**Service Date: September 11, 2025**

**BEFORE THE WASHINGTON**
**UTILITIES AND TRANSPORTATION COMMISSION**

| | |
|---|---|
| In the Matter of the Penalty Assessment Against<br><br>VROOM VROOM TRANSPORTATION LLC<br><br>in the amount of $9,300 | DOCKET TE-250180<br><br>ORDER 01<br><br>GRANTING MITIGATION |

## BACKGROUND

*1* On September 2, 2025, the Washington Utilities and Transportation Commission (Commission) issued a $9,300 penalty (Penalty Assessment) against Vroom Vroom Transportation LLC (Vroom Vroom or Company). The Commission found that Vroom Vroom violated Washington Administrative Code (WAC) 480-30-221, Vehicle and Driver Safety Requirements, which adopts Title 49 Code of Federal Regulations (49 C.F.R.) Part 383 - Commercial Driver's License Standards, as follows:

- Ninety-three violations of 49 C.F.R. § 383.23(a) – Operating a commercial motor vehicle (CMV) without a commercial driver's license (CDL). Vroom Vroom allowed driver Keith Wong to operate a CMV without a valid CDL on 93 occasions between August 1, 2024, and January 31, 2025.

*2* On September 2, 2025, Vroom Vroom filed with the Commission its application for mitigation of penalties. In the request for mitigation, Keith Wong, owner, admitted the violations, stated that the violations occurred by mistake, and requested the penalty be reduced or dismissed. Specifically, Wong states that the violations occurred due to administrative oversite, believing that the medical examiner would report the medical certificate to DOL on the Company's behalf, and that the Company has been fully cooperative with Commission staff (Staff), took immediate corrective action, and put procedures in place to prevent future violations.

*3* On September 5, 2025, Staff filed its reply. In its reply, Staff acknowledges that the driver in violation was medically certified throughout the downgrade period and that these first-time violations resulted from not reporting the valid medical certificate to

DOL, which caused the downgrade to the CDL. Staff also notes that if that Company had obtained the driving vehicle record within 15 days of the issuance of the new medical certificate as required or done a proper review of the driving record in 2023, 2024 and 2025, the downgrade status would have been identified much sooner and would not have caused Wong to drive in a downgraded status for over 20 months.

*4* Considering these factors, Staff recommends the assessed penalty of $9,300 be reduced to $4,650. Staff further recommends that $3,000 of the reduced penalty be suspended for a period of two years, to be waived, subject to the following conditions: (1) The Company pay the $1,650 portion of the penalty that is not suspended, (2) Staff perform a follow-up investigation in two years or as soon thereafter as practicable, and (3) Vroom Vroom avoid incurring any repeat violations of 49 C.F.R. § 383.23(a).

## DISCUSSION

*5* Washington law requires passenger transportation companies to comply with federal safety requirements and undergo routine safety inspections. Violations discovered during safety inspections are subject to penalties.[1] In some cases, Commission requirements are so fundamental to safe operations that the Commission will issue penalties for first-time violations.[2] Violations defined by federal law as "critical" meet this standard.[3]

*6* The Commission considers several factors when entertaining a request for mitigation, including whether the company introduces new information that may not have been considered in setting the assessed penalty amount, or explains other circumstances that convince the Commission that a lesser penalty will be equally or more effective in ensuring the company's compliance.[4] The Commission also considers whether the violations were promptly corrected, a company's history of compliance, and the likelihood the violation will recur.[5] We address the violations below.

*7* **49 C.F.R. § 383.23(a).** The Penalty Assessment includes a $9,300 penalty for 93 violations of 49 CFR § 383.23(a) for Operating a commercial motor vehicle (CMV) without a CDL.

---

[1] *See* RCW 81.04.405.

[2] Docket A-120061, Enforcement Policy for the Washington Utilities and Transportation Commission ¶ 12, 15 (Jan. 7, 2013) (Enforcement Policy).

[3] 49 C.F.R. § 385, Appendix B.

[4] Docket A-120061, Enforcement Policy for the Washington Utilities and Transportation Commission (January 7, 2013).

[5] Enforcement Policy ¶19.

*8* The Penalty Assessment includes a $9,300 penalty for 93 violations of 49 CFR § 383.23(a) for operating a commercial motor vehicle (CMV) without a CDL. In its response, the Company explains that the violations were due to administrative oversight. The Company also explains that it has been fully cooperative with Staff, took immediate corrective action, and put procedures in place to prevent future violations.

*9* Staff acknowledges that the driver in violation was medically certified throughout the downgrade period and notes that if the Company had obtained the driving vehicle record within 15 days of the issuance of the new medical certificate as required or done a proper review of the driving record in 2023, 2024 and 2025, the downgrade status would have been identified much sooner and would not have allowed Wong to drive in a downgraded status for over 20 months.

*10* Based upon the accumulated information in this docket, Staff recommends the assessed penalty of $9,300 be reduced to $4,650. Staff further recommends that $3,000 of the reduced penalty be suspended for a period of two years, to be waived, subject to the following conditions: (1) The Company pay the $1,650 portion of the penalty that is not suspended, (2) Staff perform a follow-up investigation in two years or as soon thereafter as practicable, and (3) Vroom Vroom avoid incurring any repeat violations of 49 C.F.R. § 383.23(a).

*11* We agree with Staff's recommendation and mitigate the penalty as described in paragraph 10. The driver was in fact medically certified throughout the downgrade period, and the Company cooperated with Staff throughout the investigation, took immediate corrective action, and put procedures in place to prevent future violations. In light of these circumstances, we find that a lesser penalty is sufficient to ensure future compliance.

## FINDINGS AND CONCLUSIONS

*12* (1) The Commission is an agency of the state of Washington, vested by statute with authority to regulate passenger transportation companies, and the Commission has jurisdiction over the parties and subject matter of this proceeding.

*13* (2) Vroom Vroom is a transportation company subject to Commission regulation.

*14* (3) Vroom Vroom violated 49 CFR § 383.23(a) by allowing driver Keith Wong to operate a CMV without a valid CDL on 93 occasions between August 1, 2024, and January 31, 2025.

*15* (4) The assessed penalty of $9,300 should be reduced to $4,650. Further, $3,000 of the reduced penalty should be suspended for a period of two years, to be waived, subject to the following conditions: (1) The Company pay the $1,650 portion of the penalty that is not suspended, (2) Staff perform a follow-up investigation in two years or as soon thereafter as practicable, and (3) the Company avoid incurring any repeat violations of 49 C.F.R. § 383.23(a).

## ORDER

THE COMMISSION ORDERS:

*16* (1) Vroom Vroom Transportation LLC's request for mitigation of the $9,300 penalty is GRANTED. The penalty is reduced to $4,650.

*17* (2) The Commission suspends a $3,000 portion of the reduced penalty for a period of two years, to be waived, subject to the conditions set out in paragraph 10 above.

*18* (3) The $1,650 penalty unsuspended portion of the penalty is due and payable within 15 days of the effective date of this Order.

*19* The Secretary has been delegated authority to enter this order on behalf of the Commissioners under WAC 480-07-903(2)(e).

DATED at Lacey, Washington, and effective September 11, 2025.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Jeff Killip

JEFF KILLIP
Executive Director and Secretary

**NOTICE TO PARTIES: This is an order delegated to the Executive Secretary for decision. As authorized in WAC 480-07-904(3), you must file any request for Commission review of this order no later than 14 days after the date the decision is posted on the Commission's website.**