

1500 SW Arrowhead Road  
Topeka, KS 66604-4027



Phone: 785-271-3100  
Fax: 785-271-3354  
<http://kcc.ks.gov/>

Shari Feist Albrecht, Chair  
Jay Scott Emler, Commissioner  
Pat Apple, Commissioner

Sam Brownback, Governor

## NOTICE OF PENALTY ASSESSMENT

June 4, 2015

15-TRAM-550-PEN

Tonia Chambers, Compliance Manager  
True North Outdoor, LLC  
2405 Merriam Lane  
Kansas City, Kansas 66106

This is a notice of a penalty assessment for violation of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on May 6, 2015, by Kansas Corporation Commission Special Investigator B.K. Smith. For a full description of the penalty and process please refer to the Order that is attached to this notice.

### **IF YOU ACCEPT THE PENALTY:**

You have been assessed a \$3,000 penalty. You have thirty (30) days from service of this Penalty Order to pay the fine amount. Check or money order must be made payable to the Kansas Corporation Commission. Payment is to be mailed to the Transportation Division of the Kansas Corporation Commission at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and must include a reference to the docket number of this proceeding. Credit card payment may be made by faxing your credit card information to the Transportation Office at 785-271-3124, using the KCC's credit card payment form found at <http://kcc.ks.gov/trans/creditcard.pdf>.

You must attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance. A schedule of dates and locations for the safety seminar can be found at the Commission's website [http://www.kcc.state.ks.us/trans/safety\\_meetings.htm](http://www.kcc.state.ks.us/trans/safety_meetings.htm).

You must submit to one follow-up safety compliance review within the next 18 months. Staff will contact you at a later date to determine an appropriate time for this review.

### **IF YOU CONTEST THE PENALTY:**

You have the right to request a hearing. A request for hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Respondent must submit an original and seven (7) copies of the request to the Commission's Secretary at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604 within fifteen (15) days from the date stamped on the last page of the Penalty Order. K.A.R. 82-1-215; K.S.A. 2014 Supp. 77-542.

### **IF YOU FAIL TO ACT:**

Failure to pay the fine amount within thirty (30) days of service of the Penalty Order, or in the alternative, provide a written request for a hearing within fifteen (15) days from service of the Penalty Order will result in the attached Order becoming a Final Order and may result in the additional sanction of suspension and/or revocation of your motor carrier operating authority.

Respectfully,

Michael J. Duenes  
Litigation Counsel  
(785) 271-3181

**THE STATE CORPORATION COMMISSION  
OF THE STATE OF KANSAS**

Before Commissioners:      Shari Feist Albrecht, Chair  
   Jay Scott Emler  
   Pat Apple

In the Matter of the Investigation of **True North**      )  
**Outdoor, LLC, of Kansas City, Kansas,**      )  
Regarding the Violation of the Motor Carrier      )  
Safety Statutes, Rules and Regulations and the      ) Docket No. 15-TRAM-550-PEN  
Commission's Authority to Impose Penalties,      )  
Sanctions and/or the Revocation of Motor      )  
Carrier Authority.      )

**PENALTY ORDER**

The above-captioned matter comes before the State Corporation Commission of the State of Kansas (Commission). The Commission, having been briefed on the issue by the Director of the Commission's Transportation Division, finds and concludes as follows:

**I. JURISDICTION**

1. Pursuant to K.S.A. 2014 Supp. 66-1,108b, 66-1,111, 66-1,112, 66-1,114, 66-1,114b and 66-1,115, the Commission is given full power, authority and jurisdiction to supervise and control motor carriers, as defined in K.S.A. 2014 Supp. 66-1,108, doing business or procuring business in Kansas, and is empowered to do all things necessary and convenient for the exercise of such power, authority and jurisdiction.

2. Pursuant to K.S.A. 2014 Supp. 66-1,129a, 66-1,130 and 66-1,142b, the Commission may suspend operations, revoke or amend certificates, and initiate sanctions or fines against every motor carrier and every person who violates any provision of Kansas law in regard to the regulation of such motor carriers and persons, or who fails to obey any order, decision or regulation of the Commission.

3. The Commission has the authority, pursuant to K.A.R. 82-1-237, to investigate an entity under the Commission's jurisdiction and order a hearing on the Commission's own motion when the Commission believes the entity is in violation of the law or any order of the Commission.

## **II. BACKGROUND**

4. True North Outdoor, LLC (True North Outdoor) operates under USDOT number 1798535.

5. True North Outdoor operates in intrastate and interstate commerce within a 25-mile radius of their principal place of business.

6. True North Outdoor is a private motor carrier which primarily hauls machinery, large objects and chemicals.

## **III. STATEMENT OF FACTS**

7. Pursuant to the jurisdiction and authority cited above, on May 6, 2015, Commission Staff (Staff) Special Investigator B.K. Smith conducted a compliance review of the operations of True North Outdoor. A copy of the safety compliance review is included in this Penalty Order as Attachment "A" and is hereby incorporated by reference. As a result of this investigation, Mr. Smith identified five (5) violations of the Motor Carrier Safety Regulations.

- a. On March 31, 2015, True North Outdoor required or permitted its driver, Jacinto (Juan) Lagunes, to operate a commercial motor vehicle, a 2012 Ford F550, VIN ending in 20351, pulling a 2013 Surtrac Utility Trailer, VIN ending in 072149, in intrastate commerce in and around the area of Kansas City, Kansas. This trip is evidenced by electronic mail from Tonia Chambers to Special Investigator B.K. Smith, dated April 21, 2015, a copy

of which is attached hereto as Attachment "B" and is hereby incorporated by reference. At the time of this transportation, True North Outdoor had not implemented an alcohol and/or controlled substance testing program for its drivers. The carrier's failure to establish an alcohol and/or controlled substances program for its drivers that complies with the procedures established in 49 C.F.R. 382.105 as adopted by K.A.R. 82-4-3c is a violation of 49 C.F.R. 382.115(a), as adopted by K.A.R. 82-4-3c, and as authorized by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$1,000.

- b. During the transportation described in paragraph a., above, driver Jacinto (Juan) Lagunes did not have a Commercial Driver's License (CDL) to operate the commercial motor vehicles that required a CDL. The special investigator found two (2) violations of this type. True North Outdoor's failure to ensure its driver possess a valid commercial motor vehicle license that meets the standards to operate the commercial motor vehicle is in violation of 49 C.F.R. 383.23(a)(2), as implemented by K.S.A. 8-235 and required by 49 C.F.R. 392.2, as adopted by K.A.R. 82-4-3h and as authorized by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$500.
- c. On November 10, 2014, through November 15, 2014, True North Outdoor required or permitted its driver, Alan Declanini, to operate a commercial motor vehicle, a 2012 Ford F550, VIN ending in 20351, in interstate commerce from Kansas City, Kansas to Kansas City, Missouri. This trip

is evidenced by Mr. Declanini's time records, copies of which are attached hereto as Attachment "C" and are hereby incorporated by reference. On November 15, 2014, at 4:15 a.m., Mr. Declanini reached his 60 hour threshold of on duty hours for a seven-day period and continued to drive until 7:30 a.m. *See*, Attachment "C". The special investigator found 26 violations of this type. True North Outdoor permitting its driver to drive in excess of 60 hours in a period of seven consecutive days is in violation of 49 C.F.R. 395.3(b)(1), as adopted by K.A.R. 82-4-3a, as authorized by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$750.

- d. On April 20, 2015, True North Outdoor required or permitted its driver, Jacinto (Juan) Lagunes, to operate a 2012 Ford F550, VIN ending in 203550, in intrastate commerce in and around the area of Kansas City, Kansas. The special investigator observed the above vehicle being driven on April 20, 2015. An e-mail from Tonia Chambers to the special investigator, dated April 20, 2015, a copy of which is attached hereto as Attachment "D" and is hereby incorporated by reference, demonstrates there was no annual inspection on the above vehicle on April 20, 2015. True North Outdoor permitted this transportation without first obtaining and documenting a successful periodic (annual) inspection on the commercial motor vehicle during the preceding 12-month period. This violation is evidenced by Attachment "D". The special investigator found four violations of this type. True North Outdoor's failure to conduct periodic (annual) inspections on commercial motor vehicles is a violation

of 49 C.F.R. 396.17(a), as adopted by K.A.R. 82-4-3j, and as authorized by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$500.

- e. On November 14, 2015, True North Outdoor required or permitted its driver, Alan Declanini, to operate a commercial motor vehicle, a 2012 Ford F550, VIN ending in 20351, in interstate commerce from Kansas City, Kansas to Kansas City, Missouri. This trip is evidenced by Mr. Declanini's time sheet, dated November 14, 2015 through November 15, 2015, a copy of which is attached hereto as Attachment "E" and is hereby incorporated by reference. At the time of this transportation, Mr. Declanini was over the 14 hours on duty for that day and did not meet the short haul exemption. Mr. Declanini did not prepare a log book page. The special investigator found two violations of this type. True North Outdoor's failure to require its drivers to keep records of duty status for each 24-hour period using the method described in 49 C.F.R. 395.8(a) and to submit the original record to the motor carrier within 13 days of creation is in violation of 49 C.F.R. 395.8(a), as adopted by K.A.R. 82-4-3a and authorized by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$250.

#### **IV. STAFF'S RECOMMENDATIONS**

8. Based upon the available facts, Staff recommends the Commission find True North Outdoor committed five (5) violations of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as

adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

9. Additionally, Staff recommends a civil penalty of \$3,000 for five (5) violations of the Motor Carrier Safety Statutes, Rules and Regulations.

10. Staff further recommends that True North Outdoor be required to attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance. A schedule of the dates and locations for the safety seminar can be found on the Commission's website at [http://kcc.ks.gov/trans/safety\\_meetings.htm](http://kcc.ks.gov/trans/safety_meetings.htm).

11. Finally, Staff recommends that True North Outdoor submit to one follow-up safety compliance review within the next eighteen (18) months. Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

#### **V. CONCLUSIONS OF LAW**

12. The Commission finds it has jurisdiction over True North Outdoor because it is a motor carrier as defined in K.S.A. 2014 Supp. 66-1,108.

13. The Commission finds True North Outdoor committed five (5) violations of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

#### **THE COMMISSION THEREFORE ORDERS THAT:**

A. True North Outdoor, LLC, of Kansas City, Kansas is hereby assessed a \$3,000 civil penalty for five (5) violations of Kansas law governing the regulation of motor carriers, the Kansas Administrative Regulations and provisions of the Federal Motor Carrier Safety Regulations, as adopted by the Kansas Administrative Regulations.

B. True North Outdoor is hereby ordered to attend a Commission-sponsored safety seminar within the next ninety (90) days and is to provide Staff with written proof of attendance. Further, True North Outdoor is ordered to submit to one follow-up safety compliance review within the next eighteen (18) months.

C. Pursuant to K.S.A. 2014 Supp. 77-537 and K.S.A. 77-542, any party may request a hearing on the above issues by submitting a written request, setting forth the specific grounds upon which relief is sought, to the Commission's Secretary, at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604 within fifteen (15) days from the date of service of this Order. If service is by certified mail, service is complete upon the date delivered shown on the Domestic Return Receipt. Hearings will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of True North Outdoor's right to a hearing, and this Penalty Order will become a Final Order assessing a \$3,000 civil penalty against True North Outdoor, and ordering True North Outdoor to attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance, and to submit to a safety compliance review within eighteen (18) months from the date of service of this Order.

D. Attorneys for all parties shall enter their appearances in Commission proceedings by giving their names and addresses for the record. For civil penalties exceeding \$500, a corporation shall appear before the Commission by its attorney, unless waived by the Commission for good cause shown and a determination that such waiver is in the public interest. K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a). For civil penalties of \$500 or less, a corporation may appear by a duly authorized representative of the corporation. K.S.A. 2014 Supp. 66-1,142b(e) and amendments thereto.



E. If you do not request a hearing, the payment of the civil penalty is due in thirty (30) days from date of service of this Order. Checks and Money Orders shall be payable to the Kansas Corporation Commission. For credit card payments, include type of card (Visa, MasterCard, Discover, or American Express), account number and expiration date. Payments shall be mailed to the Transportation Division of the Kansas Corporation Commission, 1500 S.W. Arrowhead Road, Topeka, Kansas 66604. *The payment shall include a reference to the docket number of this proceeding.*

F. Failure to pay the \$3,000 civil penalty within thirty (30) days of the service of this Penalty Order, and/or failure to comply with the provisions of this Order, may result in revocation of True North Outdoor's motor carrier operating authority without further notice. Additionally, the Commission may impose further sanctions to include, but not limited to, the issuance and enforcement of out-of-service and/or cease and desist orders, and any other remedies available to the Commission by law, without further notice.

G. The Commission retains jurisdiction over the subject matter and the parties for the purpose of entering such further order or orders as it may deem necessary.

**BY THE COMMISSION IT IS SO ORDERED.**

Albrecht, Chair; Emler, Commissioner; Apple, Commissioner

**JUN 04 2015**

Dated: \_\_\_\_\_


*Amy L. Gilbert*

ORDER MAILED JUN 05 2015

Amy L. Gilbert  
Secretary

MJD

**ATTACHMENT "A"**

	<b>US DOT #</b> 1798535	<b>Legal:</b> TRUE NORTH OUTDOOR LLC <b>Operating (DBA):</b>						
<b>MC/MX #:</b>		<b>Federal Tax ID:</b>				<b>(EIN)</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> HM		HM		HM		<b>Business:</b> Corporation		
<b>Shipper:</b> N/A		N/A		N/A		<b>Gross Revenue:</b>		
<b>Cargo Tank:</b> N/A		N/A		N/A		<b>for year ending:</b> 12/31/2014		
<b>Company Physical Address:</b>								
<b>Contact Name:</b> Tania Chambers								
<b>Phone numbers: (1)</b>		(2)		<b>Fax</b>				
<b>E-Mail Address:</b>								
<b>Company Mailing Address:</b>								
2405 MERRIAM LANE KANSAS CITY, KS 66106								
<b>Carrier Classification</b>								
Private Property								
<b>Cargo Classification</b>								
Machinery, Large Objects				Chemicals				
<b>Hazardous Materials</b>								
9 Miscellaneous HM		Carried		Non-Bulk				
<b>Equipment</b>								
		<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>		<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>
Truck		15	0	0	Trailer	7	0	0
Power units used in the U.S.: 15								
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>		21		<b>Total Drivers:</b> 21				
<b>&gt;= 100 Miles:</b>				<b>CDL Drivers:</b> 8				





**TRUE NORTH OUTDOOR LLC**  
U.S. DOT #: 1798535

Review Date:  
05/06/2015

**Part A**

QUESTIONS regarding this report or the Federal Motor Carrier Safety or  
Hazardous Materials rules may be addressed to the Kansas Corporation Commission at:

1500 SW Arrowhead Road  
Topeka, KS 66604  
Phone 913-755-1289

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

**Person(s) Interviewed**

**Name:** Greg Hirleman

**Title:** Managing Member

**Name:** Tonia Chambers

**Title:** Compliance Manager



	<b>TRUE NORTH OUTDOOR LLC</b> U.S. DOT #: 1798535	Review Date: 05/06/2015
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**Part B Violations**

<b>1</b> FEDERAL ACUTE	Primary: 382.115(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b>   
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**Description**  
 Failing to implement an alcohol and/or controlled substances testing program on the date the employer begins commercial motor vehicle operations.

**Example**  
 , 3-31-2015 operated a CDL required CMV from the PPOB to 1601 Fairfax, Kansas City, KS on an intrastate trip. The carrier failed to implement a drug and alcohol program prior to the carrier beginning operation. 2012 Ford F550 VIN: 20351, in combination with a 2013 suretrac utility trailer VIN: 072149.

<b>2</b> STATE CRITICAL	Primary: 392.2 Secondary: KSA 8-2,125 CFR Equivalent: 383.23(a)	<b>Discovered</b> 2	<b>Checked</b> 5	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                    5
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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. Operating a CDL required vehicle without a CDL. This is a violation of KSA 8-2,125.

**Example**  
 3-31-2015 operated a CDL Class A required CMV from the PPOB to 1601 Fairfax, Kansas City, KS on an intrastate trip. Lagunes only possesses a regular Class C drivers license. 2012 Ford F550 VIN: 20351, GVWR 19,500 in combination with a 2013 suretrac utility trailer VIN: 072149, GVWR 14,000.

<b>3</b> FEDERAL CRITICAL	Primary: 391.45(a) Secondary: 391.11(a)	<b>Discovered</b> 3	<b>Checked</b> 5	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 3                    5
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**Description**  
 Using a driver not medically examined and certified.

**Example**  
 2-12-2015 operated a CDL required CMV from Illinois to St. Louis Missouri on an interstate trip. The carrier failed to ensure the driver was medically examined and certified prior to driving. 1994 Ford Kansas Registration , VIN: 35690 GVWR 54,000,000, MO INSPECTION MO1507012330

<b>4</b> FEDERAL CRITICAL	Primary: 395.3(b)(1)	<b>Discovered</b> 26	<b>Checked</b> 168	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                    7
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**Description**  
 Requiring or permitting a property-carrying commercial motor vehicle driver to drive after having been on duty 60 hours in 7 consecutive days.

**Example**  
 11-9-2014 thru 11-15-2014. On 11-14-2014, drove in violation from 415 am until 730 am, operated a 2012 Ford VIN: 20351, GVWR 19,500, PPOB to Kansas City Missouri.

<b>5</b> FEDERAL CRITICAL	Primary: 396.17(a)	<b>Discovered</b> 4	<b>Checked</b> 5	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 4                    5
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**Description**  
 Using a commercial motor vehicle not periodically inspected.

**Example**  
 2012 Ford F550 203550, Kansas Registration , GVWR 19,500, 2015 Doolittle Cargo Trailer VIN 20350, GVWR 7,000 was driven from the PPOB to several locations in Kansas to service of lawn care customers.

	<b>TRUE NORTH OUTDOOR LLC</b> U.S. DOT #: 1798535	Review Date: 05/06/2015
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**Part B Violations**

6 STATE	Primary: 390.19(b)(2)  CFR Equivalent: 390.19(b)(2)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation    Checked</b>  
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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**  
 2-12-2015 was driving a 1994 Ford VIN: 35690, KS registration GVWR 54,000 from Venice II to St Louis MO. Carrier failed to update MCS150 as required. The carrier had received a warning letter from FMCSA on 3-4-2015 regarding failure to update the USDOT #

7 STATE	Primary: 390.21(a)  CFR Equivalent: 390.21(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation    Checked</b> 2                    2
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**Description**  
 Failing to ensure self-propelled CMV, as defined in section 390.5, is marked as specified in paragraphs (b), (c), and (d) of 390.21.

**Example**  
 2-12-2015 was driving a 1994 Ford VIN: 35690, KS registration GVWR 54,000 from Venice II to St Louis MO. The CMV was displaying the name True North Services LLC USDOT 1242024 inspection MO1507012330. Additionally on 8-27-2014 was driving a 1994 Ford VIN: 35687, KS registration GVWR 54,000 this vehicle was also displaying the name True North Services LLC USDOT 1242024, Inspection MO00SD019826.

8 FEDERAL	Primary: 390.29(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation    Checked</b>  
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**Description**  
 Carrier with multiple offices or terminals failing to make records available for inspection as requested 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 within 48 hours after a request is made.

**Example**  
 On April 6, 2015 True North Outdoor LLC Compliance Manager Tonia Chambers was notified by email and phone call of a compliance review to be conducted at the PPOB on April 16, 2015. The SI arrived and the requested information was not available to conduct the investigation. The SI had to return on April 20, 2015 continue the investigation.

9 FEDERAL	Primary: 391.21(a)	<b>Discovered</b> 5	<b>Checked</b> 5	<b>Drivers/Vehicles In Violation    Checked</b> 5                    5
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**Description**  
 Using a driver who has not completed and furnished an employment application.

**Example**  
 2-12-2015 operated a CDL required CMV from Illinois to St. Louis Missouri on an interstate trip. The carrier failed to have a proper Employment Application meeting the requirements for a proper DOT Application. 1994 Ford Kansas Registration , VIN: 35690 gvwr54,000, MO INSPECTION MO1507012330

10 FEDERAL	Primary: 391.23(c)	<b>Discovered</b> 5	<b>Checked</b> 5	<b>Drivers/Vehicles In Violation    Checked</b> 5                    5
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**Description**  
 Failing to investigate driver's background within 30 days of employment.

**Example**  
 2-12-2015 operated a CDL required CMV from Illinois to St. Louis Missouri on an interstate trip. The carrier failed to investigate the driver's background within 30 days of employment. 1994 Ford Kansas Registration , VIN: 35690 GVWR 54,00,000, MO INSPECTION MO1507012330



**TRUE NORTH OUTDOOR LLC**  
U.S. DOT #: 1798535

Review Date:  
05/06/2015

**Part B Violations**

11 FEDERAL	Primary: 391.51(b)(3)	Discovered 2	Checked 5	Drivers/Vehicles In Violation 2	Checked 5
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**Description**

Failing to maintain road test certificate in driver's qualification file, or copy of license or certificate the motor carrier accepted as equivalent.

**Example**

On 10/3/2014, . . . . . drove from the PPOB to the Harley Davidson Factory in Missouri no evidence of a Road test was maintained in the DQ File 2012 Ford F550 . . . . . 20351, Kansas Registration . . . . . GVWR 19,500.

12 STATE	Primary: 392.2  CFR Equivalent: 392.2	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 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. Failure to obtain IFTA

**Example**

2-12-2015 . . . . . interstate trip Venice Illinois to St Louis Mo, 1994 Ford VIN: . . . . . 35690, GVWR 54,000  
Kansas Registration . . . . . 7. Kansas Department of Revenue advised IFTA REVOKED.

13 STATE	Primary: 395.8(a)  CFR Equivalent: 395.8(a)	Discovered 2	Checked 210	Drivers/Vehicles In Violation 2	Checked 7
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**Description**

Failing to require driver to make a record of duty status.

**Example**

11-15-2014 . . . . . failed to met the requirements of the short haul exception his shift ended at 730 AM, returned to duty at 9:00 am without taking a required 10 consecutive hours off seperating his 12 hours on duty.operated a 2012 Ford VIN: . . . . . 20351, GVWR 19,500, PPOB to Kansas City Missouri.

14 FEDERAL	Primary: 395.8(a)	Discovered 2	Checked 210	Drivers/Vehicles In Violation 2	Checked 7
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**Description**

Failing to require driver to make a record of duty status.

**Example**

11-14-2014 . . . . . failed to met the requirements of the short haul exception he began work at 730 am and did not return to the PPOB until 11-15-2014 at 730 am. The carrier did not require the driver to prepare records of duty status for 11-14-2014, and 11-15-2014.operated a 2012 Ford VIN: . . . . . 20351, GVWR 19,500, PPOB to Kansas City Missouri.

15 FEDERAL	Primary: 396.3(b)(1)	Discovered 5	Checked 5	Drivers/Vehicles In Violation 5	Checked 5
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**Description**

Failing to keep a maintenance record which identifies the vehicle, including make, serial number, year, and tire size.

**Example**

2012 Ford F550 . . . . . 20351, Kansas Registration . . . . . GVWR 19,500

**Safety Fitness Rating Information:**

Total Miles Operated 60,000  
Recordable Accidents 0  
Recordable Accidents/Million Miles 0.00

OOS Vehicle (CR): 0  
Number of Vehicle Inspected (CR): 0  
OOS Vehicle (MCMIS): 0  
Number of Vehicles Inspected (MCMIS): 0





**TRUE NORTH OUTDOOR LLC**  
U.S. DOT #: 1798535

Review Date:  
05/06/2015

**Part B Violations**

Your proposed safety rating is :

**UNSATISFACTORY**

Rating Factors		Acute	Critical
<b>Factor 1:</b>	S	0	0
<b>Factor 2:</b>	U	1	2
<b>Factor 3:</b>	U	0	2
<b>Factor 4:</b>	C	0	1
<b>Factor 5:</b>	S	0	0
<b>Factor 6:</b>	S	-	-

Effective date: The unsatisfactory rating will take effect 60 days after the date of a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters office in Washington, D.C.

**PROHIBITION:** Under 49 USC sections 13905(f)(1)(B) and 31144, and 49 CFR section 385.13 a motor carrier that receives a final safety rating of unsatisfactory is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce and, if applicable, shall have its registration revoked unless and until such time the FMCSA determines the motor carrier is fit and the motor carrier has reinstated its registration.

49 U.S.C. 31144 provides that the prohibition takes effect unless the motor carrier, within 60 days of the date of the forthcoming official notice, takes the necessary steps to improve the rating to conditional or satisfactory.

Unless the motor carrier receives an improved rating within 60 days from the date of the forthcoming official notice from Washington, D.C, the motor carrier will be subject to the prohibition in 49 CFR 385.13.

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385.11(b), or within 90 days after denial of a request for a change in rating under section 385.17.

**Administrative Review:** A motor carrier may appeal its proposed safety rating in a petition filed pursuant to 49 CFR section 385.15 if it believes that the rating is in error and there are factual and procedural issues in dispute. Such appeals must be made within 90 days of the date of the proposed safety rating, but should be made within 15 days of the date of the safety rating notice to allow the FMCSA to issue a written decision before the prohibitions in 49 CFR 385.13 take effect. Appeals filed pursuant to section 385.15 should be addressed to: Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590. The motor carrier will receive a written decision on the petition within 45 days from receipt of the petition by the Chief Safety Officer. (See 49 CFR 385.15 for additional details.)

(Note: Neither a petition to contest the rating nor a request for a change in the rating will delay the effective date of the rating, if unchanged.)







## Part B Requirements and/or Recommendations

1. FMCSA recently announced planned improvements to the Carrier Safety Measurement System (SMS) which was implemented in December 2010 as part of the Agency's broader Compliance, Safety, Accountability (CSA) initiative. A preview of these improvements is currently available to motor carriers. The system changes are scheduled to be available to the public in July 2012. There will be additional opportunity for public comment on the changes after the preview period ends in July 2012.

The improvements to SMS are based on ongoing analysis and feedback from enforcement personnel, the motor carrier industry, and other stakeholders. The changes more effectively identify and prioritize high-risk and other unsafe motor carriers for enforcement interventions designed to reduce commercial motor vehicle crashes and hazardous materials incidents.

Motor carriers currently have the ability to preview how the improvements impact their individual safety data in SMS. These improvements include: (1) Changes to the SMS methodology that identify higher risk carriers while addressing industry biases; (2) better applications of SMS results for Agency interventions by more accurately identifying safety sensitive carriers (i.e., carriers transporting people and carriers hauling hazardous materials (HM)), so that such firms can be selected for CSA interventions at more stringent levels; and, (3) more specific fact-based displays of SMS results on the SMS Web site.

The data preview may be found at <http://csa.fmcsa.dot.gov/>. During the data preview period, the Agency requests comments on the impacts of the changes.

### 2. For all Investigations:

- **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.
- **Apply Adequate Resources:** Apply adequate resources to properly implement safety management practices. Consider reallocating responsibilities, additional staffing, contracting, or investing in technology to aid in this responsibility.
- **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.
- 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.

For all Investigations resulting in a Penalty Order:

- **PLEASE NOTE:** The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Penalty Order. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Penalty Order. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review. Your signature is not an admission of the violations identified.





**TRUE NORTH OUTDOOR LLC**  
 U.S. DOT #: 1798535

Review Date:  
 05/06/2015

**Part B Requirements and/or Recommendations**

For all Investigations resulting in a proposed conditional or unsatisfactory rating:

**385.15**

If you believe the proposed rating is in error and there are factual and procedural issues in dispute, Part 385.15 (copy provided) outlines procedures for petitioning the Federal Motor Carrier Safety Administration for an administrative review of these findings. Your petition should be addressed to:

Chief Safety Officer  
 Federal Motor Carrier Safety Administration  
 1200 New Jersey Avenue SE,  
 Washington, DC 20590

**385.17**

In addition, a request for a revised rating based on corrective actions may be made at any time. Part 385.17 (copy provided) outlines the procedures for such a request. The request must be made in writing, must describe the corrective action taken and must include other documentation that may be relied upon as a basis for the requested change. Address your written request to:

Ensure that a CC copy of the letter is mailed to:  
 Division Administrator/Max Stratham  
 Federal Motor Carrier Safety Administration  
 1303 First American Place, Suite 200  
 Topeka, KS 66604

Information on your compliance status, roadside inspections, regulatory changes, accident counter measures and hazardous material counter measures is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

For all Investigations that did not result in a Cooperative Safety Plan:

The Kansas Corporation Commission requires you to prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 15 days, and any additional evidence necessary to prove the corrective action has been taken to:

Kansas Corporation Commission  
 Attn: Gary Davenport  
 1500 SW Arrowhead Road  
 Topeka, KS 66604

**3. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Training and Communication**

DESCRIPTION OF PROCESS BREAKDOWN: Carrier was unaware of the HOS requirements.

**BASIC SPECIFIC RECOMMENDED REMEDIES**

Implement Safety Improvement Practices: The following are recommended practices related to Communication and Training.

- Convey expectations to all applicable staff for adhering to Hours-of-Service (HOS) regulations and company policies and procedures, and for executing responsibilities by providing new-hire and refresher training, and establish communication channels such as newsletters and/or meetings focused on conflicts between scheduling and HOS rules.
- Inform drivers that management will be monitoring and tracking Records of Duty Status (RODS).
- Ensure that managers and dispatchers encourage fatigued drivers to pull over and take a nap.
- Communicate the carrier's HOS Compliance percentile to all staff, and explain to them individually what they can do to help the carrier improve the percentile.





**Part B Requirements and/or Recommendations**

- Ensure that managers and supervisors communicate their ongoing commitment to abiding by Hours-of-Service (HOS) regulations and to not driving when fatigued for any reason, including illness.
- Ensure that all staff (drivers, dispatchers, sales) involved in the Hours-of-Service (HOS) process receives training as required by regulations and/or company policies.
- Train managers, supervisors, and dispatchers on how to track and communicate drivers' Hours of Service (HOS), including checking the prior seven-day duty statement for intermittent drivers.
- Train the safety director and dispatchers on how to schedule routes that can be completed within Hours-of-Service (HOS) regulations.
- Train dispatchers and drivers to understand that drivers cannot be assigned a run if illness impairs their ability and/or alertness.
- Train all staff who are required to monitor and track Hours of Service (HOS) on appropriate company policies, including those related to discipline and incentives.
- Provide training/testing program to current drivers on proper log completion, how to achieve proper rest on trips by instructing them on the difference between on-duty not driving, for example a driver waits while trailer is loaded, and off-duty, and the importance of proper rest between shifts.
- Train drivers on the proper use of sleeper berths, including the correct procedure for entering time spent in a berth as a co-driver on the driver's Record of Duty Status (RODS).
- Ensure that drivers are trained in driver Out-of-Service (OOS) rules, their responsibilities in adhering to those rules, and the carrier's procedures for reporting OOS violations and communicating appropriately with other personnel.
- Provide hiring officials with guidance on how best to attract, screen, and qualify applicants who are most likely to adhere to Hours-of-Service (HOS) regulations and company policies and procedures.
- Reinforce training about Hours-of-Service (HOS) policies, procedures, and responsibilities to drivers, dispatchers, and other employees, using job aids, post-training testing, and/or refresher training. Encourage informal feedback among them so that they can help each other to improve.

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. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures**

DESCRIPTION OF PROCESS BREAKDOWN: The carrier did not have DQ files for each driver and was unaware of all the record keeping requirements

**BASIC SPECIFIC RECOMMENDED REMEDIES**

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

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.
- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply





**Part B Requirements and/or Recommendations**

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 Driver Fitness Violations.

**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

**5. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Training and Communication**

**DESCRIPTION OF PROCESS BREAKDOWN:** Carrier was not familiar with all the requirements to include annual inspections and maintenance files for each vehicle to make sure they are safe for operation

**BASIC SPECIFIC RECOMMENDED REMEDIES**

**Implement Safety Improvement Practices:** The following are recommended practices related to Communication and Training.

- Convey expectations to all applicable staff for adhering to vehicle inspection, repairing, and maintenance regulations and company policies and procedures, and for executing responsibilities by providing new-hire and refresher training, and establish communication channels such as newsletters and/or meetings focused on conflicts between vehicle availability and repair requirements.
- Ensure that all employees understand and accept their responsibility for timely communication of safety issues related to fleet inspection, repair, and maintenance to the appropriate individuals.
- Ensure that managers and supervisors articulate their commitment to and establish communication with employees concerning vehicle inspection, repair, and maintenance.
- Communicate the carrier's Vehicle Maintenance percentile to all staff and explain to them individually what they can do to help the carrier improve the percentile.
- Ensure that mechanics and technicians communicate with the vehicle and equipment manufacturers and receive regular updated bulletins and recommendations.
- Ensure that carriers with non-English-speaking employees who need to communicate with English-speaking employees and to understand English-language literature, such as the manufacturer's guide, have ways to deal successfully with language barriers.
- Ensure that all drivers, dispatchers, managers, mechanics, and technicians receive training, including methods and tools, and appropriate certifications to fulfill their responsibilities and documentation requirements regarding vehicle inspection, repair, and maintenance, as required by regulations and company policies.
- Implement and provide training for a fleet maintenance software system that can be updated according to current industry and regulatory standards, manufacturer's recommendations, and the carrier's experience.
- Train mechanics to be able to differentiate between safety-related defects and other defects - for example, by recognizing that defective wheel ends can lead to wheel separation.
- Ensure that drivers are trained in vehicle Out-of-Service (OOS) rules, their responsibilities in adhering to them, and the carrier's procedures for reporting OOS violations and communicating appropriately with other personnel.
- Train all staff who are required to monitor and track vehicle maintenance on the appropriate company policies, including those related to discipline and incentives.
- Provide hiring officials with guidance on how best to attract, screen, and qualify applicants who are most likely to adhere to vehicle inspection, repairing, and maintenance regulations and company policies and procedures.
- Reinforce training to drivers, mechanics, and other employees about vehicle maintenance policies, procedures, and responsibilities, using job aids, post-training testing, and/or refresher training. Encourage informal feedback among drivers and mechanics so that they can help each other to improve.

**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.





## Part B Requirements and/or Recommendations

### 6. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Carrier did not have a Drug and Alcohol testing program for CDL drivers

BASIC SPECIFIC RECOMMENDED REMEDIES: Carrier will enroll in a D/A program and seek assistance to gain complinace in all aspects of a D/A testing procedures

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

- Develop a written company policy incorporating by reference all regulations regarding controlled substances and alcohol use, testing, training, and records retention for all employees.
- Develop a policy requiring drivers to submit copies of all citations for moving violations to carrier management within 24 hours.
- Establish a process to ensure that drivers who are randomly tested can be immediately removed if they are found to be positive and that they do not return to safety-sensitive duties until they have complied with the "return-to-duty" process.
- Establish written policies and procedures that promote, verify, and enforce adherence to all controlled-substance and alcohol rules and regulations. Procedures should be tailored to company operations and should provide specific checks and guidelines for interacting with a consortium, if applicable.
- Establish a process to ensure that test results are properly safeguarded from unauthorized disclosure to prospective employers without specific written consent and from disclosure under any circumstances to insurance companies and other nonqualified parties, in accordance with regulations.
- Develop a policy to ensure that all alcohol testing is conducted immediately before or after the period that employees are performing a safety-sensitive function. Drivers can be tested on their day off only for controlled substances. Once notified of their selection, drivers must proceed immediately to the testing facility. If a driver refuses to go, this should be considered as equivalent to a positive result.
- Consider developing a driver selection protocol that uses valid random-number-generator software on a monthly basis to select, by driver identification number, 5 to 8 percent of drivers for controlled-substance testing and 2 to 5 percent for alcohol testing. This will ensure selection of 50 percent of drivers for controlled-substances testing and 10 percent for alcohol testing per year, given fluctuations in the driver workforce over the course of the year.
- 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 controlled-substance and alcohol violations.

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.

7. As a motor carrier operating commercial motor vehicles meeting the definition of a CDL CMV of 26,001 pounds or more are required to pay IFTA (International Fuel Tax Agreement).
8. Per Kansas Regulation KAR 82-4-3f(a)(7)(G), the MCS-150 (USDOT number) is required to be updated every year. Kansas is a Performance Registration Information Systems Management (PRISM) state and all Kansas based carriers are required to update their carrier profile annually. To file an updated MCS-150, you can sign on to the Federal website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov). Hover over the words Registration & Licensing. When the drop down menu appears, click on On Line Registration. In the first box on the right side "Register Now without Help", click on the link available for Online Registration without Help at the bottom of the box. This will open a new window for the FMCSA Registration process. Scroll down and answer the questions accordingly. Once again, filing on line is the faster process. However, the form can be printed, filled out and mailed. The completed form can be mailed to Kansas Corporation Commission, Attn Transportation Division, 1500 SW Arrowhead Rd, Topeka, KS 66604-4027. If you do





TRUE NORTH OUTDOOR LLC  
U.S. DOT #: 1798535

Review Date:  
05/06/2015

### Part B Requirements and/or Recommendations

not have access to the internet, you may call 785-271-3145 and request a form be mailed to you.

9. Kansas based carriers are required to have company name, city, state, GVW registered weight, and USDOT number on the side of the vehicle
10. This review contains violations that are serious in nature and may result in a penalty assessment against the company and/or drivers.
11. I acknowledge that these requirements and/or recommendations have been discussed with me and my questions have been answered. I understand that failure to satisfactorily remedy the above-listed requirements, and/or failure to comply with Kansas Motor Carrier Safety Statutes and Regulations could result in the suspension of TRUE NORTH OUTDOOR LLC operating authority and/or the impoundment of TRUE NORTH OUTDOOR LLC vehicles.

  
Carrier Representative

5/6/2015  
Date



**ATTACHMENT "B"**

**B.K. Smith**

---

**From:** Tonia E. Chambers  
**Sent:** Tuesday, April 21, 2015 12:38 PM  
**To:** B.K. Smith  
**Subject:** Re: Red Trailer Movement

Here are the additional details you requested...

3/31/15

Driver: Jacinto Lagunes

F-550 (last digits of vin 51)

Time: 8:30am - 5:30pm with 1 hour for lunch

From: Shop

To: GM Facility

.....  
Kansas City, KS 66106

Tonia E. Chambers, ASCA-C Compliance & IT Manager



**ATTACHMENT "C"**

EMPLOYEE NAME: Alan Deonni  
 EMPLOYEE ID #: [Redacted]  
 DAY: Monday  
 DATE: 10/10/14

Time Start	Time End	Hours	Description of Work	Ford Reg-Seasonal 11	Ford Not Seasonal 12	GM Reg-Seasonal 11	GM Not Seasonal 12	Jewish Reg-Seasonal 11	Jewish Not Seasonal 12	Harley Reg Seasonal 11	Harley Not Seasonal 12	Cleaning 21	Storm Prep 22	Other 20 SEASONAL	Shop 23	Repairs 10	Bagging 13
8:00 AM	5:00 PM	8	Start Application of liquid herbicide.														
12:00 PM	1:00 PM	(1)	LUNCH														
5:00 PM	7:30 PM	2.5	fixing push spreaders														
		10.5															

Entered into Google Doc on: 11/17  
 Entered By: [Signature]  
 Approval: [Signature]  
 Date: 11-11-14



EMPLOYEE NAME: Alan DeCunini DAY: Wednesday  
 EMPLOYEE ID #: \_\_\_\_\_ DATE: 11/12/14

Time Start	Time End	Hours	Description of Work	Ford Reg-Seasonal 11	Ford Not Seasonal 12	GM Reg-Seasonal 11	GM Not Seasonal 12	Jewish Reg-Seasonal 11	Jewish Not Seasonal 12	Harley Reg Seasonal 11	Harley Not Seasonal 12	Cleaning 21	Storm Prep 22	Other 20	Shop 23	Repairs 10	Bagging 13
8:00 AM	12:00 PM	4															
12:00 PM	1:00 PM	(0)	LUNCH														
1:00 PM	3:15 PM	2.25											✓				
		11.25															

Entered into Google Doc on: 11/14 Approval: PMC  
 Entered By: [Signature] Date: 11.13.14

EMPLOYEE NAME: Alan Decanini DAY: Thursday  
 EMPLOYEE ID #: \_\_\_\_\_ DATE: 11/13/14

Time Start	Time End	Hours	Description of Work	Ford Reg-Seasonal 11	Ford Not Seasonal 12	GM Reg-Seasonal 11	GM Not Seasonal 12	Jewish Reg-Seasonal 11	Jewish Not Seasonal 12	Harley Reg Seasonal 11	Harley Not Seasonal 12	Cleaning 21	Storm Prep 22	Other 20	Shop 23	Repairs 10	Bagging 13	
				8:00 AM	12:00 PM	4 hrs	Delivery										✓	
12:00 PM	12:45 PM	45 min	LUNCH															
<del>12:00 PM</del>	<del>12:45 PM</del>																	
12:45 PM	4:30 PM	3 hrs 45 min	Delivery										✓					
4:30 PM	6:15 PM	1 hrs 45 min	shake										✓					
		9 hrs 30 min																

Entered into Google Doc on: 11/17  
 Entered By: [Signature]  
 Approval: AMC-  
 Date: 11.14.14

EMPLOYEE NAME: Alan Decanini DAY: Friday - Saturday  
EMPLOYEE ID #:                      DATE: 11/14/14 - 11/15/14

Time Start	Time End	Hours	Description of Work	Ford Reg-Seasonal 11	Ford Not Seasonal 12	GM Reg-Seasonal 11	GM Not Seasonal 12	Jewish Reg- Seasonal 11	Jewish Not Seasonal 12	Harley Reg Seasonal 11	Harley Not Seasonal 12	Cleaning 21	Storm Prep 22	Other 20	Shop 23	Repairs 10	Bagging 13
7:30 AM	12:30 PM	5 Hrs	Delivery														
12:30 PM	1:00 PM	30 min	LUNCH														
1:00 PM	9:00 PM	8 Hrs	Delivery														
9:00 PM	9:30 PM	30 min	Dinner														
9:30 PM	7:30 AM	10 Hrs	Delivery														
		23 Hrs															

Entered into Google Doc on: 11/17  
Entered By: JRO

Approval: \_\_\_\_\_  
Date: \_\_\_\_\_

EMPLOYEE NAME: Alvin Decarini  
 DAY: Saturday  
 EMPLOYEE ID #: [REDACTED]  
 DATE: 11/15/14

Time Start	Time End	Hours	Description of Work		Task Categories																						
					Ford Reg-Seasonal 11	Ford Not Seasonal 12	GM Reg-Seasonal 11	GM Not Seasonal 12	Jewish Reg-Seasonal 11	Jewish Not Seasonal 12	Harley Reg Seasonal 11	Harley Not Seasonal 12	Cleaning 21	Storm Prep 22	Other 20	Shop 23	Repairs 10	Bagging 13									
9:00 AM	5:00 PM	8 hrs	Legends																								
			Zona Rosa																								
			Remove equipment																								
			NO LUNCH																								

Entered into Google Doc on: 11/17  
 Entered By: [Signature]  
 Approval: \_\_\_\_\_  
 Date: \_\_\_\_\_

**ATTACHMENT "D"**



From: "Tonia E. Chambers" [REDACTED]  
Subject: Annual Vehicle Inspections  
Date: April 20, 2015 2:45:33 PM CDT  
To: "B.K. Smith" <b.smith@kcc.ks.gov>

1 Attachment: 37 KB

As of April 20, 2015, with the exception of the Ford F-550 VIN [REDACTED] 20351 which had an inspection on November 14, 2014, we do not have annual inspections on the vehicles and trailers, located in Kansas.

Tonia E. Chambers, ASCA-C Compliance & IT Manager  
[REDACTED]

[Twitter](#) [Facebook](#) [LinkedIn](#) [Website](#)

**THE NORTH**

down to earth & up to date

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**ATTACHMENT "E"**



JUN 04 2015

IN RE: DOCKET NO. 15-TRAM-550-PEN

DATE \_\_\_\_\_

PLEASE FORWARD THE ATTACHED DOCUMENT (S) ISSUED IN THE ABOVE-REFERENCED DOCKET TO THE FOLLOWING:

NAME AND ADDRESS	NO. CERT. COPIES	NO. PLAIN COPIES
MICHAEL DUENES, LITIGATION COUNSEL KANSAS CORPORATION COMMISSION 1500 SW ARROWHEAD RD TOPEKA, KS 66604-4027 ***Hand Delivered***		
TONIA CHAMBERS, COMPLIANCE MANAGER TRUE NORTH OUTDOOR, LLC 2405 MERRIAM LANE KANSAS CITY, KS 66106		

ORDER MAILED JUN 05 2015

The Docket Room hereby certified that on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, it caused a true and correct copy of the attached ORDER to be deposited in the United States Mail, postage prepaid, and addressed to the above persons.