

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION
PENALTY ASSESSMENT TE-190321

PLEASE NOTE: You must complete and sign this document, and send it to the Commission within 15 days after you receive the penalty assessment. Use additional paper if needed. I have read and understand RCW 9A.72.020 (printed below), which states that making false statements under oath is a class B felony. I am over the age of 18, am competent to testify to the matters set forth below and I have personal knowledge of those matters. I hereby make, under oath, the following statements.

1. **Payment of penalty.** I admit that the violations occurred and enclose \$3,800 in payment of the penalty.
2. **Contest the violation(s).** I believe that the alleged violation(s) did not occur for the reasons I describe below (if you do not include reasons supporting your contest here, your request will be denied):
- a) I ask for a hearing to present evidence on the information I provide above to an administrative law judge for a decision.
- OR b) I ask for a Commission decision based solely on the information I provide above.
3. **Application for mitigation.** I admit the violations, but I believe that the penalty should be reduced for the reasons set out below (if you do not include reasons supporting your application here, your request will be denied):
- a) I ask for a hearing to present evidence on the information I provide above to an administrative law judge for a decision.
- OR b) I ask for a Commission decision based solely on the information I provide above.

I declare under penalty of perjury under the laws of the State of Washington that the foregoing, including information I have presented on any attachments, is true and correct.

Dated: 6-18-19 [month/day/year], at Kent Wa [city, state]

Don Kramer
 Name of Respondent (company) – please print

[Signature]
 Signature of Applicant

RCW 9A.72.020:

“Perjury in the first degree. (1) A person is guilty of perjury in the first degree if in any official proceeding he makes a materially false statement which he knows to be false under an oath required or authorized by law. (2) Knowledge of the materiality of the statement is not an element of this crime, and the actor’s mistaken belief that his statement was not material is not a defense to a prosecution under this section. (3) Perjury in the first degree is a class B felony.”

Thank you for your allowing me to mitigate my infractions. Up until I spoke with the state inspectors in preparation for my safety review I had misunderstood the requirements for non cdl drivers. It was my understanding that only cdl drivers required a health card, and as I hauled 14 or less people I thought that none of the provisions of the cdl applied to me. When I learned that everyone hauling 8 or more people required one through my phone calls with your department in preparation for my audit I got one that day. I will continue to have a health card from this point forward. Being a small owner operator company these Fines really hurt, any help would be appreciated, but I do realize that it was my fault for the misunderstanding of the regulations. Regarding the other violations, I have started my driver file as I was unaware I needed to keep one on myself. I have also started a much more detailed vehicle maintenance file based on the recommendations of the auditors. Prior to the meeting I had been treating the maintenance as more of a personal item and not on the business, that is no longer the case. I was also unaware I should be saving my annual inspections and will begin doing that as well. Please understand that it was never my intention to be out of compliance and I fixed the issue as soon as i was made aware.

Service Date: May 29, 2019

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

NOTICE OF PENALTIES INCURRED AND DUE
FOR VIOLATIONS OF LAWS AND RULES

PENALTY ASSESSMENT: TE-190321
PENALTY AMOUNT: \$3,800

Transportainment North West LLC
27405 78th Avenue South
Kent, WA 98032

The Washington Utilities and Transportation Commission (Commission) believes Transportainment North West (Transportainment or Company) violated Washington Administrative Code (WAC) 480-30-221, Vehicle and Driver Safety Requirements, which adopts Title 49 CFR Part 391 – Qualifications of Drivers and Part 396 – Inspection, Repair, and Maintenance.

Revised Code of Washington (RCW) 81.04.405 allows penalties of \$100 for each violation. In the case of an ongoing violation, every day's continuance is considered a separate and distinct violation.

On April 15, 2019, Commission Motor Carrier Investigator Robert Auderer completed a routine safety investigation of Transportainment and documented the following violations:

- **Thirty-six violations of Title 49 CFR Part 391.45(a) – Using a driver not medically examined and certified.** During the six months preceding this safety investigation, the Company allowed its employee, Don Kramer, to operate a commercial motor vehicle on 36 occasions without being medically examined and certified.
- **One violation of Title 49 CFR Part 391.51(a) – Failing to maintain driver qualification file on each driver employed.** The Company did not maintain a driver qualification file for its employee Don Kramer.
- **One violation of Title 49 CFR Part 396.3(b) – Failing to keep minimum records of inspection and vehicle maintenance.** The Company did not keep a maintenance file for its only vehicle.

The Commission considered the following factors in determining the appropriate penalties for these violations:

1. **How serious or harmful the violations are to the public.** The violations noted are very serious and potentially harmful to the public. Companies that: 1) use drivers not medically examined and certified, 2) fail to maintain driver qualification files, and 3) fail to keep vehicle maintenance records put their customers as well as the traveling public at risk. These violations all present serious safety concerns.

2. **Whether the violations were intentional.** Considerations include:
- Whether the company ignored Commission staff's (Staff) previous technical assistance;
and
 - Whether there is clear evidence through documentation or other means that shows the company knew of and failed to correct the violation.

The Company applied for charter and excursion authority on January 29, 2016. In its application for authority, the Company's owner, Don Kramer, acknowledged his responsibility to comply with applicable safety laws and regulations. On February 16, 2016, Staff provided new entrant technical assistance. The Company knew or should have known about these requirements.

3. **Whether the company self-reported the violations.** The Company did not self-report these violations.
4. **Whether the company was cooperative and responsive.** Transportainment was cooperative throughout the investigation and responded to technical assistance.
5. **Whether the company promptly corrected the violations and remedied the impacts.** The Company immediately corrected the violations.
6. **The number of violations.** Staff identified four violation types with a total of 39 individual occurrences.
7. **The number of customers affected.** The Company employs one driver and operates one commercial motor vehicle. In 2018, the Company traveled 6,500 miles. A significant number of customers, as well as members of the traveling public, were potentially affected by these safety violations.
8. **The likelihood of recurrence.** The Commission does not know if Transportainment is likely to repeat these safety violations, however, the Company was cooperative with Staff, accepted technical assistance, and took immediate steps to correct the violations.
9. **The company's past performance regarding compliance, violations, and penalties.** This is the Company's first routine safety investigation. The Commission penalized the company in 2017 for failing to submit its annual report or pay regulatory fees.
10. **The company's existing compliance program.** Mr. Kramer, the owner, is responsible for the Company's safety compliance program.
11. **The size of the company.** Transportainment is a small company with one driver and one commercial vehicle. The Company reported \$31,600 in gross revenue for 2018.

The Commission's Enforcement Policy provides that some Commission requirements are so fundamental to safe operations that the Commission will issue mandatory penalties for each

occurrence of a first-time violation.¹ The Commission generally will assess penalties per type of violation, rather than per occurrence, for first-time violations of those critical regulations that do not meet the requirements for mandatory penalties. The Commission will assess penalties for any equipment violation meeting the Federal Motor Carrier Safety Administration's "out-of-service" criteria and also for repeat violations of critical regulations, including each occurrence of a repeat violation.

The Commission has considered these factors and determined that it should penalize Transportation \$3,800 for violations of WAC 480-30-221, Vehicle and Driver Safety Requirements, which adopts Title 49 CFR Part 391 – Qualifications of Drivers and Part 396 – Inspection, Repair, and Maintenance, calculated as follows:

- Thirty-six violations of Title 49 CFR Part 391.45(a) – Using a driver not medically examined and certified. The Commission assesses a penalty of \$100 for each occurrence of this critical violation, for a total of \$3,600.
- One violation of Title 49 CFR Part 383.37(a) – Failing to maintain driver qualification file on each driver employed. The Commission assesses a penalty of \$100 for this critical violation.
- One violation of Title 49 CFR Part 396.3(b) – Failing to keep minimum records of inspection and vehicle maintenance. The Commission assesses a penalty of \$100 for this critical violation.

This information, if proven at a hearing and not rebutted or explained, is sufficient to support the penalty assessment.

Your penalty is due and payable now. If you believe any or all of the violations did not occur, you may deny committing the violation(s) and contest the penalty through evidence presented at a hearing or in writing. Alternatively, if there is a reason for any or all of the violations that you believe should excuse you from the penalty, you may ask for mitigation (reduction) of the penalty through evidence presented at a hearing or in writing. The Commission will grant a request for hearing only if material issues of law or fact require consideration of evidence and resolution in a hearing. Any request to contest the violation(s) or for mitigation of the penalty must include a written statement of the reasons supporting that request. Failure to provide such a statement will result in denial of the request. *See* RCW 81.04.405.

If you properly present your request for a hearing and the Commission grants that request, the Commission will review the evidence supporting your dispute of the violation(s) or application for mitigation in a Brief Adjudicative Proceeding before an administrative law judge. The administrative law judge will consider the evidence and will notify you of his or her decision.

¹ Docket A-120061 – Enforcement Policy of the Washington Utilities & Transportation Commission – Section V.

You must act within 15 days after receiving this notice to do one of the following:

- Pay the amount due.
- Contest the occurrence of the violations.
- Request mitigation to contest the amount of the penalty.

Please indicate your selection on the enclosed form and submit it electronically through the Commission's web portal **within FIFTEEN (15) days** after you receive this notice. If you are unable to use the web portal, you may submit it via email to records@utc.wa.gov. If you are unable to submit the form electronically, you may send a paper copy to the Washington Utilities and Transportation Commission, PO Box 47250, Olympia, Washington 98504-7250.

If you do not act within 15 days, the Commission may take additional enforcement action, including but not necessarily limited to suspending or revoking your certificate to provide regulated service, assessing additional penalties, or referring this matter to the Office of the Attorney General for collection.

DATED at Olympia, Washington, and effective May 29, 2019.

/s/ Rayne Pearson
RAYNE PEARSON
Director, Administrative Law Division