	<b>US DOT #</b> 3722201	<b>Legal:</b> DOOR TO DOOR MOVING LLC <b>Operating (DBA):</b>			
<b>MC/MX #:</b>		<b>State #:</b> THG069990		<b>Federal Tax ID:</b>	
<b>Review Type:</b> Compliance Review (CR)					
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.			<b>Territory:</b>
<b>Operation Types</b>		<b>Interstate</b>	<b>Intrastate</b>		
<b>Carrier:</b>	N/A		Non-HM	<b>Business:</b> Corporation	
<b>Shipper:</b>	N/A		N/A	<b>Gross Revenue:</b> \$169,260.48	
<b>Cargo Tank:</b>	N/A			<b>for year ending:</b> 12/31/2022	
<b>Company Physical Address:</b>					
1323 S Cougar Dr MOSES LAKE, WA 98837-9607					
<b>Contact Name:</b> Dylan Morris					
<b>Phone numbers:</b> (1) 509-361-0729		(2)		<b>Fax</b>	
<b>E-Mail Address:</b> dylan.morris@doortodoorllc.com					
<b>Company Mailing Address:</b>					
8328 Teal Rd MOSES LAKE, WA 98837-9607					
<b>Carrier Classification</b>					
Authorized for Hire					
<b>Cargo Classification</b>					
Household Goods					
<b>Equipment</b>					
		<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>	
Truck		1	0	0	<b>Owned Term Leased Trip Leased</b>
Power units used in the U.S.:1					
Percentage of time used in the U.S.:100					
<b>Does carrier transport placardable quantities of HM?</b> No					
<b>Is an HM Permit required?</b> N/A					
<b>Driver Information</b>					
		<b>Inter</b>	<b>Intra</b>	<b>Average trip leased drivers/month:</b> 0	
<b>&lt; 100 Miles:</b>			1	<b>Total Drivers:</b> 1	
<b>&gt;= 100 Miles:</b>				<b>CDL Drivers:</b> 0	



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**Part A**

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

Leonard McLaughlin  
PO BOX 47250, Olympia WA 98504-7250  
[Cell \(360\) 701-1608](tel:3607011608) or [leonard.mclaughlin@utc.wa.gov](mailto:leonard.mclaughlin@utc.wa.gov)

**This report will be used to assess your safety compliance.**

**Person(s) Interviewed**

**Name:** Dylan Morris

**Title:** Owner

**Name:**

**Title:**



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**Part B Violations**

1	Primary: 395.8(a)(1)	Discovered	Checked	Drivers/Vehicles	
STATE	CFR Equivalent: 395.8(a)(1)	30	30	In Violation	Checked
<b>CRITICAL</b>				1	1
<b>Description</b> Failing to require a driver to prepare a record of duty status using the appropriate method. <b>Example</b> Driver name: Dylan Morris Trip date: 09/12/2023 Description of violation: Failure to complete hours of service for the month of September 2023.					
2	Primary: 390.19(b)(2)	Discovered	Checked	Drivers/Vehicles	
STATE	CFR Equivalent: 390.19(b)(2)	1	1	In Violation	Checked
				1	1
<b>Description</b> Failing to file the appropriate form under 390.19(a) (MCS-150, 150B, or 150C) each 24 months according to the schedule. <b>Example</b> Driver name: Dylan Morris Trip date: 09/12/2023 Description of violation: Carrier failed to update mileage.					
3	Primary: 391.45(a)	Discovered	Checked	Drivers/Vehicles	
STATE	Secondary: 391.11(a) CFR Equivalent: 391.45(a)	1	1	In Violation	Checked
				1	1
<b>Description</b> Using a driver not medically examined and certified. <b>Example</b> Driver name: Dylan Morris Trip date: 09/12/2023 Description of violation: Driving without a valid medical certificate. Medical Certificate expired on September 7, 2023 and had not been renewed as of October 10, 2023, the date of the investigation.					
4	Primary: 391.51(a)	Discovered	Checked	Drivers/Vehicles	
STATE	CFR Equivalent: 391.51(a)	1	1	In Violation	Checked
				1	1
<b>Description</b> Failing to maintain driver qualification file on each driver employed. <b>Example</b> Driver name: Dylan Morris Trip date: 09/12/2023 Description of violation: Failure to prepare or maintain driver qualification file as required.					
5	Primary: 396.3(b)	Discovered	Checked	Drivers/Vehicles	
STATE	CFR Equivalent: 396.3(b)	1	1	In Violation	Checked
				1	1
<b>Description</b> Failing to keep minimum records of inspection and vehicle maintenance. <b>Example</b> Vehicle: 1GDJGH1P9NJ508042 Trip date: 09/12/2023 Description of violation: Carrier failed to acquire and maintain vehicle maintenance file.					



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**Part B Violations**

6 STATE	Primary: 396.17(a) CFR Equivalent: 396.17(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Using a commercial motor vehicle not periodically inspected.  
**Example**  
Vehicle: 1GDJGH1P9NJ508042  
Trip Date: 09/12/2023

7 STATE	Primary: WAC 480-15-555(1) CFR Equivalent: 392.2	<b>Discovered</b> 1	<b>Checked</b> 12	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 12
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**Description**  
Failure to complete a criminal background check for every person the carrier intends to hire.  
**Example**  
Driver name: Dylan Morris  
Trip date: 09/12/2023  
Description of violation: Emmanuel Gameros hire date was January 1, 2023, his background check was performed February 1, 2023.

<b>Safety Fitness Rating Information:</b>		<b>OOS Vehicle (CR):</b> 0
<b>Total Miles Operated</b> 2,570		<b>Number of Vehicle Inspected (CR):</b> 1
<b>Recordable Accidents</b> 0		<b>OOS Vehicle (MCMIS):</b> 0
<b>Recordable Accidents/Million Miles</b> 0.00		<b>Number of Vehicles Inspected (MCMIS):</b> 0

<b>Your proposed safety rating is :</b>  <b>CONDITIONAL</b>	<b>Rating Factors</b>	<b>Acute</b>	<b>Critical</b>
	<b>Factor 1:</b> S	0	0
	<b>Factor 2:</b> S	0	0
	<b>Factor 3:</b> U	0	2
	<b>Factor 4:</b> S	0	0
	<b>Factor 5:</b> N	0	0
	<b>Factor 6:</b> S	-	-





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## Part B Requirements and/or Recommendations

### 1. Safety Management Plan Requirement

Within 60 days, send and have approved, a safety management plan to the UTC describing what actions you have taken in response to this review to ensure that you are complying with the Motor Carrier Safety Regulations.

Identify each violation and why the violations were permitted to occur.

Address the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action (new policies, procedures, training programs etc.).

Outline actions taken to ensure that similar violations do not reoccur in the future. Include actual documentation of this corrective action (new policies, procedures, training programs etc.).

Address your response to:

Jason Sharp  
jason.sharp@utc.wa.gov  
(360) 701-1603

### 2. "Is Your Registration Information Current?"

FMCSA requires carriers to update their registration data via a MCS-150 form every 24 months. Please review, verify and update your contact information, Vehicle Miles Travelled (VMT) and Power Unit (PU) data to ensure that it is current and accurate, since it is used in the new Carrier Safety Measurement System. You should access the system, review all the information and press the submit button. Once you've done this, the system will record that you've reviewed the information and you will be in compliance with the biennial update requirement.  
[https://li-public.fmcsa.dot.gov/LIVIEW/PKG\\_REGISTRATION.prc\\_option](https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option)

3. Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.
4. Do not allow drivers to drive intrastate unless they have been physically re-examined each 24 months.
5. Perform and document that criminal background checks were performed as required on all applicants before starting employment with you.
6. Ensure that a periodic inspection is performed on every commercial motor vehicle prior to operation and at proper intervals thereafter.
7. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.

### 8. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Dylan Morris, did not establish policies or procedures to track his hours of service.

#### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy and procedure describing how management will monitor and track logs for falsification.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete





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### Part B Requirements and/or Recommendations

the load on time.

- Develop a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.
- Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.
- Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.
- Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Hours-of-Service (HOS) violations.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

9. Understand Why Compliance Saves Time and Money: Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.

Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.

NOTICE: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.

NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:  
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Your signature for receipt of this report



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**Part B Requirements and/or Recommendations**

acknowledges your understanding that the violations discovered by the UTC during this review may be used to calculate any civil penalty proposed as a result of this review.

Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date unless adequate evidence of corrective action is forwarded to our office:

Leonard McLaughlin  
Utilities and Transportation Commission  
P.O. Box 47250  
Olympia, WA 98504-7250  
Email: [leonard.mclaughlin@utc.wa.gov](mailto:leonard.mclaughlin@utc.wa.gov)







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**Safety Fitness Rating Explanation**

**OVERALL SAFETY FITNESS RATING**

Number of Factors (1-6) shown above as less than satisfactory

Unsatisfactory

Conditional

1

0


= **CONDITIONAL**

**FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING**

Number of Factors

	Unsatisfactory	Conditional	OVERALL RATING
	0	2 or fewer	Satisfactory
	0	3 or more	Conditional
0	1	2 or fewer	Conditional
	1	3 or more	Unsatisfactory
	2	0 or more	Unsatisfactory



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<b>Part C</b>			

**Reason for Review:** Compliance Review  
**Planned Action:** Cooperative Safety Plan (CSP)

**Parts Reviewed Certification:**

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
		✓	✓	✓	✓	✓	✓	✓	✓									

Prior Reviews      Prior Prosecutions

**Unsat/Unfit Information**

**Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?**

**Does carrier transport placardable quantities of hazardous materials?**

**Unsat/Unfit rule:** Not Applicable

**Corporate Contact:** Dylan Morris  
**Corporate Contact Title:** Owner

**Special Study Information:**

**Remarks:**

**INVESTIGATIVE REPORT RECEIVED BY:**

Name: Mr. Dylan Morris  
Title: Owner  
Carrier/Shipper Name: Door to Door Moving LLC  
Date: November 20, 2023

**REASON FOR THE INVESTIGATION:**

As part of the 2023 Motor Carrier Safety work plan, this investigation was assigned to Leonard McLaughlin, Special Investigator from the Washington Utilities and Transportation Commission (commission).

**SCOPE OF THE INVESTIGATION:**


This investigation is a comprehensive intrastate investigation and the carrier's provisional safety investigation by the commission. It was assigned to Special Investigator Leonard McLaughlin on September 25, 2023. The carrier was contacted on September 28, 2023, and a full investigation was set for October 10, 2023, at 2380 South Maiers RD, Moses Lake, WA 98837, the lobby of the Moses Lake Fairfield Inn. Present at the start of the review were Special Investigators Leonard McLaughlin, Sandra Yeomans and Door to Door Moving LLC owner, Dylan Morris.

SMS was checked on October 10, 2023, and it was noted that no BASICS were in alert status.

**CARRIER OPERATION DESCRIPTION:**

Door to Door Moving LLC is a provisional household goods carrier operating out of Moses Lake, Washington. The carrier began operations in the area in July 2021 and received temporary operating authority on Oct 25, 2021. Dylan Morris received household goods (HHG) training with the commission on August 18, 2021. Dylan Morris is responsible for the carrier's safety program. The carrier currently operates one straight truck classified as commercial motor vehicles. The carrier has employed one additional driver who operated within the state of Washington within the past 365 days. Dylan Morris is a driver and has trip dates within the scope of the investigation. Dylan Morris also stated he was responsible for administrative duties and was the only driver operating. Door to Door Moving LLC recorded a gross revenue of



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<b>Part C</b>		

\$169,260.48 for the calendar year ending December 31, 2022. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier last updated the Vehicle Miles Traveled (VMT) December 31, 2022, stating vehicles traveled 2,570 miles.

**PRE-INVESTIGATION:**

On September 28, 2023, a carrier information packet was emailed to the carrier requesting investigation information, the records that would need to be reviewed and the information the carrier would need to make available. The carrier was requested to fill-out and return the carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months and a list of all commercial motor vehicles utilized in the last 12 months prior to the start of this investigation. The carrier packet was returned on October 09, 2023, via email. On Tuesday, October 10, 2023, when meeting with Dylan Morris some of the documents requested were not made available to the investigator for review. A copy of the carrier's profile was obtained through MCMIS on October 09, 2023, along with a copy of the MCS-150. The carrier's principal place of business is 8328 Teal Road, Moses Lake, WA 98837. The vehicle is stored at the carrier's principal place of business.

**CDLIS (DRIVER LICENSE) CHECK:**

In accordance with the eFOTM, one driver's license status/history was required to be checked based on one current driver. On October 11, 2023, the driver license status/history was checked through Washington Department of Licensing. Dylan Morris has a current license and no violations.

**AUTHORITY:**

Door to Door Moving LLC is an authorized for-hire carrier of household goods operating in intrastate commerce. The carrier operates under the USDOT number 3722201. Door to Door Moving LLC has intrastate authority through the commission provisional permit number THG-069990.

**INSURANCE:**

Door to Door Moving LLC is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance shows a \$1,000,000 Auto Liability with United Financial Casualty Company and \$50,000 Cargo Insurance with Great American Insurance Company. See Part 387 below for details.

**RED FLAG DRIVERS:**

A&I (SMS) was checked through Portal on October 10, 2023, and the carrier has had no drivers with red flag violations in the last 365 days.

**DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:**

This is a full comprehensive investigation therefore a Drug and Alcohol Supplemental Review was not required.

**HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:**

Door to Door Moving LLC does not transport any hazardous materials. A Hazardous Materials Supplemental Review was not required.

**INVESTIGATION:**


The following investigation is a comprehensive investigation that checked Parts 376, 380, 382, 383, 387, 390, 391, 392, 393, 395, and 396.

**Part 376 Lease and Interchange of Vehicles:**

Door to Door Moving LLC does not currently lease vehicles.

**Part 380 Special Training:**



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Door to Door Moving, LLC does not operate long combination vehicles (LCVs). The carrier currently does not employ any drivers that meet the definition of entry level driver.

Part 382 Controlled Substance and Alcohol Testing:

Door to Door Moving LLC does not employ CDL drivers and does not operate vehicles that would require drug and alcohol testing.

Part 383 Commercial Driver's License:

Door to Door Moving LLC does not employ CDL drivers and does not operate vehicles that would require a commercial driver's license.

Part 387 Financial Responsibility:

The carrier's vehicle is insured with American Family Insurance an underwriter for United Financial Casualty Company, policy number 856151 for auto liability and Great American Insurance Company, policy number IMPE990677 for cargo insurance. The insurance agent is Chris Arnberg, contact telephone number of (509) 764-5144. The agent is located at 821 E Broadway Ave, Ste 18 Mose Lake WA 98837. The investigator contacted the carrier's insurance agent via email and received a response on October 11, 2023, verifying that there have been no lapses and no claims against the insurance in the past 365 days.

Part 390 General FMSCR:

The carrier was not involved in any DOT-recordable accidents within the last 365 days. The accident register is current.

Carrier failed to update MCS-150 according to schedule.

One violation of 390.19(b)(2) for failure to update MCI-150 on a biannual basis as required. The vehicle mileage had not been updated and still showed one mile for the calendar year 2021.

Part 391 Qualification of Drivers:

The carrier employs one driver currently operating in the state of Washington. Per eFOTM guidelines, a sample size of one Driver Qualification File was to be inspected based on the number of current drivers. The driver file to be reviewed was Dylan Morris.

One critical type of violation 391.45(a) for using a driver not medically examined and certified.

Dylan Morris' Medical Certificate had expired on September 7, 2023, and at the time of the investigation on October 10, 2023, had not been renewed. Dylan Morris had made a total of seven trips without a valid medical certificate.

The trip dates were:

September 8, 9, and 12.

October 2, 3, 5 and 8.


One critical type violation of 391.51(a) for failing to maintain a drivers qualification file on each driver employed.

Part 392 - Driving of Commercial Motor Vehicles:

Door to Door Moving LLC is operating in intrastate commerce and at the time of this investigation the carrier is current on annual regulatory fees.

The carrier utilizes checkr.com for conducting criminal background checks.



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<b>Part C</b>		

One violation of WAC 480-15-555(1) for failure to complete a criminal background check for every person the carrier intends to hire. Emmanuel Gameros hire date was January 1, 2023, his background check was performed February 1, 2023.

**Part 395 - Hours of Service:**

The carrier currently employs one driver. In accordance with eFOTM procedures, a sample size of one Records of Duty Status (RODS) is required to be checked for a 30-day period. Door to Door Moving LLC operates within 150 air miles and if they required the driver to prepare a qualifying timesheet, could qualify for the short-haul exemption.

For this investigation a 30-day period was chosen from September 1, 2023, to September 30, 2023. The driver checked was Dylan Morris.

Thirty critical violations of 395.8(a)(1) for failing to prepare a record of duty status using the appropriate method. Dylan Morris failed to create RODS for the month of September.

**Part 393 & 396 - Maintenance and Inspection:**

The carrier owns and operates one commercial motor vehicle in intrastate commerce during the last 365 days. Repairs are conducted with Woodard Auto and Truck and Eddison Automotive, both located in Moses Lake, WA.

**Vehicle Maintenance Records:**

In accordance with eFOTM, a sample size of one vehicle maintenance file was required to be reviewed. The vehicle reviewed was: 1GDJ6H1P9NJ508042. Two violations were discovered.

One critical type violation 396.3(b) for failing to keep minimum records of inspection and vehicle maintenance.

One critical type violation of 396.17(a) for failing to perform the annual inspection.

**Driver Vehicle Inspection Reports (DVIRs):**

DVIRs are not required for Door to Door Moving LLC as they currently have one vehicle in operation.

**Vehicle Inspections:**

In accordance with eFOTM, a sample size of one vehicle was inspected. The vehicle was inspected at 8328 Teal Rd, Moses Lake, WA.

One violation of 393.95(f) for no/insufficient warning devices.

The inspection is uploaded to TOMCAT.


**CLOSING INTERVIEW:**

The closing interview was conducted on November 20, 2023 via phone. Present at the closing interview were Investigators McLaughlin, Yeomans along with company representative Dylan Morris. This investigation resulted in a proposed conditional rating. Mr. Morris was cooperative throughout the entire scope of this investigation and started correcting violations as they were presented to him.

**DOCUMENTS PROVIDED TO THE CARRIER:**

The carrier was provided with one copy of Parts A and B, requirements and recommendations, safety fitness explanation and documents on how to prepare a safety management plan.



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**FOLLOW-ON ACTION:**

Continued compliance monitoring. Penalties for critical violations: 391.45(a), 395.8(a)(1), 396.3(b). Prepare a safety management plan. Send an intent to cancel. Revisit within one year if not cancelled.

<b>Upload Authorized:</b>	<b>Yes</b>	<b>No</b>
<b>Authorized by:</b>		<b>Date:</b>
<b>Uploaded:</b>	<b>Yes</b>	<b>No</b>
<b>Verified by:</b>		<b>Failure Code:</b>
		<b>Date:</b>

