

	US DOT # 1039952	Legal: MARK VEDMED Operating (DBA): BELLEVUE TOWNCAR SERVICE			
MC/MX #:		State #: CH-062946		Federal Tax ID:	
Review Type: Compliance Review (CR)					
Scope: Principal Office		Location of Review/Audit: Company facility in the U. S.			Territory:
Operation Types		Interstate	Intrastate		
Carrier: N/A			Non-HM	Business: Corporation	
Shipper: N/A			N/A	Gross Revenue: \$96,000.00	
Cargo Tank: N/A				for year ending: 12/31/2024	
Company Physical Address:					
14548 SE 26 ST BELLEVUE, WA 98007					
Contact Name: Mark Vedmed					
Phone numbers: (1) 425-351-1000 (2) Fax					
E-Mail Address: bellevuetowncar@juno.com					
Company Mailing Address:					
14548 SE 26 ST BELLEVUE, WA 98007					
Carrier Classification					
Authorized for Hire					
Cargo Classification					
Passengers					
Equipment					
	Owned	Term Leased	Trip Leased		Owned Term Leased Trip Leased
Motor Coach	1	0	0		
Power units used in the U.S.: 1					
Percentage of time used in the U.S.: 100					
Does carrier transport placardable quantities of HM? No					
Is an HM Permit required? N/A					
Driver Information					
	Inter	Intra	Average trip leased drivers/month: 0		
< 100 Miles:			Total Drivers: 1		
>= 100 Miles:		1	CDL Drivers: 1		





BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)

U.S. DOT #: 1039952

State #: CH-062946

Review Date:

04/02/2025

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:

Tracy Cobile

P.O. Box 47250 Olympia, WA 98504-7250

Phone: (360) 790-0653 Email: tracy.cobile@utc.wa.gov

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Mark Vedmed

Title: Owner

Name:

Title:





BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)

U.S. DOT #: 1039952

State #: CH-062946

Review Date:

04/02/2025

Part B Violations

1 STATE CRITICAL	Primary: 395.8(a)(1) CFR Equivalent: 395.8(a)(1)	Discovered 8	Checked 30	Drivers/Vehicles In Violation 1 Checked 1
Description Failing to require a driver to prepare a record of duty status using the appropriate method. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to require a driver to prepare a record of duty status.				
2 STATE CRITICAL	Primary: 395.8(k)(1) CFR Equivalent: 395.8(k)(1)	Discovered 167	Checked 167	Drivers/Vehicles In Violation 1 Checked 1
Description Failing to preserve driver's record of duty status for 6 months. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to preserve and maintain six months of record of duty status from the start of this investigation for the months of September 12-30 (19 days), October 1-30 (30 days), November 1-30 (30 days), December 1-30 (30 days) January 1-30 (30 days), February 1- 28 (28 days).				
3 STATE	Primary: 382.601(b) CFR Equivalent: 382.601(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1 Checked 1
Description Failing to provide to employees a written policy on misuse of alcohol and controlled substances that meets the requirements of 382.601(b) 1-11. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to provide a written alcohol and controlled substance policy.				
4 STATE	Primary: 382.701(b)(1)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1 Checked 1
Description Failing to conduct a query of the Clearinghouse at least once per year for all employees subject to controlled substance and alcohol testing. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to query the Clearinghouse at least once per year for all CDL drivers subject to the controlled substance and alcohol testing for calendar year 2024.				



**BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)**

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Part B Violations

5 STATE	Primary: 390.19(b)(2) CFR Equivalent: 390.19(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to file the appropriate form under 390.19(a) (MCS-150, 150B, or 150C) each 24 months according to the schedule. Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to file the MCS-150 according the biennial schedule as required. The carrier's MCS-150 was due to be filed February 2025.					
6 STATE	Primary: 391.21(a) CFR Equivalent: 391.21(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Using a driver who has not completed and furnished an employment application. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier used a driver that failed to furnish a complete application for employment, the application was missing the name and address of the employing carrier, applicant signature and date, driver license number and expiration date, accidents and motor vehicle violations for 3 years preceding the date of the application, dates employed by the previous employer and reason for leaving.					
7 STATE	Primary: 391.25(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to review the driving record of each driver to determine whether that driver meets minimum requirements for safe driving or is disqualified to drive. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to review the annual driving record for each driver as required.					
8 STATE	Primary: 391.51(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to maintain inquiries into driver's driving record in driver's qualification file. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to maintain a time of hire motor vehicle report (MVR) in the driver qualification files.					



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Part B Violations

9 STATE	Primary: 391.51(b)(3)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to maintain road test certificate in driver's qualification file, or copy of license or certificate the motor carrier accepted as equivalent. Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to conduct the required road test and certificate prior to allowing driver to drive for the company and failing to certify drivers and keep the certificate in the driver's qualification files as required.					
10 STATE	Primary: 391.51(b)(8)(ii)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to place a note relating to verification of medical examiner listing on the National Registry of Certified Medical Examiners required by § 391.23(m)(1) in driver qualification file. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to place a note verifying the medical examiner listing on the National Registry of Certified Medical Examiners as required.					
11 STATE	Primary: 391.51(d)(3) CFR Equivalent: 391.51(d)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to keep required records in driver's qualification file for 3 years after date of execution. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to retain a copy of the driver's previous medical examiners certificate in the driver qualification files for three years after the date of execution.					
12 STATE	Primary: 396.3(b)(2) CFR Equivalent: 396.3(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed. Example Driver: Mark Vedmed Trip Date: March 10, 2025 Description of violation: The carrier failed to have a means of indicating maintenance due dates or a preventative maintenance schedule.					





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Part B Violations

13 STATE	Primary: 396.21(b) CFR Equivalent: 396.21(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
Description Failing to retain periodic inspection report for 14 months from date of inspection. Driver: Mark Vedmed Trip Date: March 3, 2025 Description of violation: The carrier failed to retain periodic inspections reports for 14 months from the date of inspection.					
Safety Fitness Rating Information: Total Miles Operated 15,000 Recordable Accidents 0 Recordable Accidents/Million Miles 0.00		OOS Vehicle (CR): 1 Number of Vehicle Inspected (CR): 1 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0			
Your proposed safety rating is : CONDITIONAL		Rating Factors		Acute	Critical
		Factor 1:	S	0	0
		Factor 2:	S	0	0
		Factor 3:	U	0	4
		Factor 4:	S	0	0
		Factor 5:	N	0	0
		Factor 6:	S	-	-



**Part B Requirements and/or Recommendations****1. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Monitoring and Tracking**

DESCRIPTION OF PROCESS BREAKDOWN: Owner, Mark Vedmed failed to have a system in place for tracking HOS which resulted in failing to monitor driver hours of service causing the potential for unsafe driving due to fatigue.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Monitoring and Tracking Processes.

- Implement an effective process for monitoring, tracking, and evaluating all drivers' compliance with Hours-of-Service (HOS) regulations and company policies.
- Promptly review all Records of Duty Status (RODS) for Hours-of-Service (HOS) violations and falsification. Look for discrepancies by comparing driver logs with their "check-in" calls and other supporting documents.
- Document all findings of fatigue-related noncompliance with regulations and/or company policies.
- Systematically check to see if drivers and dispatchers are regularly communicating about Hours-of-Service (HOS) availability and driver-fatigue level.
- Maintain roadside inspection, Records of Duty Status (RODS), supporting documents, dispatch schedules, and communication records to help evaluate the performance of all staff (drivers, dispatchers, and managers) involved in Hours of Service (HOS) and the effectiveness of compliance with HOS policies, procedures, and regulations.
- Regularly evaluate the company's fatigue-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them.
- Implement a system for keeping accurate records of employees' Hours-of-Service (HOS) training needs and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
- Evaluate personnel (log clerks, payroll, dispatchers, and third-party safety consultants) who are monitoring drivers' Records of Duty Status (RODS) for accuracy; for whether they are applying performance standards fairly, consistently, and equitably; and for whether they are documenting evaluations.
- Consider using Electronic On-board Recorders (EOBRs) to monitor and track Hours-of-Service (HOS) violations.
- When monitoring and tracking any fatigue-related issues, always assess whether an issue is individual or represents a systemic breakdown in the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

2. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Owner, Mark Vedmed failed to retain RODS for the previous six months as required.

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



**Part B Requirements and/or Recommendations**

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.

3. 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, drivers annual certificate of traffic convictions, certificate of road test or equivalent and current medical certificate.
4. Provide employees with a written controlled substance and alcohol testing policy that complies with all the requirements noted in Part 382.601(b). Also, ensure you maintain a certificate signed by the employee certifying they have received your company drug and alcohol testing policy.

5. Ensure that your drug and alcohol testing program conforms with all applicable parts of Part 40.

6. Is Your MCS-150 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

7. 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 and identification on each file should include make, model year, VIN, unit number and tire size.

8. "Have you reviewed your data?

The SMS results are based on your State-reported crash or inspection data. Be sure to review your data in SMS for accuracy. If you think there is an error, request a data review (RDR) by registering for DataQs through the FMCSA Portal at <https://portal.fmcsa.dot.gov> or through the DataQs system directly at <http://dataqs.fmcsa.dot.gov/>."

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 and during any eligible investigation. Repeated violations mean 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.





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Part B Requirements and/or Recommendations

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 or 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>

10. Within 15 days, send a letter 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.

Email your response to:

tracy.cobile@utc.wa.gov



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Part C**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
	✓	✓		✓	✓	✓	✓	✓	✓									

Prior Reviews

12/21/2016

12/10/2013

11/3/2011

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?

Yes - Intrastate

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule:

Not Applicable

Corporate Contact: Mark Vedmed**Corporate Contact Title:** Owner**Special Study Information:****Remarks:**

INVESTIGATIVE REPORT RECEIVED BY:

Carrier: Vedmed, Mark

DBA: Bellevue Town Car Service

Name: Mark Vedmed

Title: Owner

UTC Assignment Number: 125018

UTC Permit: CH062946

USDOT: 1039952

Date of Investigation: April 2, 2025

REASON FOR THE INVESTIGATION:

As part of the 2025 Motor Carrier Safety work plan, this investigation was assigned to Special Investigator (SI) Tracy Cobile. This carrier operates in intrastate commerce.

SCOPE OF THE INVESTIGATION:

This is a routine compliance investigation that was assigned to SI Tracy Cobile on February 26, 2025. The carrier was contacted on February 26 and a full investigation was set for March 12, at 14548 SE 26th Street, Bellevue, WA 98007, the carrier's principal place of business (PPOB). Present at the start of the review was SI Cobile along with company representative Mark Vedmed, Owner.

SMS was checked on March 3, and it was noted no BASICS were in alert status.

CARRIER OPERATION DESCRIPTION:

Vedmed, Mark d/b/a Bellevue Town Car Service is operated by Mark Vedmed and began operations in 2006. On July 9, 2020, the carrier had its permit voluntarily canceled due to the economic effects from the COVID-19 pandemic. On September 16, 2022, reinstatement of the permit (CH062946) was issued. The carrier is currently operating under an active charter passenger certificate in the state of Washington, certificate #CH062946. The carrier operated one regulated



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Part C

56 passenger bus (including the driver) used for intrastate trips with pick-ups in WA and drop-offs in WA. The carrier employed one driver operating within the previous 365 days with one driver identified as currently conducting regulated intrastate trips within the previous six months. The total regulated gross revenue for Bellevue Town Car Service as recorded by the carrier is \$96,000 for fiscal year ending December 31, 2024. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier states the Vehicle Miles Traveled (VMT) in regulated intrastate commerce for 2023, was 15,000 miles.

PRE-INVESTIGATION:

On February 26, 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 under the UTC permit prior to the start of this investigation. The carrier packet was returned via email on March 3. On March 12, the documents requested, if applicable, were made available to the investigator for review and included a list of all accidents for the past 365 days from the date of review, driver qualification files for all regulated drivers used within the past 12 months, insurance documentation, alcohol and controlled substance testing information, all records of duty status (logbooks/timecards) for the previous six months, all maintenance files and records for each regulated unit, and copies of driver vehicle inspection reports (DVIRs) for the last three months. A copy of the carrier's profile was obtained through MCMIS on March 3, along with a copy of their MCS-150.

CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, one driver's license status/history was required to be checked. CDLIS website was checked to determine the status of the driver. The only driver, Mark Vedmed, is licensed and is currently valid. See part 383 for details.

AUTHORITY:

Bellevue Town Car Service is an authorized for-hire carrier of passengers operating in intrastate commerce and is required to have operating authority. At the time this investigation began, commission files show that the carrier has valid intrastate authority through the commission under charter and excursion certificate CH062946. The carrier operates under USDOT 1039952.

INSURANCE:

Bellevue Town Car Service is required to maintain a minimum level of liability insurance of \$5,000,000 for operating a passenger vehicle with a seating capacity of 16 passengers or more, including the driver. The carrier's vehicle is insured with Fortine Insurance, policy number 70APS113670-01 for \$5,000,000. The insurance agent is Karen Ingram with a contact telephone number of 253-433-3394 and email of karen@fmgins.com. SI Coble verified with the carrier's insurance agent that the carrier did maintain Auto Liability coverage without a lapse in the last 365 days. The Form E on file with the commission is current.

RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on March 3, and the carrier has 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:

Bellevue Town Car Service does not transport any hazardous materials. A Hazardous Materials supplemental Review was not required.

INVESTIGATION:

**Part C**

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

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

Bellevue Town Car Service does not transport any hazardous materials. These Parts were not required to be checked.

Part 376 Lease and Interchange of Vehicles:

Bellevue Town Car Service has not leased any vehicles within the last 365 days.

Part 380 Special Training:

Bellevue Town Car Service does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level driver.

PART 40 and PART 382:

Controlled Substance and Alcohol Testing:

Bellevue Town Car Service operates a passenger commercial motor vehicle with a GVWR greater than 26,000 lbs. or transports 16 or more passengers and is required to implement a controlled substance and alcohol testing program. Bellevue Town Car Service has had one CDL driver employed over the last 365 days.

Bellevue Town Car Service employed one CDL regulated driver in the last 365 days and is currently enrolled with Workplace Screening Intelligence (WSI) that tests quarterly. SI Coble corresponded with Lisa A. Friedman, (844-573-8378) from WSI who verified the carrier has been enrolled with them since May 9, 2022. The carrier is part of a larger combined pool for random testing. According to Friedman, Vedmed was randomly chosen twice in 2024, February 8, 2024, and June 19, 2024, and during the first quarter of 2025, February 13, 2025, the driver responded to the random testing requirements immediately. The MRO verification letters for all three random tests were negative.

On March 3, SI Coble verified through the FMCSA Drug & Alcohol (D&A) Clearinghouse website that the carrier is actively registered with the FMCSA D&A Clearinghouse. Based on the Clearinghouse compliance reporting records provided, the carrier failed to query driver Mark Vedmed annually for calendar year 2024.

Bellevue Town Car Service has not hired any new CDL qualified individuals within the last 365 days.

The carrier has not been involved in any accidents over the past 365 that would have required post-accident testing.

The testing rate required for controlled substances is 50 percent and 10 percent for alcohol of the average number of drivers. The random pool quarterly average number of drivers was 2,272 for testing period January 1, 2024, through December 31, 2024, requiring 1,136 controlled substance and 236 alcohol tests. The random pool tested at or above the minimum required control rate percentages.

Average number of drivers for 2024:

1st Qtr. 2,394

2nd Qtr. 2,253

3rd Qtr. 2,203

4th Qtr. 2,236

Average: 2,272

Controlled Substance testing required: 1,136 with 1,150 completed (50.62% tested)

Alcohol: testing required: 228 with 236 completed (10.39% tested)

One violation of 382.601(b) occurred when the carrier failed to provide a written alcohol and controlled substance policy.

One violation of 382.701(b)(1) occurred when the carrier failed to query the Clearinghouse at least once per year for all CDL drivers subject to the controlled substance and alcohol testing for calendar year 2024.



**Part C****Part 383 Commercial Driver's License:**

The carrier employed one driver that operated in the state of Washington in the previous 365 days with one current CDL driver. Per eFOTM guidelines, all drivers were required to be checked. A check of Mark Vedmed's CDL through CDLIS was conducted on March 3, and the driver is currently licensed with a valid CDL to include a passenger "P" endorsement.

Part 390 General FMSCR:

The carrier has not been involved in any Department of Transportation (DOT) recordable accidents within the last 365 days.

The MCS-150 form was last updated on August 2, 2023, the biennial update, based on the carrier's USDOT number, was due to be updated February 2025 and is past due.

One violation of 390.19(b)(2) occurred when the carrier failed to update the MCS-150 registration form according to the required biennial schedule.

Part 391 Qualification of Drivers:

The carrier employed a total of one driver that operated in the state of Washington during the last 365 days with one current driver. Per eFOTM guidelines, a sample size of one Driver Qualification File was to be inspected based on the number of current regulated drivers. The driver checked was Mark Vedmed.

One violation of 391.21(a) occurred when the carrier used drivers who failed to furnish and complete an employment application in accordance with the requirements. The application was missing the name and address of the employing carrier, applicant signature and date, driver license number and expiration date, accidents and motor vehicle violations for 3 years preceding the date of the application, dates employed by the previous employer and reason for leaving.

One violation of 391.25(b) occurred when the carrier failed to review the annual driving record for each driver as required.

One critical-type violation of 391.51(b)(2) occurred when the carrier failed to maintain a time of hire motor vehicle report (MVR) in the driver qualification files.

One violation of 391.51(b)(3) occurred when the carrier failed to conduct the required road test and certificate prior to allowing driver to drive for the company and failing to certify drivers and keep the certificate in the driver's qualification files as required.

One violation of 391.51(b)(8)(ii) occurred when the carrier failed to place a note verifying the medical examiner listing on the National Registry of Certified Medical Examiners as required.

One violation of 391.51(d)(3) occurred when the carrier failed to retain a copy of the driver's previous medical examiners certificate in the driver qualification files for three years after the date of execution.

In accordance with FMCSA Memorandum MC-ECS-2012-0004 medical certificates for 25 percent of the driver qualification file sample size (one) were selected for verification.

Driver Name: Mark Vedmed
Date of Birth: June 26, 1960
ME's License/Certificate Number: MD00044245
Date of Issuance of the MEC: December 18, 2024
MEC Expiration: December 18, 2025
National Registry Identification Number: 5832061291
Phone Number: 425-775-2066
Date and Time Contacted: March 24 @ 12:58 PM
Person Contacted: Karyna
Results: MEC Confirmed



**Part C****Part 392 - Driving of Commercial Motor Vehicles:**

Bellevue Town Car Service is operating in intrastate commerce and at the time of this investigation the carrier is current on its annual regulatory fees.

No UCR fee requirement applies to this carrier.

Bellevue Town Car Service was advised on the use of radar detectors, handheld cellphones, and texting while driving being prohibited.

Part 395 - Hours of Service:

The carrier employed one driver during the last 365 days with one current CDL required 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 for the current driver. For this investigation timecards were requested to be reviewed for a 30-day period from March 1 - 30, 2025, for driver Mark Vedmed. This required that 30 records of duty status (RODS) be checked. The carrier did not require the driver to create RODS.

Bellevue Town Car Service operated most of its UTC regulated passenger service under the short haul exemption of Part 395.1 (e) within the last 365 days. Vedmed was unable to provide RODS or an operating appointment book maintained in writing or electronically to support the HOS requirements for the previous six months.

Eight critical violations of 395.8(a)(1) occurred when the carrier failed to require a driver to prepare a record of duty status.

One critical violation of 395.8(k)(1) occurred when the carrier failed to preserve, maintain and make available for review the drivers record of duty status for the previous six months from the start of this investigation for the months of September 12-30 (19 days), October 1-30 (30 days), November 1-30 (30 days), December 1-30 (30 days) January 1-30 (30 days), February 1- 28 (28 days).

Part 393 & 396 - Maintenance and Inspection:

The carrier currently owns and operates one regulated 56 (including the driver) passenger vehicle that is classified as a commercial motor vehicle in intrastate commerce in the previous 365 days. The carrier states the vehicle maintenance is mainly conducted by Journey Lines LLC, 3320 121st SW, Lynwood, WA 98087.

Vehicle Maintenance Records:

In accordance with eFOTM, a sample size of one vehicle maintenance files were reviewed. The files reviewed were for vehicles:

Unit #974, 2004 Setra Mercedes, VIN WKKA34AD343000107

One violation of 396.3(b)(2) occurred when the carrier failed to have a means of indicating maintenance due dates or a preventative maintenance schedule.

One violation of 396.21(b) occurred when the carrier failed to retain periodic inspections reports for 14 months from the date of inspection.

Driver Vehicle Inspection Reports (DVIRs):

The carrier does not complete daily DVIRs for each trip conducted. Based on the carrier's fleet size of only one vehicle, no DVIRs are required.

Vehicle Inspections:

In accordance with eFOTM, a sample size of one vehicle was inspected. The vehicle was inspected at St. Andrew's Lutheran Church, 2650 148th Avenue SE, Bellevue, WA 98007 at the location where the motorcoach is parked and stored. See the attached SafeSpect report.



**BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)**

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Part C

The following regulated 56 passenger vehicle that operated WA to WA in the previous 365 days was inspected:
Unit #974, 2004 Setra Mercedes, VIN WKKA34AD343000107 - OOS CFR 393.62 for a marked emergency exit that was inoperative (would not open as designed) at the time of inspection.

CLOSING INTERVIEW:

The closing interview was conducted on April 2, 2025, via telephone. Present at the closing interview was Investigator Cobile, along with the carrier representative Mark Vedmed. This investigation resulted in a conditional rating. Initially, Vedmed was difficult to communicate with when violations were discovered and discussed. Vedmed would often get frustrated and interrupt the technical assistance that was being offered by SI Cobile and would try and cut the conversation short and ask what he needed to do in the moment to fix the violations, what paperwork needed to be filled out and what was required so that we could just move on. SI Cobile would provide the technical assistance needed despite the push back from the carrier. When SI Cobile and Vedmed went back to the address of where the bus was parked to reevaluate the inoperable roof hatch, Vedmed approached Cobile and offered an apology for being abrasive and seemingly uncooperative during the investigation and expressed a desire to maintain compliance with the Federal Motor Carrier Safety Regulations.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was provided with one copy of the review, Parts A and B with requirements and recommendations to include the Safety Fitness Rating. The carrier was also provided with an electronic copy of the guide "Achieving a Satisfactory Motor Carrier Safety Record."

FOLLOW-ON ACTION:

Recommend continued compliance monitoring. Recommend issuing penalties consistent with the enforcement policy and require a 15-day letter.

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
Verified by:		Failure Code:
		Date:





BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)

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Safety Fitness Rating Explanation

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. Federal and State violations are combined for rating purposes. However, only the federal or federal equivalent section number is shown below. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1**General (CFR Parts 387, 390)**

0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory

VIOLATIONS AFFECTING RATING**POINTS**

NONE

TOTAL POINTS: 0 = SATISFACTORY**FACTOR 2****Driver Qualification (CFR Parts 382, 383, 391)**

0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory

VIOLATIONS AFFECTING RATING**POINTS**

NONE

TOTAL POINTS: 0 = SATISFACTORY**FACTOR 3****Operational/Driving (CFR Parts 392, 395)**

0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory

VIOLATIONS AFFECTING RATING**POINTS**

S 395.8(a)(1)

2 (C)

S 395.8(k)(1)

2 (C)

TOTAL POINTS: 4 = UNSATISFACTORY**FACTOR 4****Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))****VIOLATIONS AFFECTING RATING****POINTS**

Fewer than 3 inspections

NONE

TOTAL POINTS: 0 = SATISFACTORY

Fewer than 3 Inspections		3 or more Inspections	
Rate same as other Regulatory Factors 1, 2, and 3	0 Point = Satisfactory	OOS Less than 34%	OOS 34% or Higher
	1 Point = Conditional	Satisfactory	Conditional
	>1 Point = Unsatisfactory	Conditional	Unsatisfactory
		If a pattern of Non-Compliance with a Critical or an Acute Violation	If a pattern of Non-Compliance with a Critical or an Acute Violation

FACTOR 5**Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)****Not Applicable - Not a carrier of Hazardous Material**

NONE

FACTOR 6**Accident (Recordable Accident Rate)** $((\text{Recordable Accidents}) \times (1 \text{ million})) \div (\text{Total Miles}) = \text{Rate}$ $(0 \times 1,000,000) \div 15,000 = 0 = \text{SATISFACTORY}$ **ACCIDENT RATE****FACTOR RATING**

0.000 - 1.500

= Satisfactory

>1.500

= Unsatisfactory





BELLEVUE TOWNCAR SERVICE (MARK VEDMED dba)

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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

