

MINUTES OF MEETING  
HIGHWAYS & TRANSPORTATION COMMITTEE  
MONTANA STATE SENATE

February 12, 1987

The meeting of the Highways and Transportation committee was called to order at 1:00 p.m., February 12, 1987, by Chairman Larry Tveit, in Room 410 of the State Capitol.

ROLL CALL: All members were present.

CONSIDERATION OF SENATE BILL 187: Senator Farrell, Senate District No. 31, sponsor of the bill, testified that SB 187 would allow special vehicle combinations to operate by special permit upon interstate highways, increasing the special permit fees for special combinations and authorizing the Department of Highways to prescribe driver qualifications, equipment and safety standards specifically for special vehicle combinations. He stated that Montana is surrounded by states and provinces that allow motor carriers to pull special vehicle combinations upon their four-lane highways while Montana prohibits such combinations. If these triple trailers continue to be excluded, shippers will continue to route their shipments around Montana to the detriment of Montana's transportation industry and of public revenues. Highway traffic safety will be enhanced by the allowance and strict regulation of special vehicle combinations.

PROPOSERS: B. G. Havdahl, Executive Vice President of the Montana Carriers Association, said that SB 187 would enable the expansion and increase truck productivity for general commodity and other carriers in Montana resulting in as much as a 50% increase in truck productivity per unit, appreciably cut costs to carriers resulting in savings to shippers, and will save as much as 27% in diesel fuel consumption when compared to the current double trailer operation of these carriers. He also stated that SB 187 had the potential for helping to preserve the current level of jobs these carriers have to offer and for the expansion of future job opportunities as well.  
(See Exhibit I)

Warren Hoemann, Yellow Freight System, Director of State Government Relations for Yellow Freight System, testified that Yellow Freight System was supporting SB 187 because they see a signal by the state that it welcomes new business and, with the authorization of triple trailer combinations, it will give Montana the boost it needs. (See Exhibit II)

Andrew Doss, Yellow Freight System, testified as to the rules and regulations governing the operation of triple trailer combinations in Montana. (See Exhibit III)

Stan Newman, Consolidated Freightways, testified that it is the responsibility of all of us to adopt an open and receptive attitude towards change and new approaches in the business world. More specifically, the current legislature can make their mark as the beginning of an economic rebuilding. We need measures taken and guidelines adopted that will enhance business growth, make starting a business or investing in a business more appealing. SB 187 is one such measure that represents a definite positive progressive measure to enhance commerce within Montana. (See Exhibit IV)

Bob Swan, Consolidated Freightways, testified that he has been driving for six years as a line driver, 25% of the time he drives triples. Salt Lake City was a major hub for triples; 45% of the triples are run out of there to other states. He has driven over one-half million miles and about half of those miles were driving triples. Consolidated Freightways has several training programs for their drivers in order to make them more aware of triple driving, such as videos, learning how to turn on the highways, etc. They would like to see Montana have the triple trailers as it would open the north-south route into Canada.

Kenneth Powell, Manager, Linehaul Western Area for ANR Freight Systems, Inc., said that through the purchase of Garrett Freightline by ANR, they have become a member of the Montana business community and will continue to provide the transportation needs of the citizens of Montana. He further stated cheaper freight rates are a vital concern to business of all kinds when they consider expansion into other areas of our country. The company is called upon at times for rate quotes on factory and distribution moved. The areas with triple trailer operations have lower freight rates. (See Exhibit V)

Tom Hardeman, United Parcel Service, testified that UPS has travelled a total of 560 million miles in their tractor/trailer operation. They had 154 D.O.T. reportable accidents which represents a total frequency of one accident for every 3.6 million miles. 40% of 224 million miles were travelled with a single, generally a 40-foot trailer; they experienced 120 accidents for a frequency of 1/1.0 million miles. 59% or 330 million miles were travelled with double trailers and they experienced 34 accidents for a frequency of 1/9.7 million miles. 1% or 5.6 million miles were with triple trailers and they had zero accidents. (See Exhibit VII)

Doyle Spence, UPS, testified that he has worked for UPS since 1965. He started to drive triples in 1971 in Oregon, and he has been a driver trainer of doubles and triples for ten years. He said that in April 1987, United Parcel Service will complete 15 years of triple driving, and that their initial permits in early 1971 were very restrictive. They were restricted to interstate highways, primarily Interstate 5, north and southbound -- east to Portland. He further stated that they did not drive in inclement weather when triple trailers first started to come into effect in the state of Oregon, and that they have enjoyed a great deal of flexibility as their experience developed and the restrictions were removed. As far as additional training goes, there is minimum additional training once a driver has qualified to drive triple trailers -- there is little difference between the double and triple trailers. UPS has travelled 23 million miles -- over 10 million miles without any incident. He summarized by stating that UPS has found their experience with these units is complete, compatible and safe within the highway system in Oregon. It has become their daily way of life, not only for UPS but for numerous other trucking companies in Oregon -- and the general way for the general public. He then urged passage of Senate Bill 187.

James A. O'Brien, Safety & Security Director, Edson Express, Inc., testified that they support SB 187. This is a Western States LTL Motor Carrier serving the markets of most major cities to and from the Montana cities of Miles City, Billings, Bozeman, Great Falls, Kalispell, and Missoula. They also serve from and to points on the Interstate basis. He further said that SB 187 is a safe means of bringing much needed revenue to the state and that it would allow business, industry, and individuals to retain more of their profit dollars and wages. (See Exhibit VI)

Frank E. Hawley, Engineering Consultant, Western Highway Institute, a non-profit research organization sponsored by the trucking industry in the western United States and Canada, said that he had been with the trucking industry since 1981 following his retirement from a 36-year career as a highway engineer and administrator in the Federal Highway Administration. He told the committee that the vast highway network on which LCV's have been operating over the past 20 years is perhaps the best laboratory for testing their work. You have heard from some of the "technicians" working in that laboratory -- real world people operating real world equipment under real world conditions and they have enjoyed some spectacular successes. Mr. Hawley said that those successes are backed up by many years of inquiry, testing, monitoring, and reporting by the Western Highway Institute and offered to respond to any questions from the committee. (See Exhibit VIII)

George Allen, Montana Retailers' Association, testified that triple-trailers would create a 50% increase in productivity, and that they would hope that something would trickle down to the retailers through the reduced freight weight. The Montana Retailers' Association supports SB 187.

OPPONENTS: Tom Harrison, representing the Montana Automobile Association, an organization consisting of 77,000 members, spoke about Montana being known as the "freight route". States along the upper United States would provide the freight route between the Twin Cities and Chicago to Seattle-Tacoma and Portland, Oregon. He testified that this was not the solution, that Wyoming's interstate just came in and hooked up from Cheyenne to Denver and that it did not come across the state of Wyoming. Mr. Harrison said that a questionnaire was sent out to their members asking if they favored legislation allowing triple trailers on Montana interstate highways, and 90% of the members replied by saying "no."

He further told the committee that at the present time neither Montana nor Wyoming have a direct route from the Twin Cities to Seattle using triple trailers. However, Wyoming is now allowing them on their interstate from Cheyenne to Rock Springs for a trial period and are encouraged by the results.

Members of the Montana Automobile Association are mostly concerned in that truckers drive too fast and won't reduce their speed, inclement weather, and the swaying of the triple trailers on the highways. (See Exhibits IX, X, XI, XII)

QUESTIONS FROM THE COMMITTEE: Senator Hofman questioned Mr. Harrison as to just how much sway a triple trailer has. The committee members at this time discussed the weight distribution on the axles and how that compared with that of the double trailers.

CLOSING: Senator Farrell closed by saying that with the completion of the north and south interstate, Montana would be able to handle triple trailers on their interstate, making it available for trucks to drive straight through from Chicago to Idaho. He also stated that the state of Washington was in the process now of passing legislation to allow the use of triple trailers in Washington. He again showed the committee how triple trailers would travel on interstate highways in

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Wyoming and Utah and how they could be the link from the east coast to the west coast. He then presented the committee with copies of several letters encouraging the passage of SB 187. (See Exhibit XIII)

There being no further business before the committee at this time, the meeting was adjourned.

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Senator Larry Tveit, Chairman

STATEMENT OF INTENT  
SB 187

SENATE HIGHWAYS AND TRANSPORTATION COMMITTEE

A statement of intent is required because Title 1, chapter 10, part 1, as amended, grants the department of highways rulemaking authority to promulgate rules prescribing qualifications of drivers and for the equipping and operation of special vehicle combinations.

The legislature intends that the rules for operation of special vehicle combinations be consistent with those rules adopted by states and provinces allowing these vehicle combinations. Rules are to include provisions for general operation, equipment, combination description, drivers, speed, stability, weight, load sequence, operational procedures, accidents, and insurance.

A working draft of the proposed rules for Montana are attached to this statement of intent.

The legislature intends that the department of highways may restrict the operation of special vehicle combinations during times or periods when adverse conditions, weather, or other safety considerations make such operation unsafe or inadvisable.

COMMITTEE ON

## NAME:

REPRESENTING

BILL #

Check One

## Support

**Oppose**

JAMES A. O'BRIEN

EDSON EXPRESS, INC

SB187

✓

DAVID GALT

SB 106

—

George Allen

Mr. Rutledge

\$B187

✓

Start Depth

W. L. Chamber of Commerce

SB/87

✓

(Please leave prepared statement with Secretary)

# ROLL CALL VOTE

SENATE COMMITTEE HIGHWAYS & TRANSPORTATION

Date 3/19/87 1st B Bill No. 161 Time 2:00

NAME

YES

NO

Chairman: Larry Tveit

Vice Chairman: Lawrence Stimatz

Senator Hubert J. Abrams

Senator William Farrell

Senator Tom Hager

Senator Sam Hofman

Senator Ray Lybeck

Senator Darryl Meyer

Senator Cecil Weeding

Senator Bob Williams

4

6

Orlene M. Carlson  
Secretary

Senator Tveit  
Chairman

Motion: A motion was moved the make the



ROLL CALL

HIGHWAYS & TRANSPORTATION COMMITTEE

50th LEGISLATIVE SESSION -- 1987

Date 2 5 87

NAME	PRESENT	ABSENT	EXCUSED
Chairman: Larry Tveit	✓		
Vice Chairman: Lawrence Stimatz	✓		
Senator Hubert J. Abrams	✓		
Senator William Farrell	✓		
Senator Tom Hager	✓		
Senator Sam Hofman	✓		
Senator Ray Lybeck	✓		
Senator Darryl Meyer	✓		
Senator Cecil Weeding	✓		
Senator Bob Williams	✓		

Each day attach to minutes.

DATE FEB 12 1987

COMMITTEE ON

# VISITORS' REGISTER

[illegible]

(Please leave prepared statement with Committee)

SB 187

ORDER OF TESTIMONY

FEBRUARY 12, 1987

1. Ben Havdahl, Montana Motor Carriers Association
2. Warren Hoemann, Yellow Freight System
3. Andrew Doss, Yellow Freight System
4. Stan Newman, Consolidated Freightways
5. Bob Swan, Consolidated Freightways
6. Ken Powell, ANR Garrett Freightlines
7. Tom Hardeman, United Parcel Service
8. Doyle Spence, United Parcel Service
9. Jim O'Brien, Edson Express
10. , West's Best Freight System
11. Ted Hawley, Western Highway Institute

SENATE HIGHWAYS

EXHIBIT NO. I

DATE 2-12-87

MMCA STATEMENT ON SB 187 BILL NO. SB 187

Mr. Chairman and members of the Committee.... I'm Ben Havdahl, executive vice president of the Montana Motor Carriers Association.... We strongly support SB 187.

MMCA has some 325 motor carrier members and 125 supplier members and the carriers range in size from one-truck operators to companies operating fleets of trucks up to 400 plus in numbers. These carriers haul all varieties of commodities that move into, around, and out of Montana, 95% of whom operate in interstate commerce under ICC authority.....

This bill will enable the expansion and increase truck productivity for general commodity and other carriers in Montana resulting in as much as a 50% increase in truck productivity per unit, appreciably cut costs to carriers resulting in savings to shippers, and will save as much as 27% in diesel fuel consumption when compared to the current double trailer operation of these carriers..... SB 187 has the potential for helping to preserve the current level of jobs these carriers have to offer and for the expansion of future job opportunities as well. All of which will have a beneficial impact on the economy in Montana.

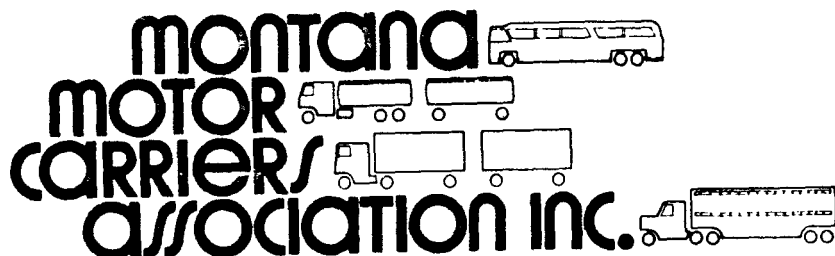
The general trucking industry in the state has suffered economically in the past four or five years. Since 1983, state fuel taxes have increased 55% - federal fuel taxes 275%; federal heavy truck tax 162% and excise taxes 32 to 45%. This session is seeking an additional increase in diesel fuel taxes and we have witnessed increases in Workers' Compensation costs, skyrocketing insurance costs, and other costs pyramiding upon the industry.

An improved economic benefit for carriers would be welcome....

We have a number of proponents desiring to testify this afternoon representing the carriers in Montana who are vitally interested in the adoption of SB 187 and will elaborate for the benefit of this committee on these and other points. Included among them are Yellow Freight Company, Consolidated Freightways, ANR Garrett, United Parcel, Edson Express, West's Best Freight System, and Gene Tripp Trucking. Also, we have asked the Western Highway Institute, headquartering in San Bruno, California, to testify. In addition, there are organizations representing shippers and businesses supporting this bill.....

First, I would like to make a few preliminary comments and provide some background information for the committee..... We have prepared some visuals on showcards to help clarify details relating to size and weight information. The visuals have been reproduced with a memorandum of explanation for distribution to the committee.....

The bill's statement of intent calls for promulgating rules and regulations by the Department of Highways. We have a working draft of uniform rules and regulations that are in effect in most of the surrounding jurisdictions. (Refer to memo and visuals)



**SENATE HIGHWAYS**

EXHIBIT NO. 7 (3)

DATE 2-12-87

BILL NO. SB187  
B.G. HAYDAHL, EXECUTIVE VICE PRESIDENT  
501 NORTH SANDERS  
P.O. BOX 1714, HELENA, MONTANA 59624  
TELEPHONE: AREA CODE 406 442-6600

February 12, 1987

TO : Members of the Montana Legislature

SUBJECT : SB187 Special Vehicle Combinations

WHAT THE BILL DOES

SB187 is a bill allowing special vehicle combinations consisting of three semi-trailers not exceeding 28 1/2 feet each to be pulled by one truck tractor when granted a special permit by the Department of Highways. This combination will be limited only to four-lane-divided Federal Interstate Highways.

LAW ALLOWS SIMILAR COMBINATION NOW

Current Montana law allows a truck with a 28 foot box and two 28 foot semi-trailers to operate under special permit. The law, however, precludes a combination with exact cargo carrying capacity and the exact size and weight capacity consisting of truck tractor and three semi-trailers. This combination will be restricted under SB187. (See Exhibit 1)

EXTENSION OF DOUBLES COMBINATION

Current Federal and State laws also allow special vehicle combinations consisting of two 28 1/2 foot semi-trailers on all highways in every state. Montana law in 61-10-104 states that this combination is not subject to an overall combination length limit.

Exhibit 2, shows three examples of double trailer combinations and the varying length depending on the type of truck tractor used in the combination. Truck tractor sizes vary from 9 feet to 17 feet two inches in the examples. Trailer length cannot exceed 28 1/2 feet however.

Exhibit 3, shows the same three examples when authorized to operate a third semi-trailer in the combination. Since current law does not restrict the size of the truck tractor used in doubles it does not in triple combinations, hence the examples over all length varies from 100 feet to 110 feet in length.

DOES NOT INCREASE WEIGHT

Existing law restricts the single axle load weight to 20,000 pounds and the double axle (tandem axle) load weight to 34,000 pounds. The overall gross weight cannot exceed the statutory formula B maximum. All the examples show their axle weights to be far under the allowable. Increased GVW fees and permit fees provide substantial increases in total fees paid to the state for operating triples when compared to the fees for doubles.

MEMBER



REPRESENTING THE TRUCKING INDUSTRY IN MONTANA

TRIPLES PERMITTED IN MANY OTHER JURISDICTIONS

Montana is currently literally surrounded by states and canadian provinces that allow longer combination vehicles as proposed in SB187. 12 states and 4 provinces allow the operation of these combinations. (See Exhibit 4)

ADVANTAGES OF THIS TYPE VEHICLE CONFIGURATION

- (1) More productive by 50% when compared to doubles
  - . One truck tractor replaces two truck tractors
  - . Saves freight costs for suppliers
- (2) Fuel efficient
  - . Reduces fuel consumption as much as 27%
- (3) Braking ability/stability
  - . Superior to other combinations
- (4) Off-tracking on turns
  - . More maneuverable. Corners better than the standard 55 foot tractor semi.
- (5) Bridges and pavements
  - . Easier on bridges and pavements. Because of number of axles, each carries less weight.
- (6) Safety
  - . Best safety record of any heavy truck unit configuration.
- (7) Splash and spray
  - . Tests indicate triples with their single axles create less spray than tractor-semis with tandem axles.

ANSWERS TO CRITICISMS

- (1) Passing and climbing hills
  - . Ability to pass and climb hills is determined by weight, traction and horsepower of the pulling unit. High horsepower units are assigned to triples.
- (2) Backing up
  - . It is difficult to back triples but the skilled drivers handle such units sufficiently to maneuver around obstacles and not become obstacles themselves.

SAFETY

Industry testing began in the 1960's and continues today as part of an on-going program for the development of safety, compatible and fuel efficient longer combinations.

SENATE HIGHWAYS

EXHIBIT NO. I (5)

DATE 2/12/87

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Vehicles have been tested for dynamic stability in all types of weather. Computer studies have verified the road tests showing that the dynamic and braking stability of articulated vehicles. The reason for this stability these combinations have more tires interfacing with the road. The standard tractor-semi has 18 tires. Triple trailer combinations have 26.

Montana Pioneered the testing of expanded truck combinations, particularly triples, in 1966-1967 and again in 1968. A million miles of operation was logged during this period with only one accident reported.

In 1979, during the diesel fuel crunch, the Highway Department issued permission to operate triples for 120 days to save fuel. Some 96,000 gallons were saved, 27% less fuel was used by triples vs. doubles making 2700 round trips, logging 1,028,768 miles. Not a single accident nor any negative incident involving triples was reported to the Department during the period. A winter testing program from Great Falls to Pocatello was conducted by Garrett for six weeks in February and March.

All together, actual operations of triples in Montana have logged over 2 million miles with one lone accident in 1968 for record of one-half accident per million miles. A phenomenal safety record.

BRAKING

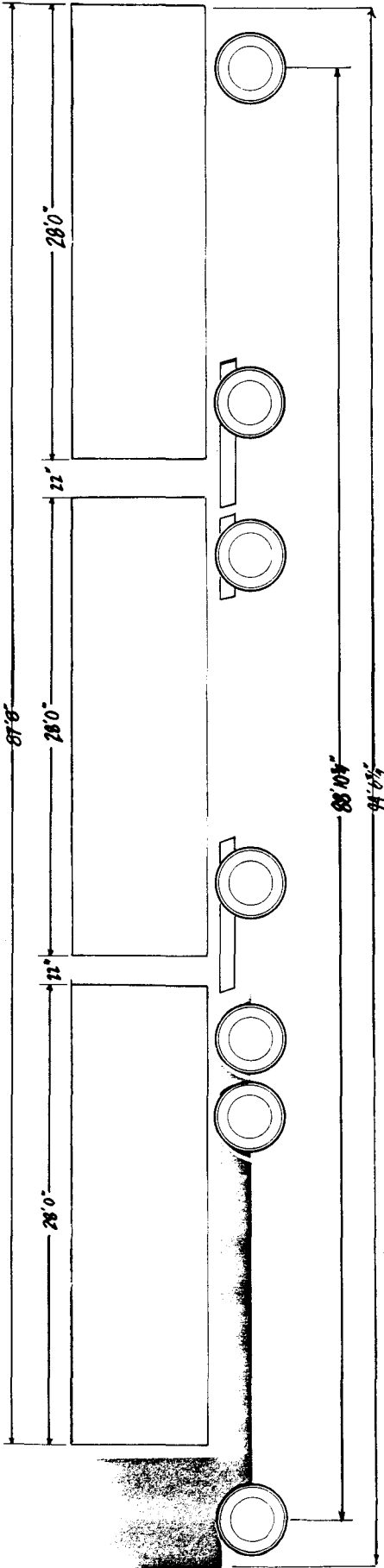
Braking tests of the combinations on a rainslick highway showed how their dynamic stability contributes to their superior braking performance. The squeegee effect of the leading tires creates an almost dry pavement for the following tires. This improved traction means improved braking performance. Braking tests have been done for many different groups, in different states and with different equipment. They have all led to the same conclusion: Triples combinations brake better than tractor-semis.

CONCLUSION

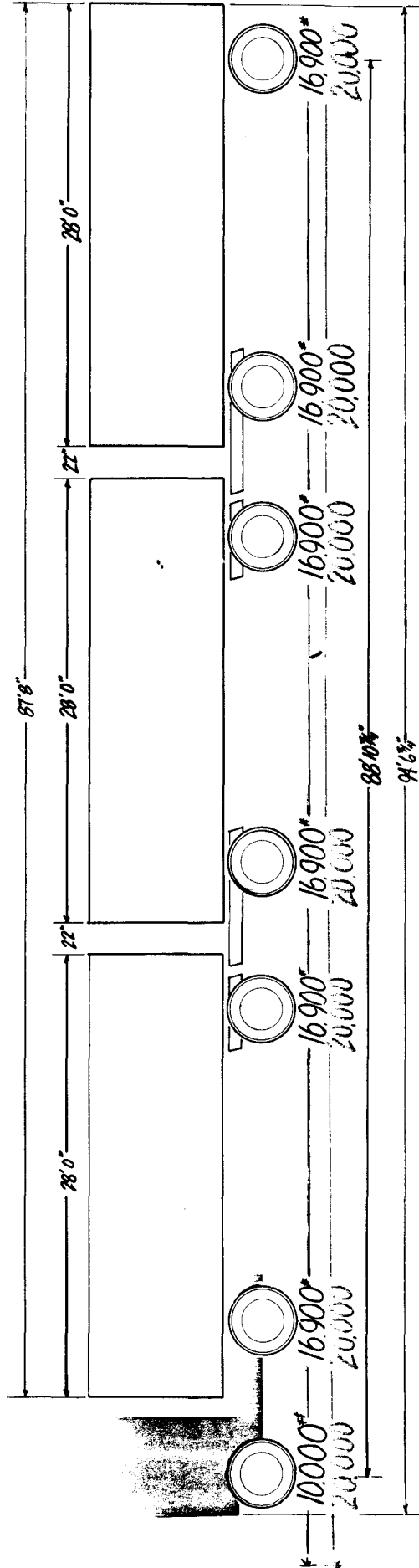
More productivity, an asset to Montana's economic development efforts, better braking and handling in turns, less wear and tear on highways and bridges, and good safety record - - - the operating characteristics of this combination show they are safe and compatible with other highway users. The bill should be passed.

BGH/sh





TRUCK WITH 28' BOX AND TWO 28' TRAILERS CAN CURRENTLY OPERATE ON ALL MONTANA HIGHWAYS UNDER SPECIAL PERMIT



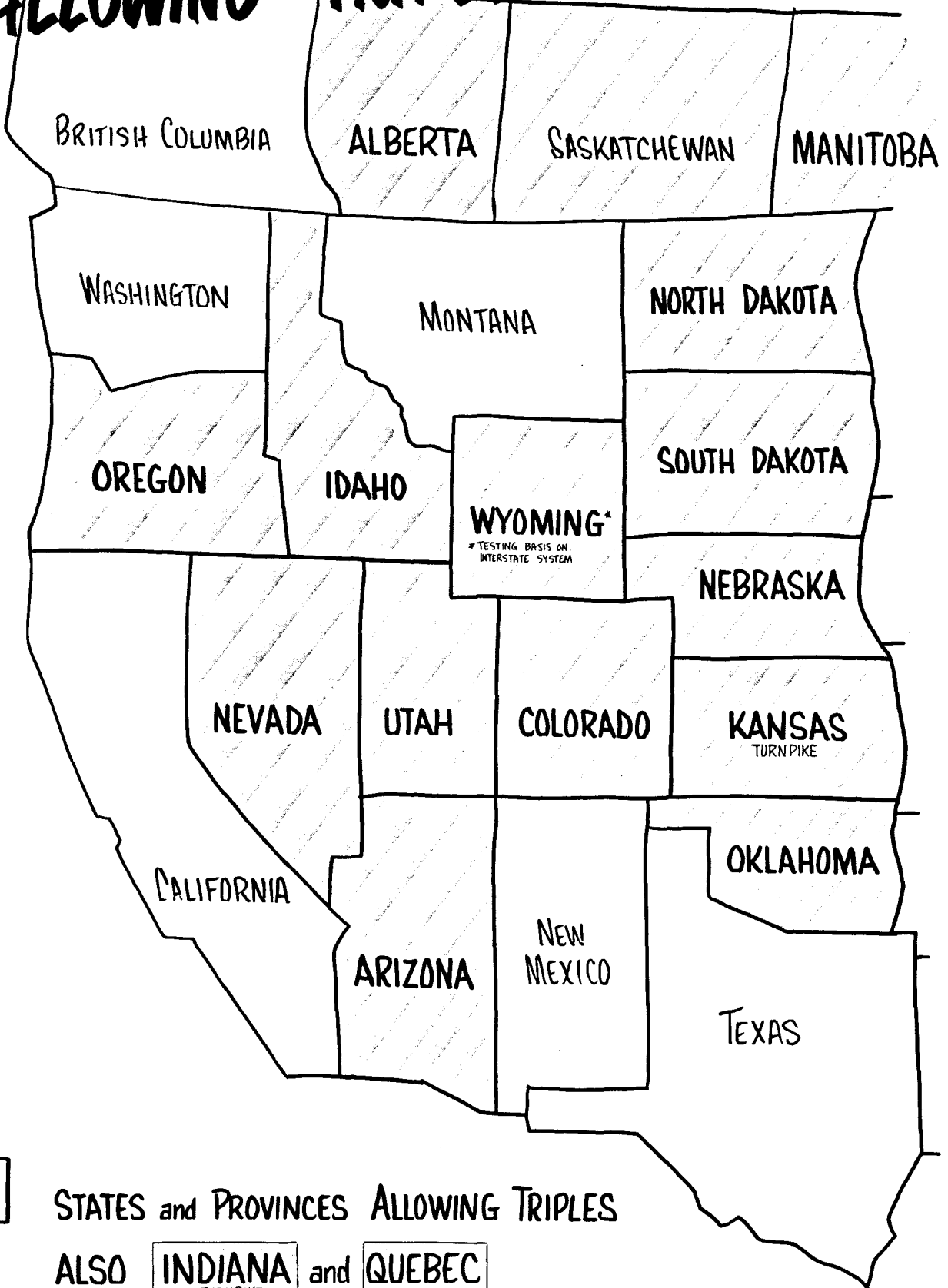
SENATE HIGHWAYS  
EXHIBIT NO. I  
DATE 2/12/87  
BILL # 88187

TRUCK-TRACTOR WITH THREE 28' TRAILERS ARE PRECLUDED BY STATUTE FROM OPERATING IN MONTANA MAXIMUM GROSS WEIGHT 111,400

\* MAXIMUM WEIGHT PER AXLE ALLOWED UNDER FORMULA B  
\* MAXIMUM WEIGHT PER AXLE ALLOWED

# WESTERN STATES and PROVINCES ALLOWING TRIPLE TRAILERS

GENERAL HIGHWAYS  
EXHIBIT NO. I (7)  
DATE 2/12/87  
FILE NO. 613187



STATES and PROVINCES ALLOWING TRIPLES

ALSO INDIANA and QUEBEC

BEFORE THE  
MONTANA SENATE COMMITTEE ON HIGHWAYS AND TRANSPORTATION  
SENATE BILL 187  
TESTIMONY OF WARREN E. HOEMANN  
DIRECTOR OF STATE GOVERNMENT RELATIONS  
YELLOW FREIGHT SYSTEM, INC.

My name is Warren E. Hoemann. I am Director of State Government Relations for Yellow Freight System. I am appearing here today in support of SB 187, the authorization of triple trailer combinations on the Interstate highways in Montana.

Yellow is a nationwide less than truckload (LTL) motor carrier, operating in 49 states in interstate commerce. Yellow is also a relative newcomer to Montana, having begun regular operations here only in the last 18 months. So far Yellow has 5 facilities in Montana, at Billings, Butte, Great Falls, Bozeman and Missoula. At these facilities Yellow currently employs 9 people whose salaries contribute almost a quarter million dollars to the state economy. Yellow provides direct inbound and outbound service from 60 Montana communities to over 30,000 communities nationwide.

Yellow came to Montana because we see a tremendous potential for growth here. Despite recent economic downturns in the state, we see Montana and the entire Intermountain West in a position to move to a more diversified economy and attract new business and new revenue bases. We want to be a part of that growth.

That is why Yellow is supporting SB 187. We see the authorization of triple trailer combinations on the Interstate highways in Montana as a signal by the state that it welcomes new business.

Studies have shown that the availability of good transportation ranks second only to the availability of a labor pool among the factors businesses use to determine new locations. By approving SB 187, Montana would not only send a signal that new business is welcome in the state, but it would also help to reduce the transportation disadvantage the state faces in establishing a more diversified economy. I know these figures will sound familiar to many of you, but I think they bear repeating. A few years ago the Governor's Task Force made a study of Montana's transportation needs and discovered some interesting facts about the relative disadvantage Montana faces in highway transportation. For example, in Montana there is one mile of highway for every 1.93 square miles of land or 9.5 people. In the Northeast, on the other hand, that one mile of highway serves only .7 square miles of land but reaches 184 people. Montana ranks 48th in population density at 5.1 people per square mile, compared to California at 135.5, Pennsylvania at 263 and Illinois at 199.9. In Montana the cost of each truck is spread over only 3.5 persons, as compared to 15.8 persons in the Northeast. As a result of all these figures, a truck in Montana has to travel 30 times as far to reach the same number of people. In other words, there are fewer people in Montana to support each mile

## SENATE HIGHWAYS

EXHIBIT NO. II (2)

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of highway and to bear the costs of the trucks that have to travel those miles in serving the needs of the state.

To make Montana more attractive for business the transportation disadvantage of long distances and low population must be overcome. The state has already taken that progressive step for its extractive industries. As the Governor's Task Force found, the issuance of special permits for vehicles operating over 80,000 pounds gross weight is currently saving the state of Montana and its people over \$200 million annually in transportation charges compared to operations at 80,000 pounds by the typical 5-axle tractor-semitrailer. SB 187 would build upon that record of productivity by allowing the operation of a truck combination that is particularly efficient in the movement of general commodities. With SB 187 in place, Montana could truly offer all types of business a productive highway transport system.

Other western states have faced similar transportation problems. The long distances, low population and the lack of alternative forms of transportation have lead these states to the more productive truck combinations like triples. Today, 9 states, 4 Canadian provinces and the Kansas Turnpike allow the operation of triple trailer combinations under special permit. Your neighboring states of Idaho, Oregon, Nevada and Utah have allowed triples on a permanent basis since the late 1960's. In those almost 20 years triples have accumulated an enviable record of safety. In Yellow's particular instance, we operate triples in Idaho, Oregon, Nevada, Utah and on the Kansas Turnpike. In 6.4 million miles of triples operations since 1984, Yellow had had only two minor accidents for an accident frequency that is 40% lower than that of our entire fleet.

This fine safety record is the product of three elements: the good operating characteristics of triples, the state rules and regulations under which they operate, and their operation on better highways by better qualified drivers. Let me mention just a few of the desirable characteristics of triples. Triples are more maneuverable than many of the truck combinations already operated on the highways of Montana. For example, compared to a 45-28 Rocky Mountain Double currently legal in Montana, a set of 28-foot triples will turn tighter on an Interstate highway ramp by about 1 foot. Triples will even turn tighter than the federally-mandated 48-foot semitrailers.

Because of the squeegee effect of the first tires clearing a dry path for the following tires, a set of triples will have less pronounced splash and spray on wet pavements than the common tractor-semitrailer. Triples have less effect on pavements and bridges than do 28-foot doubles. Even when loaded to 112,500 pounds under the federal bridge formula, a set of 28-foot triples will still have less than 17,000 pounds on any single axle, compared to the 20,000 pounds on the single axle of a set of doubles at only 80,000 pounds gross weight. At 105,000 pounds, a more common weight

## SENATE HIGHWAYS

EXHIBIT NO. II (2)DATE 2/12/87BILL NO. SB 187

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for LTL carriers, the single axles on a set of triples will be reduced to between 15,000 and 16,000 pounds.

Triples have more braking capability than do most truck combinations. This is because braking is related to the weight carried by each axle, not to the combination gross weight. With the reduced axle weights noted above, triples have less energy to be dissipated at each brake. With the increased number of brakes and increased number of tires meeting the highways, triples braking is actually improved. Finally, triples are 40% to 45% more fuel efficient than tractor-semis and about 27% better than the typical 28-foot doubles combination.

I mentioned the benefit of state rules and regulations governing the operation of triples. Every state which allows triples allows them only under special permit and only if they abide by rules and regulations that are above and beyond those required for most other truck combinations. The same would be true in Montana. SB 187 provides rule making authority for the Montana Highway Department. The motor carriers, like Yellow, who are interested in the operation of triples in Montana have in hand proposed rules and regulations that govern driver training, company safety programs, equipment requirements, operational procedures and insurance levels. Any violation of these proposed rules and regulations could result in a cancellation of the motor carrier's permit to operate triples, which would serve as a significant economic incentive for carriers to abide by the rules. Included among the proposed rules is authority for the Montana Highway Department to restrict or prohibit operation during inclement weather and for a minimum speed on grades to eliminate those vehicles which cannot operate in a manner compatible with other traffic. The rules and regulations proposed for Montana are patterned after the model rules and regulations being developed by the Multistate Highway Transportation Agreement, a regional transportation forum of 10 contiguous western states of which Montana is a member.

A final word again on what Yellow sees for the future. If SB 187 is approved, Yellow would begin occasional operation of triple trailer combinations between our 5 facilities in Montana and our hub at Salt Lake City, Utah. The use of triples would allow great flexibility to Yellow in dropping and picking up single trailers at each of our Montana sites. Our operation of triples in Montana would become more frequent as freight volume grows, and we think SB 187 is a significant step in encouraging that growth in business. Eventually we can foresee the day when Montana could become a logical site for warehousing and distribution along the I-90, I-94 corridor. North and South Dakota, on Montana's east, and Idaho and Oregon, on Montana's west, already allow the operation of triple trailer combinations. With their authorization in Montana, we see a natural flow of freight between Chicago and the Twin Cities, on the one hand, and the Northwest on the other. Montana lies astride that corridor and, similarly, astride an opportunity. I hope you will take that opportunity.

## WORKING DRAFT

Rules and Regulations Governing the Operation of Triple Trailer Combinations in Montana.

Legal Authority for Operation:

Triple trailer combinations may be operated in the State of Montana in accordance with the following legal provisions:

In accordance with the above, the Montana Highway Department has issued the following rules and regulations for the operation of such vehicles:

1. General:

No triple trailer combination can be operated unless it is covered by a valid oversize permit issued to the operating company. For operations at gross weights in excess of 80,000 pounds, the operating company must also hold an annual overweight permit and must pay the additional registration fees up to its new declared gross combination weight. Each oversize permit for the operation of triple trailer combinations shall be valid for a calendar year and cost \$200.00 (two hundred dollars), prorated monthly if issued for less than a year. Originals of the oversize and the overweight permits must be carried in the truck or truck tractor of each combination.

Any oversize permit may be revoked by the Montana Highway Department for failure of the Company or any of its drivers to comply with any rule and regulation contained herein. In addition to the rules and regulations, all equipment operated, all drivers employed and all operating procedures used must comply with the latest Motor Carrier Safety Regulations, Parts 390 - 397 of the U.S. Department of Transportation, Federal Highway Administration, except where the rules and regulations contain special conditions more stringent than or not in conflict with said Motor Carrier Safety Regulations.

Any Company approved to operate triple trailer combinations under an oversize permit must provide the Montana Highway Department with such reports and data on accidents, operational costs, safety inspections, equipment, maintenance, and other item which may be required.

No oversize permit will be issued to any Company which does not have a documented, established and aggressive safety program, which includes a documented driver training and certification program.

Triple trailer combinations operating under an oversize permit shall travel only on those highways designated by the Montana Highway Department. The Montana Highway Department may restrict or prohibit operation during times or periods when adverse conditions, traffic, weather, or other safety considerations make such operation unsafe or inadvisable.

SENATE HIGHWAYS

EXHIBIT NO. TTL (1)

DATE 2/2/1987

BILL NO. SB 187

As required by 49 CFR 1, par. 177.835(c), transportation of Class A explosives is prohibited. This prohibition is not intended to include the transportation of gasoline, fuel oil, or heating oil, or other such petroleum products.

2. Equipment:

In addition to Section 1 above, the following rules and regulations will apply:

a. Power

All trucks and tractor trucks shall be powered to provide adequate acceleration ability and hill climbing ability under normal operating conditions, and to operate on level grades at speeds compatible with other traffic. The ability to maintain a minimum speed of 20 mph under normal operating conditions on any grade over which the combination is operated is required.

b. Traction

All trucks and truck tractors shall have adequate traction to maintain a minimum speed of 20 mph under normal operating conditions on any grade over which the combination is operated and to be able to resume a speed of 20 mph after stopping on any such grade and, except in extreme road or weather conditions, to negotiate at any speed all grades encountered.

c. Tires

Each individual single and tandem axle must have tires of the same size and construction (radial or non-radial). Tires must be properly inflated for the load being carried.

d. Fifth Wheel

All fifth wheels must be clean and lubricated with a light duty grease. The fifth wheel must be located in a position which provides adequate stability.

e. Pick-up Plates

Pick-up plates must be of equal strength to the fifth wheel.

f. King Pin

The king pin must be of a solid type and permanently fastened. Screw out or folding type king pins are prohibited.

SENATE HIGHWAYS

EXHIBIT NO. III (2)

DATE 2/12/87

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-3-

g. Pintle Hook and Eye

All hitch connections must be of a no-slack type, preferably air actuated ram. Air actuated hitches which are isolated from the primary air transmission system are required.

h. Drawbar

The drawbar length should be the practical minimum consistent with weight distribution and clearances required between trailers for turning and backing maneuvers.

i. Axles

Permanently attached trailer axles must be those designed for the width of the body.

j. Brakes

All braking systems must comply with state and federal requirements. In addition, fast air transmission and release valves must be provided for all trailers, semitrailers and converter dollies. A brake force proportioning valve may be provided on the steering axle. Indiscriminate use of engine retarder brakes is prohibited.

k. Mud Flaps or Splash Guards

Anti-sail type mud flaps are required.

3. Combination Description:

A triple trailer combination is a tractor truck, semitrailer and two trailers, which have an overall combination length not to exceed 105 feet with a cabover tractor or 110 feet with a conventional tractor. A semitrailer used with a converter dolly is considered to be a trailer. Semitrailers and trailers must be approximately equal length and not exceed 28  $\frac{1}{2}$  feet in length each, 13  $\frac{1}{2}$  feet in height or 102 inches in width.

4. Drivers:

a. A driver of a triple trailer combination must be experienced in driving tractor-trailer combinations and maintain a good driving record.



- b. The driver must fully comply with the driver's requirements set forth in the Motor Carrier Safety Regulations of the U.S. Department of Transportation.
- c. The driver must have had documented special instruction and training in the operation of triple trailer combinations prior to operating any such combination on a highway.
- d. The driver must be under the control and supervision of the company holding the oversize permit.
- e. Any wilful violation of the requirements of this section may result in revocation of the Company's oversize permit.

5. Speed:

The maximum speed for any triple trailer combination under an oversize permit shall not exceed the legally posted limit.

6. Stability:

All triple trailer combinations must be stable at all times during normal braking and normal operation. A triple trailer combination when travelling on a level, smooth, paved surface must follow in the path of the towing vehicle without shifting or swerving more than three inches to either side when the towing vehicle is moving in a straight line.

7. Weight:

The total weight on any single axle shall not exceed 20,000 pounds. The total weight on any tandem axle shall not exceed 34,000 pounds. The total weight on any group of two or more consecutive axles shall not exceed the amount provided by federal Bridge Formula 'B'.

8. Load Sequence:

In no case shall any trailer or semitrailer be placed ahead of another trailer or semitrailer which carries an appreciably heavier load. The heaviest trailer or semitrailer should be placed in front and the lightest at the rear. An empty trailer or semitrailer must not precede a loaded trailer or semitrailer.

SENATE HIGHWAYS

EXHIBIT NO. III (4)

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9. Operational Procedures:

A minimum distance of 100 feet for every 10 miles per hour speed shall be maintained between a triple trailer combination and other vehicles except when overtaking and passing.

A triple trailer combination is not allowed in the farthest left-hand lane except when passing another vehicle travelling in the same direction, when emergency conditions exist or where otherwise posted.

In the event a triple trailer combination is disabled for any reason other than an accident, it should be parked as far off the travelled way as possible.

10. Accidents:

Notwithstanding other state and federal requirements for reporting motor vehicle accidents, all U.S. DOT reportable accidents involving a triple trailer combination operated under a special transportation permit must be reported to the Montana Highway Department within 10 days of the date of the accident.

11. Insurance:

Every triple trailer combination operated under an oversize permit shall be covered by insurance of not less than \$750,000 public liability and \$50,000 property damage. In any case, coverage must meet or exceed the applicable state or federal standard, whichever is higher.

SENATE HIGHWAYS

EXHIBIT NO.

IV

DATE

2/12/87

BILL NO.

SB 187

BEFORE THE  
MONTANA SENATE COMMITTEE ON HIGHWAYS AND TRANSPORTATION  
SENATE BILL 187  
TESTIMONY OF STAN NEWMAN  
CONSOLIDATED FREIGHTWAYS  
TERMINAL MANAGER  
GREAT FALLS, MONTANA

MY NAME IS STAN NEWMAN, I'M A NATIVE MONTANAN WITH DEEP AND PERMANENT ROOTS IN THIS STATE. MY GRANDPARENTS AND DAD CAME TO MONTANA VIA COVERED WAGON IN 1920.

I GRADUATED FROM HIGH SCHOOL IN 1968 FROM INGOMAR HIGH SCHOOL, INGOMAR, MONTANA, AND FROM NORTHERN MONTANA COLLEGE, HAVRE, MONTANA IN 1972.

I'M CURRENTLY TERMINAL MANAGER FOR CONSOLIDATED FREIGHTWAYS AT GREAT FALLS, MONTANA, AND HAVE BEEN IN THEIR EMPLOYMENT SINCE 1973. I'M HERE TODAY TO SUPPORT S.B. 187, THE OPERATION OF TRIPLE TRAILERS ON THE MONTANA INTERSTATE. CONSOLIDATED FREIGHTWAYS IS A NATIONWIDE LTL CARRIER SERVING ALL 50 STATES, CANADA, AND THROUGH VARIOUS DIVISIONS IS VIRTUALLY BECOMING A WORLD WIDE TRANSPORTATION COMPANY.

CONSOLIDATED FREIGHTWAYS HAS BEEN IN BUSINESS IN MONTANA FOR OVER 40 YEARS. WE STARTED OUT WITH 3 EMPLOYEES WITH AN ANNUAL PAYROLL OF \$6000. WE HAVE GROWN TO 180 EMPLOYEES WITH A PAYROLL IN EXCESS OF \$6,000,000. WE FEEL WE ARE A PART OF MONTANA AND IN TURN MONTANA IS A VITAL PART OF THE CONSOLIDATED FREIGHTWAYS NETWORK.

I WANT TO ENSURE THAT MY CHILDREN REMAIN IN MONTANA AND HAVE THE OPPORTUNITY TO PROSPER IN A STATE THAT IS PROGRESSIVE, ECONOMICALLY SOUND, AND THAT IS PRO BUSINESS. FOR THIS DREAM TO BE FULLY REALIZED CHANGES MUST BE MADE.

*Assembly*  
IT IS THE RESPONSIBILITY OF ALL OF US TO ADOPT AN OPEN AND RECEPTIVE ATTITUDE TOWARDS CHANGE AND NEW APPROACHS IN THE BUSINESS WORLD. MORE SPECIFICALLY THE CURRENT LEGISLATURE CAN MAKE THEIR MARK AS THE BEGINNING OF AN ECONOMIC REBUILDING. WE NEED MEASURES TAKEN AND GUIDELINES ADOPTED THAT WILL ENHANCE BUSINESS GROWTH, MAKE STARTING A BUSINESS OR INVESTING IN A BUSINESS MORE APPEALING.

S.B. 187 IS ONE SUCH MEASURE THAT REPRESENTS A DEFINITE POSITIVE PROGRESSIVE MEASURE TO ENHANCE COMMERCE WITHIN MONTANA.

MONTANA AS IT CURRENTLY STANDS IS AN ISLAND RESTRICTING TRANSPORTATION THROUGH THE STATE BY NOT ALLOWING TRIPLES TRAILERS TO BE PULLED ON THE INTERSTATE SYSTEM. YET TRIPLES CAN BE PULLED IN NORTH DAKOTA, SOUTH DAKOTA, IDAHO AND ALBERTA. THE OPERATION OF TRIPLES IN WYOMING IS UNDER CONSIDERATION BY THE HIGHWAY COMMISSION AND THE CONSENSUS IS, THAT TRIPLES WILL BE IN OPERATION IN WYOMING IN THE NEAR FUTURE. WE MUST ACT NOW TO ENSURE CONTINUITY AND COMPATABILITY WITH OUR SISTER STATES. FAILURE TO DO SO WILL RESULT IN ECONOMIC SUICIDE AS FREIGHT WILL PURSUE ALTERNATE ROUTES. WE MUST PASS THIS BILL TO ENSURE OUR TRANSPORTATION SYSTEM REMAINS STABLE AND TO PREVENT MASS EXODUS BY MONTANA BASED BUSINESSES.

- 3 -

BUSINESS REALIZES THE NEED FOR CONSTANT IMPROVEMENT IN THEIR TRANSPORTATION NEEDS, THEY ARE VOCAL IN THEIR SUPPORT OF S.B. 187 AS IT ENCOURAGES IMPROVED SERVICE AT A FAIR PRICE.

THE TOTAL TRANSPORTATION INDUSTRY AND THE TRUCKING COMMUNITY WILL DEFINITELY BE EXPANDED IN MONTANA IF THIS BILL IS PASSED.

THE GROWTH OF ANY BUSINESS IS TIED TO THE ECONOMIC GROWTH OF THE COMMUNITY IT SERVES. WE FEEL WE CAN GROW AND GROW AT A VERY PROGRESSIVE RATE IF THE LEGISLATURE WILL HELP CLEAR AWAY THE COBBWEBS THAT CURRENTLY HINDER BUSINESS EXPANSION IN MONTANA. THIS BILL IS IMPORTANT TO THE CURRENT MOVE TO IMPROVE THE ECONOMIC SITUATION IN MONTANA.

THE MECHANICAL PERFORMANCE OF THE PROPOSED UNIT HAS BEEN THOROUGHLY RESEARCHED AND PRESENTED AND DOES NOT REPRESENT EXCESSIVE WEAR AND TEAR ON OUR INTERSTATE HIGHWAYS.

THE SAFETY PERFORMANCE BASED ON HISTORICAL OPERATION PROVES BEYOND A DOUBT THAT DUE TO SPECIALIZED TRAINING AND A CONSTANT MONITORING THAT THIS OPERATION IS AS SAFE IF NOT SAFER THAN ANY OTHER UNIT ON THE HIGHWAY.

LEND AN EAR TO BUSINESS, IT'S THEIR PROSPERITY AND PROFITS THAT ENSURES ECONOMIC GROWTH, EMPLOYMENT, AND OPPORTUNITY.

BE A PART OF THE SUCCESS FORMULA, PASS S.B. 187

Before The  
Montana Senate Committee On Highways And Transportation  
Senate Bill 187  
Testimony Of Kenneth M. Powell  
Manager Of Linehaul Western Area  
ANR Freight Systems, Inc.

My name is Kenneth M. Powell. I am manager of Linehaul Western Area for ANR Freight Systems, Inc. I am appearing here today in support of Senate Bill 187, the authorization of triple trailer combinations on the interstate highway system in Montana.

Through the purchase of Garrett Freightlines by ANR we have become a member of the Montana Business Community and will continue to provide the transportation needs to the citizens of Montana.

Garrett Freightlines has provided both interstate and intra-state service for Montana for over thirty years and been able to provide a viable transportation service to all people of Montana at the cheapest possible freight rates. We must be more productive which also means we must have more productive trucks and that is what Senate Bill 187 will provide. Cheaper freight means cheaper prices for consumer goods, for the citizens of Montana.

Cheaper freight rates is of a vital concern to business of all kinds when they consider expansion into other areas of our country. We are at times called upon by various business for rate quotes on factory and distribution moves and the areas with triple trailer operations have the lower freight rates.

We are proud to be a part of Montana and we make a meaningful contribution to the economy.

At the present time our operation in Montana consists of the following:

Nine terminal facilities in Montana

One hundred and forty Montana residents earn their livelihood with ANR

We had an annual payroll of	\$3,566,538.71
Payroll tax amounted to	224,640.00
Highway user fees	208,729.00
Other purchases in Montana	721,411.00
TOTAL	4,721,318.71

We feel we make a worthy business partner with the people of Montana and add to the economical health of Montana.

SENATE HIGHWAYS

EXHIBIT NO. V (2)

DATE 2/12/87

BILL NO. SB 117

Our safety record speaks for itself.

In 1986 ANR Freight System ran 91,712,505 miles. Of those 91,712,505 miles 6,130,228 were triple miles. ANR experienced five accidents involving the operation of triple trailers. Triple trailers prove to be safer than any other type of operation.

We will continue to work toward the safe operations of our tractor/trailer units on Americas highways and I would like to take this opportunity to review a program which the major carriers and the states of Utah, Nevada and Idaho formulated in September and October of 1986 to control the operation of triple trailer combinations in adverse weather conditions:

Through meetings with various agencies of the above mentioned states a line of communication was established to enable the carriers to gather weather and road condition reports which is gathered at a specific dispatch office of the carrier who has the responsibility of compiling this data for that week. Then all carriers may call the dispatch for any and all weather information and road conditions. Based on this information the decision is made whether to dispatch triple trailers or go with the double mode.

This road condition report is updated by calls received from drivers, safety supervisors, calls to numbers provided us by state agencies, ports of entry and other sources.

If by chance we get caught in an unpredictable situation and it is unsafe to operate triples we will drop the third trailer and continue.

We will operate triple trailer combinations only when it is safe to do so.

Thank you,

Kenneth M. Powell



## EDSON EXPRESS INC.

SENATE HIGHWAYS

EXHIBIT NO. VI

DATE 2/12/87

BILL NO. SB187

My name is James A. O'Brien. I am Director of Safety and Security for Edson Express, Inc. I am appearing here today in support of SB187, which deals with the operation of triple trailer combinations on the Interstate Highway System in Montana.

Edson Express, Inc. is a Western States LTL Motor Carrier serving the markets of most major cities to and from the Montana cities of Miles City, Billings, Bozeman, Great Falls, Kalispell, and Missoula. We are also serving from and to those Montana points on an Intrastate basis.

Although we serve markets outside of the Rocky Mountain Region, we consider the tier states of Colorado, Wyoming, and Montana to be the dominant core of our existence. Our acquisition of Salt Creek Freightways in April of 1986 has solidified that position. The purchase itself preserved the jobs of many former Salt Creek employees in Montana. We are committed to the well being of all our employees and to the economic health of the State of Montana.

SB187 is a safe means of bringing much needed revenue to the state and would also allow business, industry, and individuals to retain more of their profit dollars and wages.

Simple math indicates that three (3) trailer loads of freight could travel for less money than two (2) trailer loads pulled by a single tractor. Part of the savings, could, of course, be passed on to the shipping and receiving public. More profit dollars spells growth to all participants right down to the wage earner. Growth, in itself, would provide for expansion of real estate and equipment which translates into tax dollars for state and local government.

Should SB187 be passed into law, Edson's sixty four (64) Montana employees and \$1,900,000 payroll could be increased to an unknown figure at least above 15%. We use a conservative figure because of unknown freight discounts, rate proposals to shippers, competition and increased freight lane growth due a more competitive market in Montana that would draw business away from other markets such as Spokane, Fargo, Salt Lake, or Denver.



Page -2-

Expansion of our present break bulk facilities in Casper, Billings, Three Forks, and Missoula would mean additional real estate tax dollars to the state. The use of triples would help make this possible by increasing our line haul miles and tonnage through Montana to the Northwest, Salt Lake and Minnesota markets.

The most important aspect of this proposal is the safety of the motoring public. "Unsafe" is the most prominent word used when triples are mentioned. Why some perceive this as fact is unknown. In reality triple trailer combinations have a better safety record than all other single and combinations. I am sure that testimony from myself and other companies here today will show little or no accidents with triple trailer combinations. At Edson Express we have run four (4) states, some for five years, and many thousands of miles with not one single accident. To ensure this safety record, Edson has an aggressive, full time Safety Department. In fact, most of our line haul drivers are certified for the operation of triples. We have the capability, as most major carriers do, to train our drivers and have the office staff to support any analysis or reporting that may be required.

We ask that any decision you make be in favor of the trucking, shipping and states economic benefit.

SENATE HIGHWAYS

EXHIBIT NO. VII

DATE 2/12/87

BILL NO. SB187

BEFORE THE

SENATE COMMITTEE ON HIGHWAYS AND TRANSPORTATION

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SENATE BILL 187

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BY UNITED PARCEL SERVICE

4255 LBJ Freeway, Suite 255  
Dallas, TX 75244

Thomas Hardeman  
Manager, Public Affairs

Introduction

My name is Tom Hardeman. I am public affairs manager for United Parcel Service. I have been with UPS for 32 years and have worked as a driver and have managed all aspects of the business including tractor trailer operations. I am appearing here today in support of SB187, which would authorize the use of triple trailer combinations on the interstate highways in Montana.

Current Operations

United Parcel Service has service to and from all points in the contiguous United States. We also have operations in Alaska, Canada, Puerto Rico and many foreign countries including Japan where service was initiated to and from all points in both countries Monday of this week.

Decades of experience with triple trailer vehicles in 9 states has demonstrated that they are economical and more importantly, safe to operate.

United Parcel Service has used three-cargo-units combinations in Kansas, Oregon, Nevada, Utah, Idaho, Colorado, North Dakota, South Dakota and most recently Oklahoma as a result of legislation passed last year authorizing their use (appendix A). The accident/mile ratio of these vehicles in recent years is one mishap for nearly 15 million miles. We travel approximately 5 million miles per year in triples and have been accident free for over three years.

Last year we travelled a total of 560 million miles in our tractor/trailer operation. We had 154 D.O.T. reportable accidents. This represents a total frequency of 1 accident for every 3.6 million miles. 40% or 224 million miles were travelled with a single, generally a 40 foot trailer and we experienced 120 accidents for a frequency of 1/1.9 million miles. 59% or 330 million miles were travelled with double trailers and we experienced 34 accidents for a frequency of 1/9.7 million miles. 1% or 5.6 million miles were with triple trailers and we had zero accidents.

To achieve an accident frequency equal to our overall ratio of 1 per 3.6 million miles you would have to drive your personal car 20,000 miles per year for 180 years without a DOT reportable accident.

UPS has found that triple trailer vehicles are extremely safe. Extensive driver training and effective preventative maintenance have resulted in the past three years being accident free.

Benefits to Montana Residents

UPS is currently a significant contributor to the economic stability of Montana as shown in appendix B. In the summary of our 1986 operations you can see the detail. The 589 employees in the state are identified by location in appendix C. This is a 25% growth in employment over the last 4 years.

SENATE HIGHWAYS

EXHIBIT NO. VII (2)

DATE 2/12/87

BILL NO. SB 187

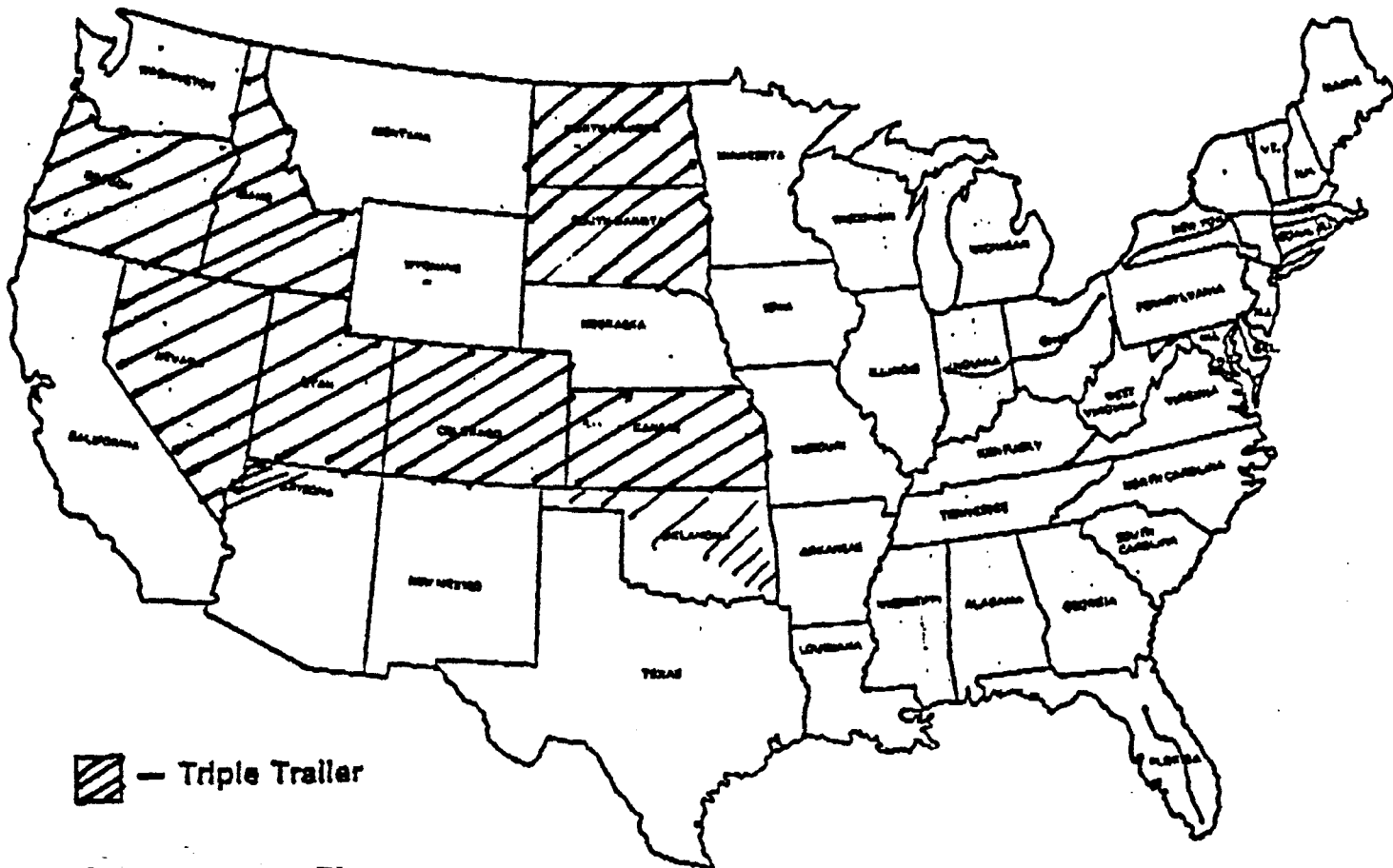
Three-cargo-unit vehicles will decrease the cost of operation and will lessen the upward pressure on rates to shippers and ultimately reduce prices to the Montana consumer. Additional benefits will accrue from more efficient use of the highway system, reduced fuel consumption and fewer commercial vehicles on the highways.

Summary

We believe the approval of triple trailer operations in Montana will bring about safe, efficient transportation. It will bring about improved economic stability to an industry that travels many miles across the state and will encourage future economic development.

Accordingly, United Parcel Service urges the Montana Senate Committee on Highway and Transportation to vote yes on SB187.

# Decades of Experience Confirm Longer Combination Vehicle Safety



## Appendix B

MT. HIGHWAYS  
ENTERED NO. VLL (3)  
DATE 2/12/87  
BILL NO. SB187

## SUMMARY OF MONTANA 1986 OPERATION

Number of employees worked in 1986:	(1,160)	589
Number of daily pickup accounts:		2,692
Number of packages delivered in 1986:		9,202,673
Number of packages picked up in 1986:		2,956,512
Total number of vehicles owned:		307
Feeder miles:		3,411,474
Package car miles:		8,752,065
Number of operating centers:		16
Number of sort facilities:		3
Actual expansion cost in 1986:		
Billings Hub	\$	922,000
Bozeman	\$	450,000
Planned expansion cost in 1987:		
Helena	\$	531,000
Total payroll paid in 1986:	\$	16,143,888
Total purchases to Montana vendors in 1986:	\$	5,989,408
Total Montana state unemployment tax paid in 1986:	\$	176,986
Total Montana state income tax withheld from employees:	\$	602,737
Total other taxes (personal property, etc.)	\$	166,530

## Appendix C

SENATE HIGHWAYS

EXHIBIT NO. DTL (5)MONTANA EMPLOYEES BY LOCATION DATE 3/12/87

AS OF JANUARY 1987

BILL NO. SB 187

Billings	138
Wolf Point	19
Malta	5
Miles City	16
Glendive	22
Broadus	5
Helena	22
Butte	31
Missoula	84
Kalispell	38
Libby	12
Great Falls	48
Lewistown	15
Cut Bank	12
Harre	13
Bozeman	54
SUBTOTAL	534
District Office	55
TOTAL	<u>589</u>

SENATE HIGHWAYS

EXHIBIT NO. 17

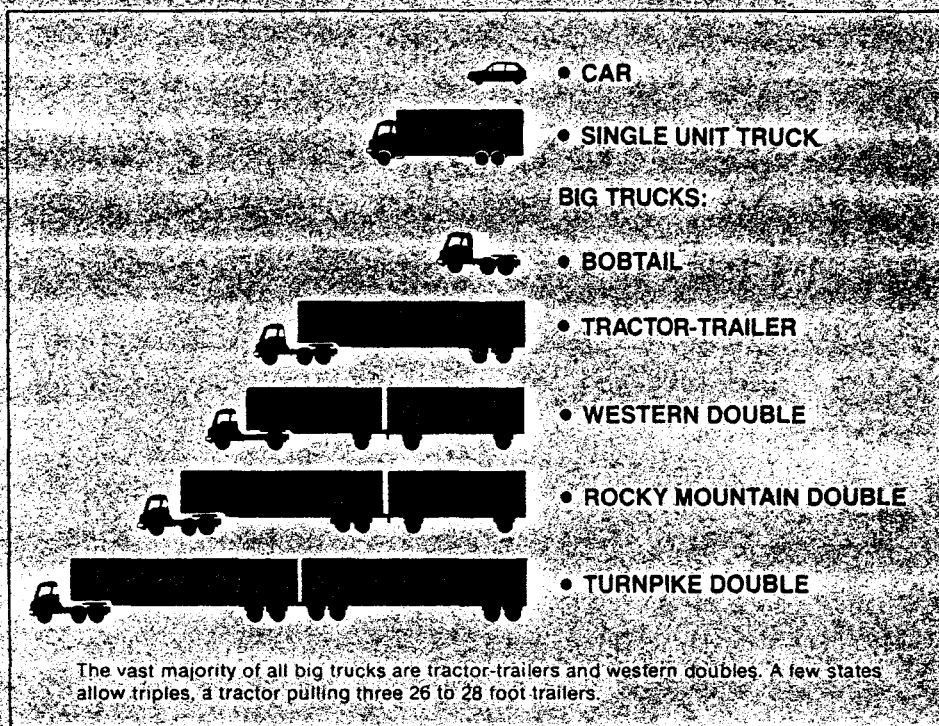
DATE 2/1/78

BILL NO. 39.97

## The Trucking Industry's Dream, A Motorist's Nightmare

### An Analysis of Impacts of the "Pinwheel Amendment"

January 1986



Fred Millar, Ph.D.  
Peter Carlson

Environmental Policy Institute  
218 D Street, S.E.  
Washington, D.C.



SENATE HIGHWAYS

EXHIBIT NO. X

DATE 2/12/78

BILL NO. 86187

# TRUCK SAFETY SHORTCOMINGS



THE NEW YORK STATE  
AUTOMOBILE ASSOCIATION

828 WASHINGTON AVENUE  
ALBANY, N.Y. 12203

# As Those Big, Big Trucks Hit the Road—

**Motorists are bracing themselves for the rumble of twin trailers on more routes. The key issue: Are they safe?**

Ready or not, here come the mega-trucks—longer, heavier and wider rigs on more of the nation's highways.

That prospect worries many motorists and safety experts. But it pleases the highly competitive trucking industry, which is anxious to hold down costs.

Already, large trucking companies are using or planning to invest millions in tandem or double-bottom combinations—a tractor and a pair of 28-foot trailers—that stretch five times the length of a Honda hatchback and weigh 44 times as much, fully loaded.

Although the federal government has not finished deciding which roads twin-trailer trucks can use, the Surface Transportation Act of 1982 threw open tens of thousands of miles of highway to the bigger rigs.

Leapfrogging local laws that limited or banned twins in 14 Eastern states, Congress pre-empted rules governing the size and weight of trucks using highways built with federal aid. In exchange for stiffer taxes on the trucking industry, the law brings to all states—

■ **Wider trucks.** On highways with lanes at least 12 feet wide, allowable width goes from 96 to 102 inches.

■ **Heavier trucks.** The 80,000-pound federal weight limit now applies

to all states. Arkansas, Illinois and Missouri had forced 80,000-pound trucks to detour around their borders. Many states allow even heavier trucks.

■ **Longer trucks.** Single semitrailers can stretch 48 feet, and twin trailers can be 28 feet each. With tractors, lengths of combined rigs can range from 58 feet to nearly 70 feet.

While these changes occur, the industry is lobbying to lower the increase in taxes on the trucks. Odds are that it will get the reduction it seeks.

Many motorists in the traffic-heavy East fear twins since major highways already are frequently clogged by accidents involving single-trailer trucks.

The Borough of Paramus, N.J., which straddles a major truck route, voted unanimously to seek a ban on twin trailers from the route. Clinical psychologist Thomas Todd of Kent, Conn., says tandems "can be terrifying to many automobile drivers."

The American Trucking Associations brands criticism of twin trailers as emotional. "The safety issue is a bugaboo that is depriving us of the most flexible, safe and efficient piece of equipment that we have," says ATA President Bennett Whitlock, who maintains that greater use of twins actually will reduce the number of trucks on the road.

Whitlock says that in the 36 states that have allowed tandems, only 161 of 43,945 road fatalities in 1982 involved twin trailers. He adds that double trailers track the road better and jackknife

less because they are jointed, and they take but two thirds of a second longer to pass than single-unit trucks do.

Some safety experts are not reassured. They contend that on crowded Eastern highways, many of them rural roads that are deteriorating, coexistence between lightweight subcompacts and twins will not be easy. They cite problems of tandems: Blind spots that make it difficult for the truckdrivers to change lanes, braking systems that do not allow quick enough response, and empty rear trailers that are vulnerable to whipsawing.

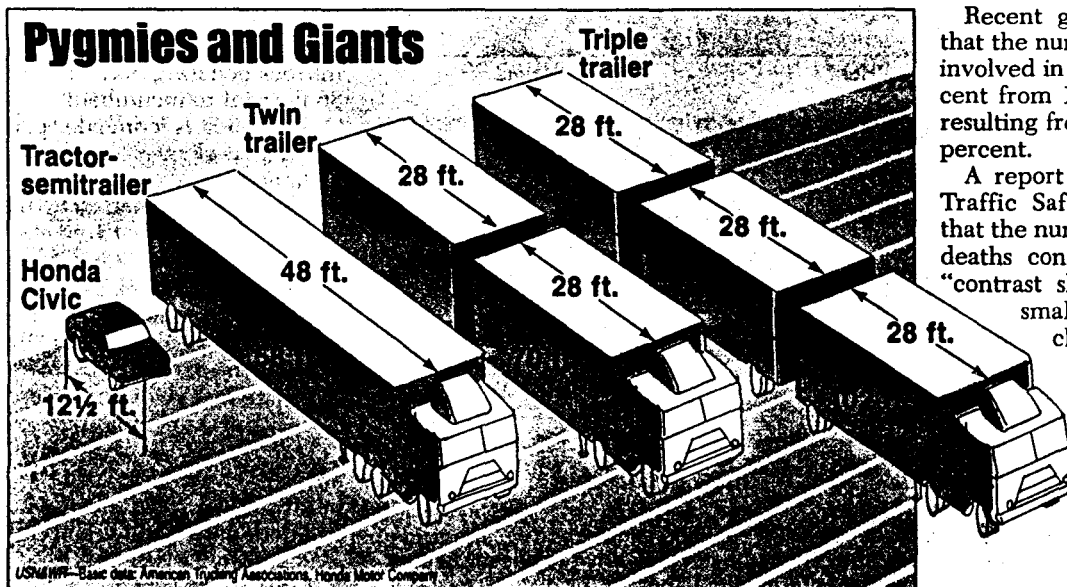
"How close to our bumpers do we want these behemoths?" complains Tom Crosby of the Potomac division of the American Automobile Association. Tractor-trailers on the 62-mile Capital Beltway around Washington, D.C., were involved in 16 percent of all accidents, or about one a day, over an 18-month period, Crosby says.

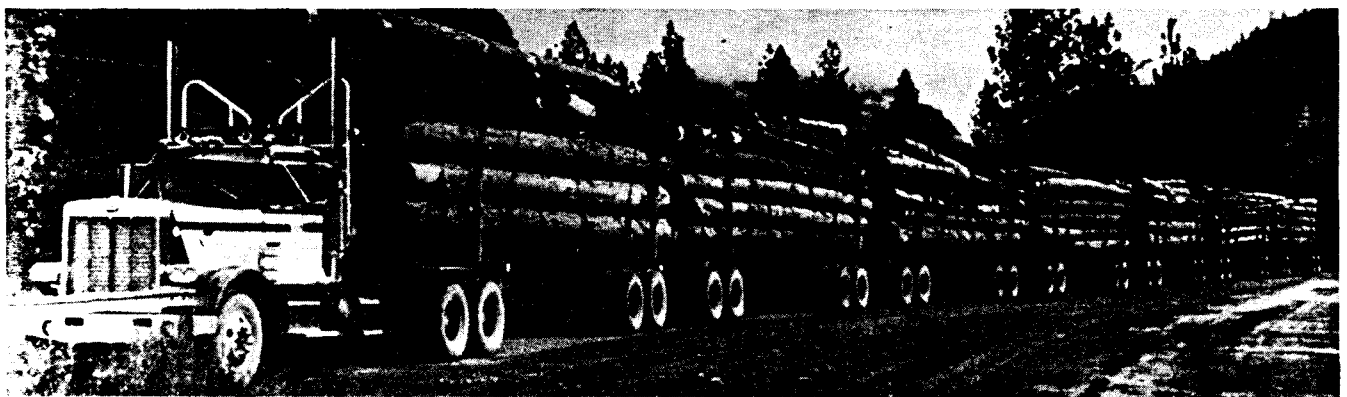
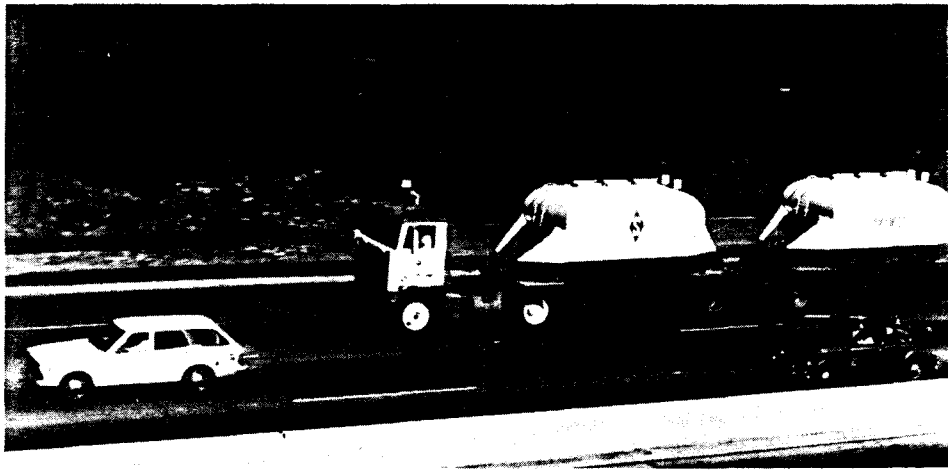
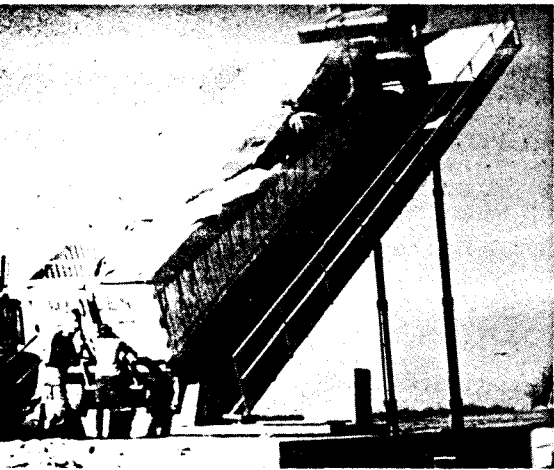
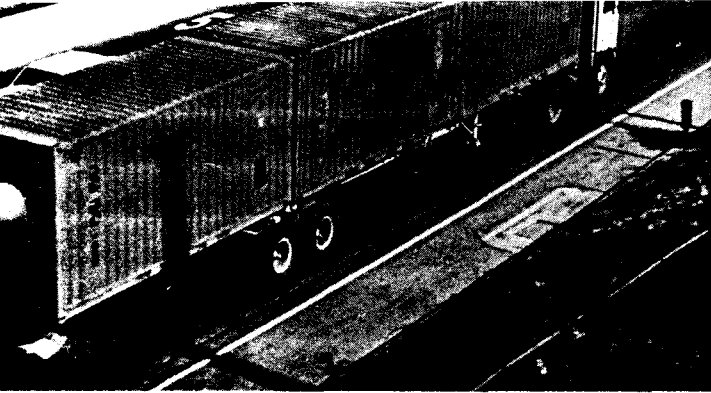
**Crash damage.** Frequent spates of spectacular accidents also tarnish the industry's image. For example, a tractor-semitrailer with a full load of propane gas exploded in April, killing two persons and seriously injuring four others, after striking a freight train near La Porte, Ind. The driver of the tanker struck the train at a rail crossing, after swerving around two waiting trucks. Eleven freight cars were derailed. The National Transportation Safety Board is investigating whether the deceased part-time driver of the truck—who was also a full-time policeman—was suffering from fatigue.

The failure last October of a rear spring on a tanker rig pulling 8,600 gallons of gasoline on Philadelphia's Schuylkill Expressway caused an hours-long traffic jam. That accident killed two persons and engulfed the truck and three other vehicles in flames.

Recent government statistics show that the number of combination trucks involved in fatalities increased 3.1 percent from 1982 to 1983, while deaths resulting from those accidents rose 2.6 percent.

A report by the National Highway Traffic Safety Administration notes that the numbers of road accidents and deaths connected with heavy trucks "contrast sharply with the relatively small numbers of heavy vehicles in the overall motor-vehicle fleet." Combination trucks amount to fewer than 1 percent of all vehicles, but they account for 70 percent of accidents involving trucks larger than pickups and 65 percent of truck-related fatalities. Truckers point out





INCREASED TRUCK SIZE AND WEIGHT  
The Impact On Highways, Safety, And Energy

EXHIBIT 13:

The following are letters that have been submitted by  
proponents in support of Senate Bill 187.

1. S. R. "Peter" McEwin, Pres., Hawk Electric & Plumbing Supply
2. W. Michael Henry, Henry's Safety Supply Company
3. Chip Stoecker, M-Kesson
4. Bob Harley, Falls Supply Company
5. Dennis Fisher, Twin City Freight
6. Virginia Stacey, Bekins Agent
7. Eugene Nike, Big R Supply
8. Al Audet, Smith Equipment Company
9. R. E. Shanahan, Pres., Moderne Cabinet Shop
10. C. J. Dennis, Great Falls Coca-Cola Bottling Company
11. Taylor Bros., Inc.
12. Jim Croft, Novco
13. James J. Flaherty, Great Falls Paper Company
14. Russell F. Joramo, Mgr., Bearing Sales
15. Rick Heck, Anderson Steel Supply Inc.
16. Frederick T. Roach, Consolidated Electrical Distributors, Inc.
17. Glacier State Electric Supply Co., Great Falls, MT
18. Northwest Veterinary Supply Co., Portland, Oregon
19. Malisani, Inc., Great Falls, Montana
20. James D. Bennett, Fasterners Inc., Great Falls, MT
21. Chief Distributors, Great Falls, MT
22. H.C.L. Equipment, Billings-Great Falls, MT

23. Fleet Wholesale Supply, Great Falls, MT
24. Cummins Power Inc., Great Falls, MT
25. Truck Center, Billings, MT
26. Cereal Food Processors, Great Falls, MT
27. Jerry Noble Tires, Great Falls, MT
28. Jako Distributing, Great Falls, MT
29. Tractor & Equipment Co., Great Falls, MT
30. WESCO Butte, MT
31. Town Pump, Butte, MT
32. Christie Transfer & Storage, Butte, MT
33. Port of Montana, Butte, Montana
34. Cyprus Industrial Minerals Company
35. Steele's, Butte, Montana
36. Maydwell & Hartzell, Inc., Butte, MT
37. Ossello's, Butte, MT
38. H. B. Brinck and Associates, Butte, MT
39. Miller's, Butte, MT
40. S. J. Perry Co., Inc., Butte, Montana
41. Morris Marketing Co.,
42. Placer Motors, Inc., Helena, MT
43. Construction Specialties, Inc., Helena, MT
44. Smitty's Fireplace Shop
45. Clover Leaf Dairy, Helena, MT
46. Crescent Electric Supply, Helena, MT
47. Buick, Helena, MT
48. Lincoln Stage, Dick Lundberg
49. The Carpet Gallery, Helena, MT

50. Columbia Paint Company, Helena, MT
51. McKelvey Paint & Decorating, Inc. Helena, MT
52. ANR FREIGHT SYSTEM, Helena, MT
53. Central Parts Company, Helena, Mt
54. Valley Motor Supply, Helena, MT
55. Truzzolino, Butte, MT
56. Brown Auto Parts, Butte, MT 59701
57. Montana Broom & Brush Co., Butte, MT
58. Whalen Tire, Helena, MT
59. Osco Drug, Anaconda, MT
60. Washoe Mfg. Co. Anaconda, MT
61. Wayne's Floor Covering, Anaconda, MT
62. Anaconda Service Cycle Center, Anaconda
63. Snapshot Photo Center,
64. AFFCO, Anaconda, MT
65. Grizzly Boot Co., Anaconda, MT
66. Intermountain Transportation Compay, Anaconda, MT
67. Roach & Smith, Butte, MT
68. Lee's Office Equipment & Supplies, Butte, MT
69. Browns Auto Part, Butte, MT
70. Lyons Motors, Butte, MT
71. Woolworth, Butte, MT
72. Downey Drug, Butte, MT
73. Don's Office Machine Co., Butte, MT
74. Shamrock Motors, Butte, MT
75. Paramount, Butte, MT

76. Montana Leather Company, Butte, MT
77. Crescent Electric Supply Company, Bozeman, MT
78. ANR Freight System, Bozeman, MT
79. Auto World, Great Falls, MT
80. Cory Paint Store, Great Falls, MT
81. SPE - Standard Parts & Equipment Company
82. Billings Storage & Warehouse Company Billings
83. Industrial Supply, Kalispell, Mt
84. Spring Creek Forest Products, Inc., Kalispell, MT
85. Northwest Machinery, Inc. Kalispell, MT
86. Egings Appliances & Furniture
87. Rainbow Paints, Kalispell, MT
88. Consolidated Electrical Distributors, Inc.
89. Columbia Paint Company, Kalispell, MT
90. Butte Silver Bow-Chamber of Commerce, Butte,
91. Hoglunds, Great Falls, MT
92. Hansen-Kinney Co. Great Falls, MT
93. Great Falls Paper Company, Great Falls, MT
94. Gus & Jack's Tire - Great Falls, MT
95. Gagnon's Great Falls, MT
96. Falls Supply Company, Great Falls, MT
97. Falls Chemicals Inc., Great Falls, MT
98. Eklund's Appliance & TV, Great Falls, MT
99. Fleet Supply, Great Falls, MT
100. Consolidated Electrical Distributors, Inc. Great Falls, MT
101. American Music Co., Great Falls, MT
102. Anderson Steel Supply, Inc., Great Falls, MT

103. P. J. Anderson & Sons, Conrad, MT
104. Advanced Litho Printing
105. Carl Weissman & Sons, Great Falls, MT
106. Tractor & Equipment Co., Great Falls, MT
107. Cummins Power Inc., Great Falls, MT
108. Airwick Professional Products of Montana, Great Falls, MT
109. Metco Kenworth Inc., Great Falls, MT
110. Warden Paper Inc., Great Falls, MT
111. World Wide Press, Inc., Great Falls, MT
112. Wilbur-Ellis Company, Great Falls, MT
113. Vemco Inc., Great Falls, MT
114. Uni-Quip, Great Falls, MT
115. Tire-Rama, Great Falls, MT
116. Thermal Supply Inc., Great Falls, MT
117. Terrex Industries, Inc., Great Falls, MT
118. Smith Equipment Company, Great Falls, MT
119. Lui Salina-Trader, Great Falls, MT
120. National Bark Sales, Townsend, MT
121. Milford A. Palmer Automotive Parts, Great Falls, MT
122. Montana Plumbing Supply Company, Great Falls, MT
123. Mountain Bell, Great Falls, MT
124. Johnson Distributing, Great Falls, MT
125. Instant Ticket Factory, Inc.
126. Interstate Brands Corporation, Great Falls, MT
127. Nebraska Railroad Association, Omaha, Nebraska



EDLEY H. PAGE, M.D., F.C.

P.O. BOX 2007

GREAT FALLS, MONTANA 59404

TELEPHONE (406) 761-0111

5-20-86

Dear Mr. [unclear]  
[unclear]

Dear Sir:

I have taken the liberty of clipping the  
[unclear] questionnaire found in the [unclear] on  
11-86. The name is [unclear]. My daughter [unclear]  
[unclear] your paper - she is [unclear] [unclear]  
[unclear] - hence my interest.

I have to accept [unclear] [unclear] [unclear]  
[unclear] to [unclear] back [unclear] [unclear] [unclear]  
for the [unclear]

O Double [unclear] [unclear] [unclear] [unclear]  
[unclear] from all of our [unclear] [unclear]  
[unclear]. The [unclear] should be [unclear] [unclear]!  
Our [unclear] today seem to have [unclear] [unclear] all  
[unclear] of safety for themselves and all other  
[unclear]. These [unclear] techniques are [unclear].

They use their rigs as a base and all to  
the district. The electric lines only change  
the problem. In a frequent Yucatan and  
Yucatan I go from East to West to the south  
and back East. They are not in the same  
been involved in some very dangerous episodes  
initiated by or caused by the rubber. This  
must be stopped!!

2) The Yucatan Highway, Department  
to be making a good effort to upgrade it  
and inadequate highway to make it better.  
Taking away 16 million dollars certainly has  
helped the effort. This money must be used  
immediately. It must not be time  
to keep this from happening again.

Sincerely,

Walter H. H. H.

11-6-86

Mont AAN

Bx 4129

Hebra

Dear Gus: Well, I'm in  
the completed questionnaire.  
I am in enclosing the  
material and making things

Hazardous is the trucking  
industry. To that of adding  
triple trailers is inescapable

To Bob every way. We fought  
this idea about 10-12 years  
ago + stopped it. Don't let  
the truckers get a foot in the  
door. Our Senior Citizens from  
Polson + Mendenhall played  
a big part in lobbying

Against - + here involvement  
to stop it then.

If nothing else S.S.  
Should really watch out  
for this "germish" or imbalance.  
You want to call it. When  
the trucks need 3 trailers  
they better go on the R.R.

You can count on help  
from Senior citizens to plan  
I collected over 150 <sup>in person</sup> signatures  
opposing triple trucks when  
the State highway <sup>administration</sup> tried to help  
trucks push it through several  
years ago - Be on guard!!

Respectfully,  
Theodore Decker

P.S. Jean Turnage helped us out  
too - in the 1970's attempt to  
get triple on the road.

2/11/87

Dear Mr. Tobiasson,

I would like to discourage any legislation supporting the use of triple trailer combinations on our Montana highways.

I believe a Drivers Ability to control this much equipment (triples) is pushed beyond human limits thereby creating a Safety Hazard for All motorists.

Also, the use of triples combinations would negatively impact our State economy through a loss of driving jobs.

I have over (11) eleven years experience operating triple and double trailer combinations in this state and feel qualified in my judgement.

Sincerely yours,

Jack William Jr.  
Beaver, MT

M.R. JERRY TUBBSON.

I AM WRITING THIS LETTER IN  
REFERENCE TO FUELING TRAILER TRUCKS  
ON OUR MOUNTAIN HIGHWAYS.

FIRST I WOULD LIKE TO SAY THAT  
I WORK FOR UNITED TRAILER TRUCKS  
AS A DRIVER ON OPEN THE ROAD  
TRUCKS. I HAVE BEEN DRIVING THIS  
FOR 8 YEARS I HAVE FUELED EVERY  
COMBINATION OF TRAILERS, THAT COME (UPS)  
ON ALL IN MONTANA.

I FEEL THAT TRAILER TRUCKS ON  
OUR HIGHWAYS WOULD BE VERY UNWISSE  
WHILE FUELING 2 TRAILERS, THE BACK TRAILER  
TENDS TO SWAY BACK AND FORTH AT TIMES,  
LIKE WHEN HITTING SOME OF THE BULBS OR  
PUSHED TUBS ON I-90 IT IS VERY HARD  
TO CONTROL THIS SWAY. THE SWAY WOULD  
INCREASE AND BECOME THAT MUCH  
WORSE WITH A THIRD TRAILER. THE  
REASON IS ALSO A SAFETY PROBLEM FOR  
ANYONE TRYING TO PASS ONE OF  
THESE TRAILERS. THE SWAY PROBLEM ON HOT  
ROADS, WHERE FUELING IS NECESSARY HAS  
BEEN PROVEN, AND THAT WOULD INCREASE. ANY  
TIME YOU HAVE A CONTROL PROBLEM  
WITH ONE TRAILER IT INCREASES THAT  
MUCH MORE WITH THE MORE TRAILERS.

that are pulled.

I also feel that for every  
one to be out of the labor force  
disability, one person is put out  
of work. This would mean more  
unemployment benefits to be paid  
out. It would also mean state bonds  
to be paid, and taxes being  
collected within the state. For every  
two jobs of taxes, there would be  
one less job of taxes being paid for  
the state. There would also be a  
loss on one disability claim in each  
of labor - disability. The economic  
conditions in Montana are already  
bad enough, without putting more  
people out of work.

There are just a few reasons  
that would cause it. They are  
already in a very steadily offload  
to the tax system. And I want  
everyone voting on this to vote  
against it.

Thank you for  
your concern

Sincerely,

Doug Williams

Doug Williams  
Montana  
Bozeman, MT

Sincerely

# FIRST BAPTIST CHURCH

Culbertson

P.O. Box 100  
Culbertson, MT 59218

Edmund Jack Powers

Phone 187-1345

November 3, 1986

Dear MAJ:

I truly appreciate your ~~the~~ front-page questionnaire dealing with legislative issues. However I did find some difficulty in answering some of them in exactly the way you allowed me to answer, therefore, this brief note,

If I may, I will answer them with corresponding numbers:

4. The Highway Patrol is not only operating for the benefit of the motorist, but also for the public in general and therefore must be financed by the public in general. I would propose funding from both sources as proper.
5. In my opinion the government of the State of Montana did a deastardly thing when it transferred the Trust Fund dollars to the General Fund. It should become a legal burden to the legislature to replace that money post-haste! The Highway monies should be used for such items as repairing Hiway MD (it is in horrible condition over many miles), and for such needs as the Highway Patrol.
12. This is one issue that needs to be dealt with at the very root of the problem.

Montana, as do many of our states, has a very serious drinking problem as a whole. We people are speaking loud and long about the horrible "Drug Problem" and all the while we do as those who drink try their best to pretend that "Alcohol" is not one of the very drugs they are speaking of. Until Montana is willing to repeal all laws allowing the sale and use of "Alcohol" (which is most definitely an addictive drug) we will basically be unable to do very much about the many problems connected with its use along with other mind-robbing drugs!

My number one complaint as a motorist is the growing danger of Tractor-trailer drivers who are reckless, truck-oriented in their operations, and constantly a menace to the "four-wheel" traffic which they openly hate and threaten as if the Highways belonged to the trucks. I hope all these things...

Edmund Powers



1508 West Lincoln Drive  
Whitefish, MT 59107  
November 5, 1966

Larry J. Tobiasson, President  
Montana Automobile Assn.  
And Jim Manion, Editor  
P O Box 6129  
Helena, MT 59604

Gentlemen:

Enclosed is the completed questionnaire from the November issue of Montana Motorist, which we enjoy reading.

We have used the excellent services of AAA in Montana and in other states, especially the travel information and maps. The people in the Kalispell office, which serves us, are most cooperative. Glenn Wallace and his colleagues are a credit to the Association.

Regarding the questionnaire: I believe most Montana motorists feel that commercial trucks and trailers are too long now, let alone considering triple trailers. In Montana, tractors and trailers constitute a real hazard, particularly during or after a snowstorm or rainstorm, when one meets or seeks to pass these veritable freight trains.

Concerning Montana rest stations, which has become a topic for comment in your magazine (newspaper), it is shameful the way they are treated by the traveling public or our home-grown vandals. Whatever the cause, their condition is a blot on our beloved State. Would it be possible for the Highway Department to assign people monitoring or cleanup duties as a collateral function? Or encourage communities near rest stations to take this chore under their wing? In the D.C. of Washington, communities near rest stations provide free coffee and cookies to travelers. It certainly makes one feel welcome. Of course, we don't have enough people to man all the rest stations, but we could give it a try when the stops are near cities.

Sincerely,

John W. Grinde

Owen Grinde

Encl.

my great complaint as a matter of  
fact, Dunning does not show any  
consideration for fellow dealers  
both in the City limits and out of  
the city. Dunning stops signs  
etc.

Our weight trucks should  
be the responsibility of the  
shipper - the shipper should  
know how much the truck  
can legally haul.

Thank you  
Victor Sparrow  
1405 Hummingbird  
Missoula, Mont.  
59602