

From: [Bennett, Sean \(UTC\)](#)
To: [UTC DL Records Center](#)
Cc: [UTC DL Licensing Services](#)
Subject: FW: Questions on BAP Hearing Request Exploration Coach Lines
Date: Friday, September 15, 2017 11:21:35 AM
Attachments: [RE Questions on BAP Hearing Request Exploration Coach Lines.msg](#)

I received the email below from Exploration Coach Lines. I responded to him (attached) but just wanted to let you know as I haven't taken part in a BAP hearing and I'm not sure if there is a special process. I provided him with a link to our e-filing system yesterday.

Sean Bennett

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Respect, Professionalism, Integrity, Accountability

From: ben@explorationcoachlines.com [mailto:ben@explorationcoachlines.com]

Sent: Friday, September 15, 2017 9:52 AM

To: Bennett, Sean (UTC) <sbennett@utc.wa.gov>

Subject: Questions on BAP Hearing Request Exploration Coach Lines

Below is an email sent today to pertinent DOT Staff and Insurance Agents. I have been informed that the Insurance Agent paid directly to UTC today a \$200.00 reinstatement fee to have the reinstatement expedited for today. I do not feel under the circumstances that the agent should need to pay the fee or Exploration Coach Lines LLC. I do not feel that our company should have to reapply for our certificate, leaving this information as a Public Record, however I also do not want to operate within the State of Washington out of compliance. As a result I will be filing the report to reinstate under duress and wish to have an administrative hearing asking that all actions and public records concerning this issue be eradicated and my original UTC Charter Operations certificate and number be restored without penalty. Please advise as soon as possible where to file for this hearing.

To whom it may concern,

I will assume that *all* Motor Carriers within the State of Washington renew their mandatory insurance each year at the same time as the expiration of their current policies. That a couple weeks before it expires, a UTC agent reaches out by email to remind them that their permits will be canceled for not have this insurance in place.

In my instance, I replied to Michael Dotson for the annual reminder on September 1st, 2017 and forwarded it to our agent at TIB. Payment was made prior to expiration, we sent reminders to our insurance agent on September 5th and 6th concerning the Washington UTC and FMCSA filings and received confirmation of the insurance binder as well as insurance cards for buses dated effective September 6th, 2017.

Although we have requested all communication from DOT be sent by email to ben@explorationcoachlines.com and all correspondence from Washington UTC during the last year has arrived by email (at times followed by a repeat mailing), no information was

ever sent by email concerning non-receipt of the filing or cancellation of our operating permit dated September 8th, 2017. This means we would have no knowledge of the cancellation until mail was delivered and collected from a USPS Post Office Box. In addition it arrived non-registered, meaning had it been placed in the wrong receptacle (which often happens), we would have been operating without authority within Washington State. I feel something as sensitive as cancellation of authority to operate would be handled in a manner to assure the holder received notification.

As to the delay in the Insurance provider not filing on time, consider that they are located in a coastal community in Florida. These communities were not only under mandatory evacuation orders from their governing agencies as of September 4th, but also are dealing with major power outages, flooding and loss of internet services. At a time the Federal Government is attempting to assist those affected through multiple Federal government agencies and a nation is pouring out donations to help them recover. Although we immediately provided Washington State UTC proof of insurance without any lapse of coverage, the company was told by Michael Dotson to re-apply for my Charter permit and try to recoup my losses from the Insurance provider. I do not feel reaching out to a company effected by a major natural disaster is an appropriate course of action.

Thank you

Ben Dolph, CEO
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