	87	154923
27	270041 INTERNATIONAL DUMP 2070A	77	150976
27	270067 GMC H.D. SINGLE AXLE TC9D042	87	150638
27	270051 FORD CAB & CHASSIS L9000	85	150240

TANDEM DUMP TRUCKS , PAINT NURSE TRUCKS AND TRANSPORT TRACTORS

29	290103 INT'L TRUCK TRACTOR F9370	85	807480
29	290067 KENWORTH TRACTOR W900	81	764622
29	290059 GMC BRIGADIER NURSE TRUCK, USED	80	752038
29	290053 GMC BRIGADIER NURSE TRUCK, USED	80	747340
29	290058 GMC BRIGADIER NURSE TRUCK, USED	80	738332
29	290051 GMC BRIGADIER NURSE TRUCK, USED	80	733771
29	290054 GMC BRIGADIER NURSE TRUCK, USED	80	724947
29	290055 GMC BRIGADIER NURSE TRUCK, USED	80	718370
29	290057 GMC BRIGADIER NURSE TRUCK, USED	80	711312
29	290052 GMC BRIGADIER NURSE TRUCK, USED	80	706440
29	290056 GMC BRIGADIER NURSE TRUCK, USED	80	704748
29	290105 INT'L TRUCK TRACTOR 9370	86	624104
29	290106 INT'L TRUCK TRACTOR 9370	86	597494
29	290006 WHITE FREIGHTLINER C12064T	76	501294
29	290068 FREIGHTLINER TRACTOR FLC2460T	78	364685
29	290071 IHC USED NURSE TRUCK F4370	78	326043
29	290104 INT'L TRUCK TRACTOR 9300	86	313335
29	290009 FORD TANDEM DUMP LT9000	82	304315
29	290004 IHC TRACTOR F20000	71	297006
29	290022 KENWORTH CABOVER TANDEM K123	74	294306
29	290070 IHC USED NURSE TRUCK 4300	78	285562
29	290018 FORD TANDEM DUMP LT9000	83	281700
29	290013 FORD TANDEM DUMP LT9000	82	261459
29	290030 AUTOCAR TANDEM DUMP	84	256335
29	290049 KENWORTH CONV'L TRACTOR W900	79	246450
29	290010 FORD TANDEM DUMP LT9000	82	239388
29	290025 AUTOCAR TANDEM DUMP	84	227200
29	290021 FORD TANDEM DUMP LT9000	83	222953
29	290033 AUTOCAR TANDEM DUMP	84	220568
29	290019 FORD TANDEM DUMP LT9000	83	220119
29	290032 AUTOCAR TANDEM DUMP	84	218455
29	290034 AUTOCAR TANDEM DUMP	84	215849
29	290020 FORD TANDEM DUMP LT9000	83	215159
29	290027 AUTOCAR TANDEM DUMP	84	212294
29	290026 AUTOCAR TANDEM DUMP	84	206030
29	290031 AUTOCAR TANDEM DUMP	84	205901
29	290036 KENWORTH CONV'L TRACTOR W925	74	198291
29	290011 FORD TANDEM DUMP LT9000	83	196461
29	290008 FORD TANDEM DUMP LT9000	82	195060
29	290015 FORD TANDEM DUMP LT9000	83	194770
29	290014 FORD TANDEM DUMP LT9000	82	191880
29	290016 FORD TANDEM DUMP LT9000	83	187760

29	290012 FORD TANDEM DUMP LT9000	82	183549
29	290017 FORD TANDEM DUMP LT9000	83	166760
29	290050 PETERBUILT CONVTL TRACTOR G201	77	157870
29	290047 FORD TANDEM DUMP LT9000	85	155035
	Total Units Over 150,000 Miles		130
	Total Medium and Heavy Trucks		595
	Percent Over 150,000 Miles		21.85%

CLASS 19 - 29 UNITS 1984 OR OLDER

CLASS	UNIT	DESCRIPTION	YEAR
SINGLE AXLE DUMP TRUCKS			
19	190024	CHEV DUMP CE6641	73
19	190059	CHEV DUMP CE6641	73
19	190233	CHEV DUMP CE6641	73
19	190359	CHEV DUMP DRV. SCHOOL LWSTN	75
19	190374	CHEV DUMP CE66413	75
19	190389	CHEV DUMP CE66413	75
19	190396	CHEV DUMP CE66413	75
19	190469	DODGE DUMP D800	77
19	190486	GMC DUMP TRUCK CE66413	78
19	190487	GMC DUMP TRUCK CE66413	78
19	190493	GMC DUMP TRUCK CE66413	78
19	190496	GMC DUMP TRUCK CE66413	78
19	190497	GMC DUMP TRUCK CE66413	78
19	190506	GMC DUMP TRUCK CE66413	78
19	190509	GMC DUMP TRUCK CE66413	78
19	190515	GMC DUMP TRUCK CE66413	78
19	190518	GMC DUMP TRUCK CE66413	78
19	190522	GMC DUMP TRUCK CE66413	78
19	190524	GMC DUMP TRUCK CE66413	78
19	190531	GMC DUMP TRUCK CE66413	78
19	190534	GMC DUMP TRUCK CE66413	78
19	190535	GMC DUMP TRUCK CE66413	78
19	190542	GMC DUMP TRUCK CE66413	78
19	190550	GMC DUMP TRUCK CE66413	78
19	190553	GMC DUMP TRUCK TC7D042	79
19	190557	GMC DUMP TRUCK TC7D042	79
19	190560	GMC DUMP TRUCK TC7D042	79
19	190561	GMC DUMP TRUCK TC7D042	79
19	190564	GMC DUMP TRUCK TC7D042	79
19	190565	GMC DUMP TRUCK TC7D042	79
19	190567	GMC DUMP TRUCK TC7D042	79
19	190568	GMC DUMP TRUCK TC7D042	79
19	190569	GMC DUMP TRUCK TC7D042	79
19	190572	GMC DUMP TRUCK TC7D042	79
19	190573	GMC DUMP TRUCK TC7D042	79
19	190574	GMC DUMP TRUCK TC7D042	79
19	190575	GMC DUMP TRUCK TC7D042	79
19	190576	GMC DUMP TRUCK TC7D042	79
19	190577	GMC DUMP TRUCK TC7D042	79
19	190578	GMC DUMP TRUCK TC7D042	79
19	190579	GMC DUMP TRUCK TC7D042	79
19	190581	GMC DUMP TRUCK TC7D042	79
19	190586	GMC DUMP TRUCK TC7D042	79

19	190588	GMC DUMP TRUCK TC7D042	79
19	190589	GMC DUMP TRUCK TC7D042	79
19	190593	GMC DUMP TRUCK TC7D042	79
19	190594	GMC DUMP TRUCK TC7D042	79
19	190595	GMC DUMP TRUCK TC7D042	79
19	190596	GMC DUMP TRUCK TC7D042	79
19	190598	GMC DUMP TRUCK TC7D042	79
19	190599	GMC DUMP TRUCK TC7D042	79
19	190600	GMC DUMP TRUCK TC7D042	79
19	190603	GMC DUMP TRUCK TC7D042	79
19	190604	GMC DUMP TRUCK TC7D042	79
19	190605	GMC DUMP TRUCK TC7D042	79
19	190611	FORD DUMP TRUCK F800	82
19	190618	FORD DUMP TRUCK F800	82
19	190620	FORD DUMP TRUCK F800	82
19	190634	FORD DUMP TRUCK F800	82
19	190639	FORD DUMP TRUCK F800	82
19	190641	GMC DIESEL DUMP TRUCK 7000	82
19	190642	GMC DIESEL DUMP TRUCK 7000	82
19	190643	GMC DIESEL DUMP TRUCK 7000	82
19	190644	GMC DIESEL DUMP TRUCK 7000	82
19	190645	GMC DIESEL DUMP TRUCK 7000	82
19	190646	GMC DIESEL DUMP TRUCK 7000	82
19	190647	GMC DIESEL DUMP TRUCK 7000	82
19	190648	GMC DIESEL DUMP TRUCK 7000	82
19	190649	GMC DIESEL DUMP TRUCK 7000	82
19	190651	GMC DIESEL DUMP TRUCK 7000	82
19	190652	GMC DIESEL DUMP TRUCK 7000	82
19	190653	GMC DIESEL DUMP TRUCK 7000	82
19	190654	GMC DIESEL DUMP TRUCK 7000	82
19	190655	GMC DIESEL DUMP TRUCK 7000	82
19	190656	GMC DIESEL DUMP TRUCK 7000	82
19	190657	GMC DIESEL DUMP TRUCK 7000	82
19	190658	GMC DIESEL DUMP TRUCK 7000	82
19	190659	GMC DIESEL DUMP TRUCK 7000	82
19	190660	GMC DIESEL DUMP TRUCK 7000	82
19	190661	GMC DIESEL DUMP TRUCK 7000	82
19	190662	GMC DIESEL DUMP TRUCK 7000	82
19	190663	GMC DIESEL DUMP TRUCK 7000	82
19	190664	GMC DIESEL DUMP TRUCK 7000	82
19	190665	GMC DIESEL DUMP TRUCK 7000	82
19	190666	GMC DIESEL DUMP TRUCK 7000	82
19	190667	GMC DIESEL DUMP TRUCK 7000	82
19	190668	GMC DIESEL DUMP TRUCK 7000	82
19	190669	GMC DIESEL DUMP TRUCK 7000	82
19	190670	GMC DIESEL DUMP TRUCK 7000	82
19	190671	GMC DIESEL DUMP TRUCK 7000	82
19	190672	GMC DIESEL DUMP TRUCK 7000	82

19	190673 GMC DIESEL DUMP TRUCK 7000	82
19	190674 GMC DIESEL DUMP TRUCK 7000	82
19	190675 GMC DIESEL DUMP TRUCK 7000	82
19	190676 GMC DIESEL DUMP TRUCK 7000	82
19	190677 GMC DIESEL DUMP TRUCK 7000	82
19	190678 GMC DIESEL DUMP TRUCK 7000	82
19	190679 GMC DIESEL DUMP TRUCK 7000	82
19	190680 GMC DIESEL DUMP TRUCK 7000	82
19	190681 GMC DIESEL DUMP TRUCK 7000	82
19	190682 GMC DIESEL DUMP TRUCK 7000	82
19	190683 GMC DIESEL DUMP TRUCK 7000	82
19	190684 GMC DIESEL DUMP TRUCK 7000	82
19	190685 GMC DIESEL DUMP TRUCK 7000	83
19	190686 GMC DIESEL DUMP TRUCK 7000	83
19	190687 GMC DIESEL DUMP TRUCK 7000	83
19	190688 GMC DIESEL DUMP TRUCK 7000	83
19	190689 GMC DIESEL DUMP TRUCK 7000	83
19	190690 GMC DIESEL DUMP TRUCK 7000	83
19	190691 GMC DIESEL DUMP TRUCK 7000	83
19	190692 GMC DIESEL DUMP TRUCK 7000	83
19	190693 GMC DIESEL DUMP TRUCK 7000	83
19	190694 GMC DIESEL DUMP TRUCK 7000	83
19	190695 GMC DIESEL DUMP TRUCK 7000	83
19	190696 GMC DIESEL DUMP TRUCK 7000	83
19	190697 GMC DIESEL DUMP TRUCK 7000	83
19	190698 GMC DIESEL DUMP TRUCK 7000	83
19	190699 GMC DIESEL DUMP TRUCK 7000	83
19	190700 GMC DIESEL DUMP TRUCK 7000	83
19	190701 GMC DIESEL DUMP TRUCK 7000	83
19	190702 GMC DIESEL DUMP TRUCK 7000	83
19	190703 GMC DIESEL DUMP TRUCK 7000	83
19	190704 GMC DIESEL DUMP TRUCK 7000	83
19	190705 GMC DIESEL DUMP TRUCK 7000	83
19	190706 GMC DIESEL DUMP TRUCK 7000	83
19	190707 GMC DIESEL DUMP TRUCK 7000	83
19	190708 GMC DIESEL DUMP TRUCK 7000	83
19	190709 GMC DIESEL DUMP TRUCK 7000	83
19	190710 GMC DIESEL DUMP TRUCK 7000	83
19	190711 GMC DIESEL DUMP TRUCK 7000	83
19	190712 GMC DIESEL DUMP TRUCK 7000	83
19	190713 GMC DIESEL DUMP TRUCK 7000	83
19	190714 GMC DIESEL DUMP TRUCK 7000	83

FLATBED, FIFTH WHEELS, AND STAKE BODY SINGLE AXLE TRUCKS

21	210001 FORD STAKE BODY F600	70
21	210048 DODGE 5TH WHEEL CN9000	70
21	210039 DODGE CHASSIS CN900	70
21	210041 DODGE CAB & CHASSIS CN900	70

21	210055 DODGE 5TH WHEEL CN9000	70
21	210049 DODGE 5TH WHEEL CN9000	71
21	210037 DODGE CHASSIS W/BOX CN900	71
21	210020 FORD STAKE BODY	72
21	210014 FORD F617	72
21	210009 CHEV CE6170	73
21	210058 INTERNATIONAL 5TH WHEEL 2070A	75
21	210061 CHEV STAKE CE66413	75
21	210027 INTERNATIONAL 5TH WHEEL	75
21	210054 CHEV 5TH WHEEL CE66413	75
21	210032 CHEV STAKE BODY/NURSE CE66813	77
21	210036 GMC 5TH WHEEL CE66413	78
21	210056 FORD DUMP TRUCK L9000	78
21	210057 GMC DUMP TRUCK CE66413	78
21	210052 GMC 5TH WHEEL CE66413	78
21	210053 GMC 5TH WHEEL CE66413	78
21	210059 GMC 5TH WHEEL TRUCK	79
21	210060 INTERNATIONAL STAKE BODY	80

SINGLE AXLE SPECIAL USE LIGHT 4X4 TRUCKS

22	220037 GMC 4 WH/DR TRK-MSR W/TEXC7D042	82
22	220038 GMC 4 WH/DR TRUCK C7D042	82
22	220039 GMC 4 WH/DR TRUCK C7D042	82
22	220040 GMC 4 WH/DR TRUCK-MSR C7D042	82
22	220041 GMC 4 WH/DR TRUCK-HOLE AUGER	82

PAINT STRIPERS

23	230003 KELLY-CRESWELL TRFC LINE STRIPER	64
23	230005 MELI-BLUMBERG TRFC LINE STRIPER	70
23	230011 IDAHO NOR FREEWAY PAINT STRIPER	76
23	230008 FORD PRISMO MAXI LINER 800	80
23	230009 FORD PRISMO MAXI LINER 800	80
23	230010 FORD PRISMO MAXI LINER 800	80
23	230012 REDLAND PRISMO PAINT STRIPER	83
23	230013 REDLAND PRISMO PAINT STRIPER	83

SINGLE AXLE 4X4 DUMP TRUCKS

25	250048 OSHKOSH DUMP W-817-SP	60
25	250036 FWD DUMP B43216	62
25	250049 FWD DUMP B43396	66
25	250040 OSHKOSH 4 WD	68
25	250015 DODGE C&C 393026 W500	70
25	250025 GMC 4 WH/DR TRUCK-MSR C7D042	82
25	250026 GMC 4 WH/DR TRUCK-MSR C7D042	82

SINGLE AXLE HEAVY DUTY DUMP TRUCKS

27	270019 DODGE DUMP CN900	70
27	270031 DODGE DUMP CN900	70

27	270040	INTERNATIONAL DUMP 2070A	77
27	270041	INTERNATIONAL DUMP 2070A	77
27	270043	FORD DUMP TRUCK L9000	78
27	270044	FORD DUMP TRUCK L9000	78
27	270047	INTERNATIONAL DUMP TRUCK 2574	80
27	270074	MACK 4/W DR RM6884X	80
27	270075	MACK 4/W DR FM6884X	80
27	270076	MACK 4/W DR RM6884X	80

TANDEM DUMP TRUCKS, PAINT NURSE TRUCKS, AND TRANSPORT TRACTO

29	290004	IHC TRACTOR F20000	71
29	290022	KENWORTH CABOVER TANDEM K123	74
29	290036	KENWORTH CONV'L TRACTOR W925	74
29	290006	WHITE FREIGHTLINER C12064T	76
29	290050	PETERBUILT CONV'T'L TRACTOR G201	77
29	290068	FREIGHTLINER TRACTOR FLC2460T	78
29	290070	IHC USED NURSE TRUCK 4300	78
29	290071	IHC USED NURSE TRUCK F4370	78
29	290049	KENWORTH CONV'L TRACTOR W900	79
29	290051	GMC BRIGADIER NURSE TRUCK, USED	80
29	290052	GMC BRIGADIER NURSE TRUCK, USED	80
29	290053	GMC BRIGADIER NURSE TRUCK, USED	80
29	290054	GMC BRIGADIER NURSE TRUCK, USED	80
29	290055	GMC BRIGADIER NURSE TRUCK, USED	80
29	290056	GMC BRIGADIER NURSE TRUCK, USED	80
29	290057	GMC BRIGADIER NURSE TRUCK, USED	80
29	290058	GMC BRIGADIER NURSE TRUCK, USED	80
29	290059	GMC BRIGADIER NURSE TRUCK, USED	80
29	290067	KENWORTH TRACTOR W900	81
29	290069	KENWORTH TRACTOR W900	81
29	290008	FORD TANDEM DUMP LT9000	82
29	290009	FORD TANDEM DUMP LT9000	82
29	290010	FORD TANDEM DUMP LT9000	82
29	290012	FORD TANDEM DUMP LT9000	82
29	290013	FORD TANDEM DUMP LT9000	82
29	290014	FORD TANDEM DUMP LT9000	82
29	290011	FORD TANDEM DUMP LT9000	83
29	290015	FORD TANDEM DUMP LT9000	83
29	290016	FORD TANDEM DUMP LT9000	83
29	290017	FORD TANDEM DUMP LT9000	83
29	290018	FORD TANDEM DUMP LT9000	83
29	290019	FORD TANDEM DUMP LT9000	83
29	290020	FORD TANDEM DUMP LT9000	83
29	290021	FORD TANDEM DUMP LT9000	83

Total Trucks Older Than 1984	219
Total Medium and Heavy Trucks	595
Percent 1984 or Older	36.81%

SUBCOMMITTEE BUDGET HEARINGS

DATE: FEBRUARY 7, 1995

MOTOR CARRIER SERVICES DIVISION

MR. CHAIRMAN, MEMBERS OF THE SUB-COMMITTEE, FOR THE RECORD MY NAME IS DAVE GALT AND I AM THE ADMINISTRATOR OF THE MOTOR CARRIER SERVICES DIVISION. THE MOTOR CARRIER SERVICES DIVISION IS RESPONSIBLE FOR A VARIETY OF MOTOR CARRIER FUNCTIONS, WHICH INCLUDE: (1) THE OPERATION OF 32 WEIGH STATIONS THROUGH OUT THE STATE,

(2) THE OPERATION OF 13 MOBILE SCALE UNITS, (3) THE LICENSING OF EVERY MONTANA BASED CARRIER WHO WANTS TO OPERATE OUTSIDE OF MONTANA,

(4) THE LICENSING OF VEHICLE FLEETS WITHIN MONTANA THAT HAVE MORE THAN 100 VEHICLES, LIKE MONTANA POWER, (5) AND THE ISSUANCE OF SPECIAL PERMITS FOR OVERSIZE AND OVERWEIGHT MOVEMENTS OF SPECIALIZED GOODS. OUR MISSION IS TO PROTECT THE HIGHWAY SYSTEM, PROMOTE SAFETY THROUGH VEHICLE INSPECTIONS AND PERMIT ISSUANCE AND COLLECT DESIGNATED HIGHWAY USER FEES. I PROMOTE THAT MISSION WITH THE PHILOSOPHY THAT AS A GOVERNMENTAL REGULATORY BODY WE SHOULD PROMOTE THE TRUCKING INDUSTRY IN MONTANA WITHIN LIMITS

THAT ALLOW US TO PROTECT (1) *the safety of the travelling public* THE (2) SYSTEM AND (3) COLLECT DESIGNATED REVENUE. THIS PHILOSOPHY IS EMPHASIZED WITH BOTH OUR ENFORCEMENT OFFICERS AND OFFICE TECHNICIANS THROUGH CUSTOMER SERVICE AND FAIR ENFORCEMENT. *1. ceremony + permit*

I WOULD LIKE TO GO THROUGH THE INCREASES IN MY 94 BASE AS WELL AS MY NEW PROPOSALS.

1. I WON'T SPEND MUCH TIME ON PERSONAL SERVICES, OTHER THAN TO

MY BUDGET ALREADY INCLUDES 3.5% VACANCY SAVINGS WHICH EQUATES TO 5 ENFORCEMENT OFFICERS.

over 94 base

2. WE HAVE ASKED FOR AN INCREASE OF \$7,500 IN OFFICE SUPPLIES. THIS INCREASE IS DUE TO THE COMPUTERS, FAX MACHINES AND PHOTOCOPIERS IN THE WEIGH STATIONS. EACH OF THESE MACHINES HAS A CARTRIDGE IN THE PRINTER WHICH HAVE A LIMITED LIFE.

*100 cartridges
\$8,000 =
1 for each piece
of equipment in
each weigh st.*

3. I AM REQUESTING A \$48,548 DOLLAR INCREASE IN TRAVEL DOLLARS. THIS MONEY WILL ALLOW ME TO REDIRECT 4 OFFICERS FROM THE WEIGH STATION TO PORTABLE WEIGHING UNITS. PORTABLE WEIGHT ENFORCEMENT IS MONTANA'S BEST DETERENT AGAINST COSTLY ROAD AND BRIDGE DAMAGE CAUSED BY OVERWEIGHT VEHICLES. ADDITIONALLY, PORTABLE ENFORCEMENT UNITS HAVE PROVEN TO BE A VERY EFFECTIVE DETERRENT TO FUEL TAX EVASION.

THE \$48,548 I AM REQUESTING WILL COVER PORTABLE ENFORCEMENT OVERHEAD INCLUDING OFFICER LODGING, PER DIEM, AND VEHICLE RENTAL. ADDITIONALLY, THESE FOUR PORTABLE UNITS WILL NEED EQUIPMENT INCLUDING PORTABLE SCALES, AND COMMUNICATIONS EQUIPMENT FOR A ONE TIME COST OF \$68,000.

MY TOTAL EQUIPMENT BUDGET REQUEST IS \$116,000 INCLUDING THE \$68,000 FOR PORTABLE ENFORCEMENT. THE REMAINING \$48,000 IS FOR THE ANNUAL REPLACEMENT OF OLD OR DAMAGED EQUIPMENT.

4. EQUIPMENT RENT IS SYSTEM DRIVEN AND REFLECTS OUR NEEDS TO SUSTAIN THE EXISTING FLEET OF PORTABLE SCALE UNITS.

5. THE 11,000 DOLLAR INCREASE IN MEMBERSHIP ^{Dues} IS ESSENTIALLY MANDATED. DUES IN THE MULTISTATE HIGHWAY AGREEMENT WHICH IS REQUIRED BY STATE STATUTE HAVE INCREASED FROM \$1,000 PER YEAR TO \$5,000 PER YEAR. THIS GROUP IS RESPONSIBLE FOR PROMOTING REGIONAL UNIFORMITY IN TRUCK REGULATIONS.

THE REMAINING \$7,000 INCREASE IN DUES GOES TO PAY FOR MEMBERSHIP IN THE INTERNATIONAL REGISTRATION PLAN. IRP IS THE AGREEMENT THAT ALLOWS OUR INTERSTATE TRUCKERS TO LICENSE AT THE MCS OFFICE FOR OPERATION IN OTHER STATES. MEMBERSHIP IN IRP WAS MANDATED BY THE 1991 FEDERAL HIGHWAY BILL-ISTEA. IRP WAS RESTRUCTURED AND STAFFED WITH ADDITIONAL PEOPLE TO OFFER BETTER SERVICE TO STATES AND INDUSTRY WHICH IS WHY THEIR DUES HAVE INCREASED.

8. \$20,000 CREDIT CARD PROCESSING FEES. IF WE CONTINUE TO EXPAND SERVICE TO INDUSTRY AND MAKE PERMITS EASIER TO OBTAIN WE MUST ACCEPT PAYMENT BY CREDIT CARD. THIS INCREASE IS THE RESULT OF CHANGES IN BANKING RULES REGARDING HOW MCS USES CREDIT CARDS, CHANGES IN THE TRANSACTION CHARGES, AND INCREASED USE OF CREDIT CARDS BY TRUCKERS.

I WOULD LIKE TO CONCLUDE WITH AN EXPLANATION OF THE TWO NEW MCS PROPOSALS:

1. NETWORKING THE WEIGH STATIONS: TO TAKE ADVANTAGE OF EXISTING TECHNOLOGY AND TO FULLY UTILIZE THE COMPUTERS THAT WE HAVE INSTALLED IN OUR WEIGH STATIONS IT IS IMPERATIVE THAT WE NETWORK

COMMITTEE, AND SAID IF YOU APPROVED THE DEPARTMENT OF ADMINISTRATION'S SUMMIT NET PROPOSAL I WOULD NOT NEED THIS ADDITIONAL BUDGET INCREASE. SINCE YOU HAVE BEEN WELL VERSED ON THE BENEFITS OF NETWORK CAPABILITIES I WILL NOT BELABOR THE POINT AGAIN. I ASK THAT YOU INCLUDE LANGUAGE THAT ELIMINATES THIS REQUEST IF SUMMIT NET IS ULTIMATELY APPROVED.

2. IVHS IS AN ACRONYM THAT STANDS FOR INTELLIGENT VEHICLE HIGHWAY SYSTEMS. IVHS HAS TECHNOLOGICAL OPTIONS THAT WOULD ALLOW TRUCKS TO BYPASS WEIGH STATIONS AND STILL BE CHECKED. THE REQUEST I AM ASKING FOR WOULD ALLOW MONTANA TO BECOME FULL PARTNERS IN THE ONLY CURRENTLY ACTIVE IVHS ORGANIZATION IN THE COUNTRY. THIS MONEY IS NECESSARY TO GAIN THE ADVICE AND EXPERTISE NECESSARY TO DETERMINE WHAT IF ANY FUTURE IVHS PROJECTS MONTANA WOULD LIKE TO COMMIT TO.

THE APPLICATIONS THAT I AM INTERESTED IN WOULD ALLOW CARRIERS TO JOIN A PROGRAM THAT ELECTRONICALLY PRE-CLEAR A VEHICLE THROUGH A WEIGH STATION. DEVICES WOULD BE PLACED IN THE PAVEMENT A MILE OR SO BEFORE A WEIGH STATION THAT WOULD WEIGH AND IDENTIFY THE VEHICLE. IF THE VEHICLE IS NOT OVERWEIGHT AND IDENTIFIED AS CURRENT IN THEIR TAX PAYMENTS THE VEHICLE WOULD NOT BE REQUIRED TO STOP AT A WEIGH STATION. SUCH APPLICATIONS HAVE OBVIOUS BENEFITS TO INDUSTRY, BUT BENEFIT GOVERNMENT AS WELL. SUCH TECHNOLOGY WOULD ALLOW WEIGH STATION OPERATORS TO FOCUS ON THE ILLEGAL VEHICLES ON THE HIGHWAYS AND ELIMINATE THE NEED TO CHECK EVERY TRUCK.

THANK YOU FOR THE OPPORTUNITY TO PRESENT MY BUDGET AND I WILL
ANSWER ANY OF YOUR QUESTIONS.

HOUSE OF REPRESENTATIVES
VISITORS REGISTER

Gen. Gov. & Trans. SUB-COMMITTEE DATE 2-14-95

~~Bill No.~~ Transportation SPONSOR(S)

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NAME AND ADDRESS	REPRESENTING	Support	Oppose
MARV DYE HELENA	MDT		
Bonnie Alexander ^{Helena}	MT Petroleum Marketers		
D John Blacker	MDT		
PATRICIA SANDON	MDT		

PLEASE LEAVE PREPARED TESTIMONY WITH SECRETARY. WITNESS STATEMENT FORMS ARE AVAILABLE IF YOU CARE TO SUBMIT WRITTEN TESTIMONY.

HR:1993
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CS-14

Happy Valentines Day!!!