
	<b>US DOT #</b> 2081148	<b>Legal:</b> JFS TRANSPORT INC <b>Operating (DBA):</b> COAST MOVERS			
<b>MC/MX #:</b>		<b>State #:</b> HG064232		<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> \$127,000.00	
<b>Cargo Tank:</b>	N/A			<b>for year ending:</b> 12/31/2021	
<b>Company Physical Address:</b>					
242 Hemlock Dr NW Gig Harbor, WA 98335					
<b>Contact Name:</b> Jonathan Sheridan					
<b>Phone numbers:</b> (1) 888-546-6820		(2) 253-961-4163		<b>Fax</b>	
<b>E-Mail Address:</b> jfsmoving@yahoo.com					
<b>Company Mailing Address:</b>					
PO Box 190 Gig Harbor, WA 98335					
<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>		<b>Owned Term Leased Trip Leased</b>
Truck	1	0	0	:	
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>			<b>Total Drivers:</b> 2		
<b>&gt;= 100 Miles:</b>		2	<b>CDL Drivers:</b> 0		



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State #: HG064232

**Part A**

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

Francine Gagne  
PO Box 47250, Olympia, WA 98504-7250  
[Phone \(360\) 529-2082](tel:(360)529-2082) [email francine.gagne@utc.wa.gov](mailto:francine.gagne@utc.wa.gov)

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

**Person(s) Interviewed**


**Name:** Jonathan Sheridan

**Title:** Owner

**Name:** Samuel Pump

**Title:** Manager



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**Part B Violations**

1 STATE <b>ACUTE</b>	Primary: WAC 480-15-550 CFR Equivalent: 387.7(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failure to obtain and maintain proper levels of cargo insurance.  
**Example**  
Driver: Jonathan Sheridan  
Trip Date: 4/7/2022  
Description: Carrier operated without maintaining appropriate cargo insurance.

2 STATE <b>ACUTE</b>	Primary: 387.7(a) Secondary: 480-15-530 CFR Equivalent: 387.7(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Operating a motor vehicle without having in effect the required minimum levels of financial responsibility coverage.  
**Example**  
Driver: Jonathan Sheridan  
Trip Date: 4/7/2022  
Description: Carrier failed to maintain appropriate liability insurance


3 STATE <b>CRITICAL</b>	Primary: 391.45(a) Secondary: 391.11(a) CFR Equivalent: 391.45(a)	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 2
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**Description**  
Using a driver not medically examined and certified.  
**Example**  
Driver name: Jonathan Sheridan  
Trip date: 4/7/2022  
Description of violation: Not medically examined and certified  
  
Driver name: Samuel Pump  
Trip date: 5/14/2022  
Description of violation: Not medically examined and certified

4 STATE <b>CRITICAL</b>	Primary: 391.51(a) CFR Equivalent: 391.51(a)	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 2
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**Description**  
Failing to maintain driver qualification file on each driver employed.  
**Example**  
Driver name: Jonathan Sheridan  
Trip date: 4/7/2022  
Description of violation: Carrier failed to maintain driver qualification file  
  
Driver name: Samuel Pump  
Trip date: 5/14/2022  
Description of violation: Carrier failed to maintain driver qualification file



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**Part B Violations**

5 STATE <b>CRITICAL</b>	Primary: WAC 480-15-555  CFR Equivalent: 392.2	<b>Discovered</b> 17	<b>Checked</b> 17	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 17
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**Description**  
Failing to conduct or retain paperwork containing criminal background checks or hiring an individual with a disqualifying conviction for a household goods carrier in the state of Washington.

**Example**  
Employee: Samuel Pump  
Description of violation: Carrier failed to perform background check prior to hire

Also in violation: Tyler Forbes, Jason Mellin, Erick Chenoweth, Terry Moffitt, Daniel Shank, Sean Selig, Tristan Bryant, Jimmy Mckenzie, Xavier Wells, Simeon Wells, Trevor Camm, Jeremy Partyka, Timothy Broad, Robert Bray, Cameron Broad, and Oliver Orr.

6 STATE <b>CRITICAL</b>	Primary: 395.8 (a)(1)  CFR Equivalent: 395.8(a)(1)	<b>Discovered</b> 46	<b>Checked</b> 46	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 46
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**Description**  
Failing to require a driver to prepare a record of duty status using the appropriate method.

**Example**  
Driver name: Jonathan Sheridan  
Trip date: 4/7/2022  
Description of violation: No records of duty status

Driver name: Samuel Pump  
Trip date: 5/14/2022  
Description of violation: No records of duty status

7 STATE	Primary: 390.15(b)  CFR Equivalent: 390.15(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failing to maintain, for a period of three years after an accident occurs, an accident register.


**Example**  
Driver name: Oliver Orr  
Accident/Trip date: 7/5/2021  
Description of violation: Carrier failed to maintain an accident register

8 STATE	Primary: 390.19(b)(2)  CFR Equivalent: 390.19(b)(2)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failing to file the appropriate form under 390.19(a) (MCS-150, 150B, or 150C) each 24 months according to the schedule.

**Example**  
Driver Name: Jonathan Sheridan  
Trip Date: 4/7/2022  
Description: Carrier failed to update MCS 150 in August of even years as required



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**Part B Violations**

9 STATE	Primary: 391.51(d) CFR Equivalent: 391.51(d)	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 2
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**Description**  
Failing to keep required records in driver's qualification file for 3 years after date of execution.  
Driver name: Oliver Orr  
Trip date: 7/5/2021  
Description of violation: Carrier failed to retain file

Driver name: Xavier Wells  
Trip date: 5/25/2021  
Description of violation: Carrier failed to retain file

10 STATE	Primary: 392.2 Secondary: RCW 23.95.610 CFR Equivalent: 392.2	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.

**Example**  
Driver: Jonathan Sheridan  
Trip date: 4/7/2022  
Description: Carrier was administratively dissolved by the Washington Secretary of State on January 5, 2022. Carrier continued to conduct household goods operations without a business license.

11 STATE	Primary: 396.3(b) CFR Equivalent: 396.3(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failing to keep minimum records of inspection and vehicle maintenance.

**Example**  
Truck: 1FVACWDC25HN63194  
Trip date: 4/7/2022

12 STATE	Primary: 396.17(a) CFR Equivalent: 396.17(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Using a commercial motor vehicle not periodically inspected.


**Example**  
Vehicle: 1FVACWDC25HN63194  
Date of trip: 4/7/2022

13 STATE	Primary: WAC 480-15-480	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 2
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**Description**  
Failure to pay regulatory fees by May 1 of each year.

**Example**  
Driver: Jonathan Sheridan  
Trip Date: 4/7/2022  
Description: Carrier failed file annual report and pay regulatory fees for calendar years 2020 and 2021




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**Part B Violations**

<b>Safety Fitness Rating Information:</b>	<b>OOS Vehicle (CR): 0</b>
Total Miles Operated 9,500	<b>Number of Vehicle Inspected (CR): 1</b>
Recordable Accidents 0	<b>OOS Vehicle (MCMIS): 0</b>
Recordable Accidents/Million Miles 0.00	<b>Number of Vehicles Inspected (MCMIS): 0</b>

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



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<b>Part B Requirements and/or Recommendations</b>		

**1. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures**

DESCRIPTION OF PROCESS BREAKDOWN Owner Jonathan Sheridan failed to institute proper driver hours of service tracking policies and procedures resulting in critical violations.

**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 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.

**2. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Policies and Procedures**


DESCRIPTION OF PROCESS BREAKDOWN Owner Jonathan Sheridan failed to institute proper vehicle maintenance program policies and procedures resulting in critical violations.

**BASIC SPECIFIC RECOMMENDED REMEDIES**

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

- Develop a system of preventive maintenance for compliant, safe, and efficient fleet operations, including a schedule for periodic maintenance, inspection, and recordkeeping. This system should be attuned to manufacturer recommendations, the carrier's own experience, and regulatory requirements.
- Develop a procedure ensuring that vehicle defects that impact safety and/or safety compliance are reported, repaired, and certified before the vehicle is operated.
- Develop procedures to ensure that management is notified of vehicle defects through the use of Driver Vehicle Inspection Records (DVIRs) and other communication channels, such as driver call-in and e-mail from mechanics.
- Develop a policy ensuring that drivers are qualified to complete thorough and timely Driver Vehicle Inspection Records (DVIRs) by the end of the day of the trip and prior to a subsequent assignment.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop policies and procedures requiring drivers to immediately notify appropriate management of any roadside vehicle Out-of-Service (OOS) order.
- 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 vehicle maintenance violations.



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**3. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Qualification and Hiring**

DESCRIPTION OF PROCESS BREAKDOWN Owner Jonathan Sheridan failed to institute proper driver hiring and qualification policies and procedures resulting in critical violations.

**BASIC SPECIFIC RECOMMENDED REMEDIES**

Implement Safety Improvement Practices: The following are recommended practices related to Qualification and Hiring.

- Ensure that Motor Vehicle Records (MVRs) from States issuing Commercial Driver's Licenses (CDLs) are reviewed for driver-fitness-related violations of all prospective drivers for the last three years.
- Ensure that drivers are qualified by querying applicants, checking with previous employers and references, and obtaining necessary documents regarding driver fitness, such as those pertaining to previous violations, Commercial Driver's License (CDL), medical qualifications, operational qualifications from training, and relevant experience.
- Review and evaluate gaps in employment, frequent job changes, incomplete applications, within-company applications and reassignments, operational limitations such as those pertaining to long-combination vehicles (LCVs) and HAZMAT, physical impairments, and controlled-substance and alcohol involvement.
- Require that drivers fill out the long form for the medical card and be examined by the carrier's preferred doctor to ensure that their medical qualifications are accurate.
- Ensure that the employment application captures all information required by the Federal Motor Carrier Safety Regulations (FMCSRs), such as whether the driver can handle the physical requirements of the job.
- Enhance the recruitment process to identify and attract qualified applicants for the positions of safety director, dispatcher, and driver by using outside resources such as industry affiliations, recruiters, and consultants for employee searches and referrals.

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.

4. Maintain complete driver qualification files on each driver employed. File must contain the drivers employment application, employment history investigation, inquiry into drivers driving record obtained within 30 days of hire date, certificate of annual review of driving record, annual copy of driving record, certificate of road test or equivalent and current medical certificate.
5. Ensure that all commercial motor vehicles are inspected by a certified inspector prior to being placed into service and at least once annually thereafter. Maintain proof of the inspection in the vehicle maintenance file and on the vehicle for 14 months.
6. Criminal background checks for prospective employees.
  - (1) Each carrier must complete a criminal background check for every person the carrier intends to hire.
  - (2) The carrier must keep evidence that it has completed a criminal background check for every person the carrier intends to hire for as long as that person is employed and for three years thereafter.
  - (3) No carrier may hire a person who has been convicted of any crime involving theft, burglary, assault, sexual misconduct, identity theft, fraud, false statements, or the manufacture, sale, or distribution of a controlled substance within the past five years.

7. 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





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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.

The Pre-Employment Screening Program (PSP) is a screening tool that assists motor carriers in investigating crash history and roadside safety performance of prospective drivers. The PSP allows motor carriers to purchase 5 years of crash data and 3 years of roadside inspection data from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS). Records are available 24 hours a day via Web request. Motor carriers should visit the following website for more information:  
<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

- 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>

8. Failing to file MCS-150 each 24 months.
9. 391.51(d) The following records may be removed from a driver's qualification file three years after the date of execution:
  - (1) The motor vehicle record received from each State driver licensing agency to the annual driver record inquiry required by § 391.25(a);
  - (2) The note relating to the annual review of the driver's driving record as required by § 391.25(c)(2);
  - (3) The list or certificate relating to violations of motor vehicle laws and ordinances required by § 391.27;
  - (4) The medical examiner's certificate required by § 391.43(g), a legible copy of the certificate, or for CDL drivers any CDLIS MVR obtained as required by § 391.51(b)(7)(ii);
  - (5) Any medical variance issued by FMCSA, including a Skill Performance Evaluation Certificate issued in accordance with § 391.49; or the Medical Exemption letter issued by a Federal medical program in accordance with part 381 of this chapter; and
  - (6) The note relating to verification of medical examiner listing on the National Registry of Certified Medical Examiners required by §391.23(m).
10. Motor carriers, except for a private motor carrier of passengers (nonbusiness), must maintain, or cause to be maintained, records for each motor vehicle they control for 30 consecutive days. These records must include:
  - (1) An identification of the vehicle including company number, if so marked, make, serial number, year, and tire size. In addition, if the motor vehicle is not owned by the motor carrier, the record shall identify the name of the person furnishing the vehicle;
  - (2) A means to indicate the nature and due date of the various inspection and maintenance operations to be




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performed;  
(3) A record of inspection, repairs, and maintenance indicating their date and nature

11. § 390.29 Location of records or documents.  
(a) A motor carrier with multiple offices or terminals may maintain the records and documents required by this subchapter at its principal place of business, a regional office, or driver work-reporting location unless otherwise specified in this subchapter.  
(b) All records and documents required by this subchapter which are maintained at a regional office or driver work-reporting location shall be made available for inspection upon request by a special agent or authorized representative of the Federal Motor Carrier Safety Administration at the motor carrier's principal place of business or other location specified by the agent or representative within 48 hours after a request is made. Saturdays, Sundays, and Federal holidays are excluded from the computation of the 48-hour period of time
12. A motor carrier may require a driver to record the driver's duty status manually in accordance with this section, rather than require the use of an ELD, if the driver is operating a commercial motor vehicle:
- (1) In a manner requiring completion of a record of duty status on not more than 8 days within any 30-day period;
  - (2) In a driveaway-towaway operation in which the vehicle being driven is part of the shipment being delivered;
  - (3) In a driveaway-towaway operation in which the vehicle being transported is a motor home or a recreation vehicle trailer; or
  - (4) That was manufactured before model year 2000, as reflected in the vehicle identification number as shown on the vehicle's registration.
13. On-duty time means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. On-duty time shall include:
- (1) All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;
  - (2) All time inspecting, servicing, or conditioning any commercial motor vehicle at any time;
  - (3) All driving time as defined in the term driving time;
  - (4) All time in or on a commercial motor vehicle, other than:
    - (i) Time spent resting in or on a parked vehicle, except as otherwise provided in §397.5 of this subchapter;
    - (ii) Time spent resting in a sleeper berth; or
    - (iii) Up to 2 hours riding in the passenger seat of a property-carrying vehicle moving on the highway immediately before or after a period of at least 8 consecutive hours in the sleeper berth;
  - (5) All time loading or unloading a commercial motor vehicle, supervising, or assisting in the loading or unloading, attending a commercial motor vehicle being loaded or unloaded, remaining in readiness to operate the commercial motor vehicle, or in giving or receiving receipts for shipments loaded or unloaded;
  - (6) All time repairing, obtaining assistance, or remaining in attendance upon a disabled commercial motor vehicle;
  - (7) All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, to comply with the random, reasonable suspicion, post-crash, or follow-up testing required by part 382 of this subchapter when directed by a motor carrier;
  - (8) Performing any other work in the capacity, employ, or service of, a motor carrier; and
  - (9) Performing any compensated work for a person who is not a motor carrier.
14. If a company's insurance filing is canceled, and a new filing that provides continuous coverage is not filed before the cancellation effective date, the commission may:
- (1) Dismiss a company's certificate application or withhold issuance of a certificate;
  - (2) Suspend or cancel a company's certificate under the provisions of WAC 480-30-171
15. The Washington Utilities and Transportation Commission (UTC) adopted the Federal Motor Carrier Safety Administration (FMCSA) rules of 49 CFR and regulations pertaining to Commercial Motor Vehicle's safety, along



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with the Revised Code of Washington, and Washington Administrative Codes pertaining to Commercial Motor Vehicle safety and regulations.

How to request an upgrade to your INTRASTATE safety rating based on corrective actions:

Within sixty (60) days from receipt of your proposed rating, you may request in writing, a change in the rating based on corrective actions. You should do so as soon as possible so the UTC has the opportunity to review your corrections and make a final decision.


Your submission should be as detailed as possible and must:

1. Address each violation on the most recent Compliance Review. Any corrective actions you include to address other violations noted on your review may also be considered.
2. Identify why the violations cited were permitted to occur.
3. Discuss the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action with your petition. (For example: documentation may include items such as new policies and procedures, training programs and sign-in lists, or copies of missing drug/alcohol tests.
4. Outline actions taken to ensure that similar violations do not reoccur in the future. **YOU MUST DEMONSTRATE THAT YOUR OPERATIONS CURRENTLY MEET THE SAFETY STANDARD AND FACTORS SPECIFIED IN 49 CFR 385.5 and 385.7.** To do so, you must demonstrate that you now have adequate safety management controls in place which function effectively to ensure acceptable compliance with applicable safety requirements.
5. If your request includes actions that will be conducted in the near future, such as training, reorganization of departments, purchasing of computer programs, etc, include a detailed description of the activity or training and a schedule of when that activity will commence and when it will be completed.
6. Include any additional documentation relating to motor carrier safety and the prevention of crashes that you believe supports your request.
7. Include a written statement certifying the carrier will operate within federal and state regulations and the carrier's operation currently meets the safety standard and factors specific in 49 CFR 385.5 and 385.7. A corporate officer; partner, or the owner of the company must sign the statement.

You must submit your request to:

Jason Sharp  
Motor Carrier Safety Supervisor  
Washington Utilities and Transportation Commission  
Email: Jason.Sharp@utc.wa.gov



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<b>Part C</b>		

**Reason for Review:** Compliance Review  
**Planned Action:** Compliance Monitoring

**Parts Reviewed Certification:**

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

**Prior Reviews**      **Prior Prosecutions**  
9/12/2011

**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:** Jonathan Sheridan  
**Corporate Contact Title:** Owner

**Special Study Information:**

**Remarks:**

INVESTIGATIVE REPORT RECEIVED BY:

Name: Jonathan Sheridan  
Title: Owner  
Carrier/Shipper Name: JFS Transport, Inc.  
DBA: Coast Movers  
Date: June 29, 2022

**REASON FOR THE INVESTIGATION:**

As part of the 2022 Motor Carrier Safety routine safety investigations, this investigation was assigned to Francine Gagne, Special Investigator from the Washington Utilities and Transportation Commission (commission).

**SCOPE OF THE INVESTIGATION:**


The investigation was assigned to Special Investigator Francine Gagne as part of the 2022 work plan. Initial contact was attempted on March 7, 2022. The carrier responded on March 21, 2022, and after multiple schedule conflicts, a full investigation was set to begin May 24, 2022. Special Investigator Francine Gagne corresponded with Jonathan Sheridan (owner) via email and telephone during this investigation.

SMS was checked on March 14, 2022, and it was noted no BASICS were in alert.

**CARRIER OPERATION DESCRIPTION:**

The carrier began operations in 2010. Commission records show initial permanent authority being issued on October 20, 2011. Dockets TV-120074, TV-121246, TV-131657, TV-132247, TV-140730, each suspended the carrier's permit due to lack of insurance. Most recently, on May 11, 2021, the commission reinstated the permit for the carrier on a provisional basis. The permit number remained as HG (instead of THG). The carrier is currently operating as a provisional household goods carrier in the Gig Harbor area. The carrier operates one vehicle and currently has two drivers. The carrier's gross revenue as stated by Jonathan Sheridan for fiscal year ending December 31, 2021, was \$127,000. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. Jonathan Sheridan stated VMT traveled was



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9,500 miles in 2021. The property at 3621 Hunt St, Gig Harbor, WA 98335 is the location where the vehicle is parked, the actual principal place of business (PPOB) is 242 Hemlock Dr NW, Gig Harbor, WA 98335.

**PRE-INVESTIGATION:**

On March 7, 2022, an attempt was made to contact Jonathan Sheridan regarding the upcoming compliance investigation. On March 21, 2022, a second email was sent, and the carrier responded they were out of town and would call when they returned. No contact was made by the carrier and on March 29, 2022, 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 again failed to respond and on April 11, 2022, a Denial of Access letter was emailed to the carrier. The carrier packet was returned incomplete on April 13, 2022, via pictures in email. Attempts were made to obtain required materials for review via email, however an onsite review was necessary due to the carrier's inability or unwillingness to send documents electronically. This is the carrier's second review with the commission.

The parties agreed on May 24, 2022, as the date to meet for the onsite investigation. Sheridan was unavailable for meeting that day and the meeting was rescheduled for May 25, 2022. On May 25, 2022, Sheridan was unavailable and sent Samuel Pump, driver/manager to operate the vehicle for inspection. Gagne first heard of "stolen" files from Pump as he was unable to provide any documentation while Gagne was on site. Sheridan confirmed that a theft occurred, no police report filed.

Owner Jonathan Sheridan attended commission HHG training on July 12, 2011, and again on August 15, 2018.

The initial commission investigation was performed on September 12, 2011 and resulted in a satisfactory safety rating.

**CDLIS (DRIVER LICENSE) CHECK:**

In accordance with the eFOTM, all drivers were to be checked. Coast Movers had four drivers in the previous 365 days. On May 24, 2022, the licenses for Jonathan Sheridan, Samuel Pump, Oliver Orr, and Xavier Wells were checked through CDLIS and Washington Department of Licensing records. All drivers have current licenses.

**AUTHORITY:**

The carrier is a provisional household goods carrier operating in intrastate commerce and required to have operating authority. Commission files were checked, and the carrier has a valid permit (HG064232) at the time this investigation began. Coast Movers operates under the USDOT number 2081148.

**INSURANCE:**

Coast Movers is required to maintain a minimum level of public liability of \$750,000 Auto Liability and \$20,000 Cargo insurance. A check with the carrier's insurance shows no valid insurance policy. See Part 387.

**RED FLAG DRIVERS:**

A & I (SMS) was checked through Portal on March 7, 2022, and the carrier had no drivers with red flag violations in the last 365 days at the start of the investigation.

**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:**

Coast Movers does not transport any hazardous materials. A Hazardous Materials Supplemental Review is not required.

**INVESTIGATION:**



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

Parts 171, 172, 173, 177, 178, 180, & 397 Hazardous Materials:

Coast Movers does not transport any hazardous materials. These Parts were not required to be checked.

Part 40 and Part 382:

Coast Movers operates a vehicle under 26,001 lbs. and is not required to have a controlled substance and alcohol testing program.

Part 376 Lease and Interchange of Vehicles:

No evidence discovered regarding lease or rental of vehicles.

Part 380 Special Training:

Coast Movers does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level driver.

Part 383 Commercial Drivers' License:

Coast Movers does not operate vehicles over 26,001 lbs. and are not required to have commercial driver licenses. (See CDLIS)

Part 387 Financial Responsibility:

The Forms E and H on file with the commission issued October 25, 2021, with Continental Divide Insurance Company are no longer in valid. Communication with Bob Clemens, Cancellation and Filing Department Administrator proves that both the liability and cargo insurance policies lapsed on January 24, 2022. Both policies have the same number, 05TRM023237-05. Contact number for Clemens is (877) 680-2442 and email is Beclemens@nationalindemnity.com <mailto:Beclemens@nationalindemnity.com>. Investigator Gagne forwarded the form H's for both policies to Transportation@utc.wa.gov <mailto:Transportation@utc.wa.gov> and Patrick Remfrey forwarded the pending permit cancelation notice to Jonathan Sheridan. The commission will cancel the permit effective June 23, 2022, unless sufficient proof of insurance is received. Violation taken for operating without insurance.

The carrier obtained liability insurance and filed a Form E with the commission on May 31, 2022. Policy number CA02795457 was verified by Elaina at (440) 461-5000. Policy limit is \$750,000 and no cargo insurance is attached.

Acute violations of WAC 480-15-550 and 480-15-530 taken for operating without valid liability or cargo insurance. Due to restrictions in the reporting software, the violation for WAC 480-15-530 was listed as secondary to CFR 387.7(a).

Part 390 General FMSCR:

The carrier has been involved in one Department of Transportation recordable accident in the last 365 days and carrier failed to maintain an accident register. Coast Mover's MCS-150 was last updated on September 7, 2012. Violations taken.


Part 391 Qualification of Drivers:

The carrier currently employs two drivers. Per eFOTM guidelines, a sample size of two Driver's Qualification Files were to be inspected. The carrier did not have driver qualification files for Jonathan Sheridan or Samuel Pump. The following violations were discovered.

Two critical violations of 391.51(a) for failing to maintain driver qualification file on each driver employed.

Two critical violations of 391.45(a) for using drivers not medically certified.



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Two violations of 391.51(d) for failing to retain driver qualification files for previous drivers Oliver Orr and Xavier Wells.

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates, 25 percent of the driver qualification file sample size (one) was to be selected for verification. Coast Movers did not have medical certificates. No verifications were completed.

Part 392 - Driving of Commercial Motor Vehicles:

Coast Movers is an intrastate carrier and at the time of this investigation the carrier has not filed annual reports for 2020 or 2021. Violation taken.

The Washington Secretary of State administratively dissolved the company on January 5, 2022. The carrier continued operations without a business license. Violation taken under 392.2 with a secondary of RCW 23.95.610.

Jonathan Sheridan was informed about using radar detectors and texting while driving is prohibited.

Coast Movers failed to complete criminal background checks on 17 employees, Tyler Forbes, Jason Mellin, Erick Chenoweth, Terry Moffitt, Daniel Shank, Sean Selig, Tristan Bryant, Jimmy McKenzie, Xavier Wells, Simeon Wells, Trevor Camm, Jeremy Partyka, Timothy Broad, Robert Bray, Cameron Broad, Samuel Pump, and Oliver Orr.

Seventeen critical violations of WAC 480-15-555 for failure to complete a criminal background check for every person the carrier intends to hire.

Part 395 - Hours of Service:

Coast Movers utilized four drivers during the last 365 days and currently has two drivers. In accordance with eFOTM procedures, a sample size of two Record of Duty Status (RODS) are required to be checked. The carrier stated that files and records were stolen from March through May 2022 and that Jonathan Sheridan has since stepped away from regular driving duties. Sheridan's trip date of April 7, 2022 was provided by Sheridan in the carrier questionnaire and Samuel Pump's trip date was determined by a roadside stop on May 14, 2022.

The sample period requested was January 28 through February 28, 2022 for Sheridan and May 25, 2022 through June 9, 2022 for Pump. This provides 46 days checked.

Forty six critical violations of 395.8(a)(1) for failing to require driver to make a record of duty status.

The carrier is a short haul mover and would be in compliance with ELD regulations if RODS had been completed.

The carrier failed to provide any supporting documents or Bills of Lading from before or after the stated theft of compliance paperwork. No attempt to reconcile documents has been identified.

Part 393 & 396 - Maintenance and Inspection:

Coast Movers owns and operates one vehicle that is classified as commercial motor vehicle in intrastate commerce in the last 365 days. One vehicle maintenance record was to be reviewed. The carrier did not have a vehicle maintenance file.


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

Coast Movers did not have vehicle 1FVACWDC25HN63194 periodically inspected. Investigator Gagne had a conversation with Donna Haxby, co-owner of Peninsula Fleet & RV Services, who stated that the carrier owed money from repairs performed in October and November of 2020 and that no periodic inspection had been conducted by her company since that time. Jonathan Sheridan was asked to provide evidence of an annual inspection and advised to contact the mechanic shop to replace the alleged stolen copy. Sheridan responded that would be difficult as the shop was "owed money".

One violation of 396.17(a) for using a commercial motor vehicle not periodically inspected.

The following ASPEN inspection reports were issued to the carrier and not maintained in company files.



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WAW821001767

Driver Samuel Pump received violations for failing to display valid registration and failing to display valid insurance

July 5, 2021, WAF202000249  
Driver Oliver Orr cited for following too close

June 11, 2021, WAW808009630  
Driver Oliver Orr cited for speeding 15+ over limit

May 25, 2021, WAW80200318  
Driver Xavier Wells received violations for expired vehicle registration and broken U bolt.

Per eFOTM, one vehicle inspection was to be performed. The vehicle was inspected on May 25, 2022. No out of service violations taken.

The inspections are attached to report.

**CLOSING INTERVIEW:**

The closing interview was conducted on June 29, 2022. Present at the closing interview was Investigator Gagne, along with company representative Jonathan Sheridan (owner). This investigation resulted in a proposed unsatisfactory safety rating.

Jonathan Sheridan was uncooperative, slow to respond to investigator's requests, failed and/or refused to present requested documentation during the investigation. At the closing, Sheridan was motivated and engaged.

**DOCUMENTS PROVIDED TO THE CARRIER:**

The carrier was provided with two copies of Parts A and B of the CAPRI report with requirements and recommendations, the Safety Fitness Rating Explanation, one copy of "Achieving a Satisfactory Motor Carrier Safety Record", the Safety Management Plan (SMP) example document and instructions on how to request an upgrade to your intrastate safety rating. During the closing the carrier provided the address of the PPOB as 242 Hemlock Dr NW, Gig Harbor, WA 98335. The already provided mailing address is correct.

**FOLLOW-ON ACTION:**

Cancel operating permit. Issue penalties for acute violation WAC 480-15-550, critical violations 391.45(a), 391.51(a), 395.8(a)(1), and WAC 480-15-555. critical type violations 391.45(a), 391.51(a), 396.3(b) and 396.17(a). Require filing of delinquent annual reports, reissuance of business license, satisfactory safety management plan and revisit within one year.

<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>

