



1500 SW Arrowhead Road
Topeka, KS 66604-4027

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

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

Sam Brownback, Governor

NOTICE OF PENALTY ASSESSMENT

December 12, 2017

18-TRAM-235-PEN

Hector D. Urteaga, Owner
d/b/a Papa Trucking
106 N 9th St
Garden City, Kansas 67846

This is a notice of a penalty assessment against Hector D. Urteaga, d/b/a Papa Trucking (Papa Trucking) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on November 15, 2017, by Kansas Corporation Commission Special Investigator Penny Fryback. Penalty amounts are assessed in accordance with the FY 2018 Uniform Penalty Assessment Matrix, approved by the Commission on June 27, 2017. For a full description of the penalty and terms and obligations, please refer to the Penalty Order attached to this notice.

IF YOU ACCEPT THE PENALTY:

Papa Trucking has been assessed a \$2,250 penalty. You have thirty (30) days from the date of service of this Penalty Order to pay the fine, unless you choose the reduced penalty option explained below. Please remit payment of \$2,250 through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. If you have not received a letter from the Transportation Division assigning you a PIN, please contact that Division at 785-271-3145. You must have an account through KTRAN to pay the penalty owed.

PAPA TRUCKING IS A NEW ENTRANT MOTOR CARRIER AND MAY BE ELIGIBLE FOR A PENALTY REDUCTION OF FIFTY PERCENT (50%) UNDER THE FOLLOWING TERMS:

New Entrant motor carriers are eligible for a one-time, fifty-percent (50%) reduction in the penalty assessed motor carriers. You have to agree to meet the terms and obligations set out in the attached Reduced Penalty Agreement to be eligible for the reduction. A fifty-percent (50%) reduction in the penalty assessed may be available if:

(1) within fifteen (15) days from the date of this Penalty Order, the carrier signs and submits the attached Reduced Penalty Agreement to Litigation Counsel at the above address;

(2) within thirty (30) days from the date of this Penalty Order, the carrier submits to Transportation Staff a Corrective Action Plan (CAP) documenting the violation(s) described in the attached Order, including specific and detailed information explaining the carrier's efforts and concrete steps taken to ensure the violation(s) do not occur in the future;

(3) within thirty (30) days from the date of this Penalty Order, the carrier sends an individual responsible for safety compliance to attend a Commission-sponsored safety seminar, and proof of attendance must be submitted to the undersigned Litigation Counsel shortly thereafter; and

(4) within eighteen (18) months from the date of this Penalty Order, the carrier must submit to a follow-up Safety Compliance Review. Transportation Staff will contact the carrier to schedule the review.

If a carrier is approved for a fifty-percent (50%) reduced penalty, an Order Amending Penalty Assessment assessing the reduced penalty and setting out the terms and conditions stated above may be issued by the Commission. Payment of the reduced penalty of \$1,125 would be due within 30 days from the date of service of the Order Amending Penalty Assessment.

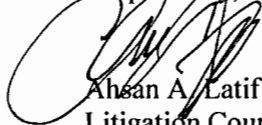
IF YOU CONTEST THE PENALTY ORDER:

You have the right to request a hearing if you contest the terms of the Penalty Order. A request for hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Hector D. Urteaga, d/b/a Papa Trucking must file within fifteen (15) days from the date of service of this Order, the request for hearing with the Commission's electronic filing system found at <https://puc.kcc.ks.gov/e-filing/e-express/>, and mail a copy of the request for hearing to Litigation Counsel at the above address. If you do not have access to the internet, you can mail an original and seven (7) copies of the request to the Commission's Secretary at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy of the request to Litigation Counsel. K.A.R. 82-1-215; K.S.A. 2016 Supp. 77-542.

IF YOU FAIL TO ACT:

Failure to adhere to the terms and obligations set out in the attached Penalty Order, including payment of the penalty of \$2,250 within thirty (30) days from the date of service of the Penalty Order, or in the alternative, provide a written request for a hearing within 15 days from the date of service of the Penalty Order, will result in the Order becoming final and the terms and conditions set out therein will be enforced. If Papa Trucking submits the attached Reduced Penalty Agreement as explained above, an Order Amending Penalty Assessment may be issued assessing the reduced penalty of \$1,125 and that payment would become due within thirty (30) days from the date of service of the Order Amending Penalty Assessment.

Respectfully,



Ahsan A. Latif
Litigation Counsel
(785) 271-3118
a.latif@kcc.ks.gov

1500 SW Arrowhead Road
Topeka, KS 66604-4027



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Fax: 785-271-3354
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Pat Apple, Chairman
Shari Feist Albrecht, Commissioner
Jay Scott Emler, Commissioner

Sam Brownback, Governor

REDUCED PENALTY AGREEMENT

18-TRAM-235-PEN

Hector D. Urteaga, d/b/a Papa Trucking (Papa Trucking) hereby submits this Reduced Penalty Agreement for approval of a fifty percent (50%) reduction in the penalty assessed in the Penalty Order dated December 12, 2017. Papa Trucking has agreed to comply with the following terms and obligations:

1. Papa Trucking has submitted, within fifteen (15) days from the date of the Penalty Order this signed and dated Reduced Penalty Agreement to Litigation Counsel.
2. Papa Trucking will, within thirty (30) days from the date of the Penalty Order, submit to Transportation Staff a Corrective Action Plan (CAP) documenting the violation(s) and describing specific and detailed information explaining its efforts and concrete steps taken to ensure the violation(s) do not occur in the future. I understand the CAP must be approved by Transportation Staff to become eligible for the 50% reduced penalty.
3. Papa Trucking will, within thirty (30) days from the date of the Penalty Order, send an individual responsible for safety compliance to attend a Commission-sponsored safety seminar, and proof of attendance will be submitted to the Litigation Counsel.
4. Papa Trucking will be available within eighteen (18) months from the date of the Penalty Order for a follow-up Safety Compliance Review. Transportation Staff will contact the carrier to schedule the review.

Hector D. Urteaga, d/b/a Papa Trucking understands that if approved, an Order Amending Penalty Assessment will be issued by the Commission assessing a reduced penalty of \$1,125, and will set out the terms and conditions stated above. Once the Order Amending Penalty Assessment is issued by the Commission, Papa Trucking will have thirty (30) days from the date of service of that Order to pay the reduced penalty assessed.

Dated this ____ day of _____, 2017.

Hector D. Urteaga, d/b/a Papa Trucking

Hector D. Urteaga
Owner

(This Agreement can be mailed via U.S. Mail to the address above to the attention of Ahsan Latif, Litigation Counsel, or sent via e-mail to v.jacobsen@kcc.ks.gov and alatif@kcc.ks.gov.)

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

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

In the Matter of the Investigation of **Hector D.)**
Urteaga, d/b/a Papa Trucking, of Garden City,)
Kansas, Regarding the Violation of the Motor)
Carrier Safety Statutes, Rules and Regulations) Docket No. 18-TRAM-235-PEN
and the 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). Having examined its files and records, and being duly advised in the premises, the Commission finds and concludes as follows:

I. JURISDICTION

1. Pursuant to K.S.A. 2016 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. 2016 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. 2016 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. Hector D. Urteaga, d/b/a Papa Trucking (Papa Trucking) operates under USDOT number 2578569.

5. Papa Trucking operates in interstate and intrastate commerce and employs two (2) CDL drivers.

6. Papa Trucking is a common motor carrier which primarily hauls general freight, grain, feed, hay, and commodities dry bulk.

7. Papa Trucking is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduction of the penalty(s) assessed below.

III. STATEMENT OF FACTS

8. Pursuant to the jurisdiction and authority cited above, on November 15, 2017, Commission Staff (Staff) Special Investigator Penny Fryback conducted a compliance review of the operations of Papa Trucking. A copy of the safety compliance review is attached hereto as Attachment "A" and is hereby incorporated by reference. As a result of this investigation, the special investigator identified four (4) violation(s) of the Motor Carrier Safety Regulations.

- a. On October 4, 2017, Papa Trucking required or permitted its driver, Danny Oscar Beltran, to operate a CDL-required commercial motor vehicle, a 2002 Peterbilt, VIN ending in 581964, GVWR 52,000 lbs., pulling a 2015 Tempte semi-trailer, VIN ending in 146996, GVWR 65,000 lbs., in interstate commerce from Denver, Colorado to Garden City, Kansas. This trip is

evidenced by Driver/Vehicle Examination Report Number CO7250002097, dated October 4, 2017, a copy of which is attached hereto as Attachment “B” and is hereby incorporated by reference. At the time of this transportation, Papa Trucking failed to maintain the record of duty status for driver Danny Oscar Beltran for the previous six (6) months. The special investigator found thirty (30) violations of this type. Papa Trucking’s failure to retain driver supporting documents and the record of duty status for a period of six (6) months is a violation of 49 C.F.R. Part 395.8(k)(1), adopted by K.A.R. 82-4-3, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$750.

- b. On October 6, 2017, Papa Trucking required or permitted its driver, Hector D. Urteaga, to operate a CDL-required commercial motor vehicle, a 2003 Peterbilt, VIN ending in 596097, GVWR 50,000 lbs., pulling a 2011 Wilson semi-trailer, VIN ending in 256119, in interstate commerce from Garden City, Kansas to Catoosa, Oklahoma and back to Garden City, Kansas. This trip is evidenced by Driver’s Daily Log, dated October 6, 2017, a copy of which is attached hereto as Attachment “C” and is hereby incorporated by reference. At the time of this transportation, Papa Trucking required driver Hector D. Urteaga to drive eleven (11) hours after the fourteenth (14th) hour after coming on duty following the driver’s last ten (10) hour off duty period. The carrier’s failure to require its driver to cease driving at the 14th hour after coming on duty following ten (10) consecutive hours off duty is in violation of 49 C.F.R. 395.3(a)(2), adopted by K.A.R. 82-4-3, and

authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$250.

- c. On October 17, 2017, Papa Trucking required or permitted its driver, Hector D. Urteaga, to operate a CDL-required commercial motor vehicle, a 2003 Peterbilt, VIN ending in 596097, GVWR 50,000 lbs., pulling a 2011 Wilson semi-trailer, VIN ending in 256119, in interstate commerce from Woodward, Oklahoma to Catoosa, Oklahoma and back to Garden City, Kansas. This trip is evidenced by Driver's Daily Log, dated October 16, 2017, a copy of which is attached hereto as Attachment "D" and is hereby incorporated by reference. At the time of this transportation, driver Hector D. Urteaga's supporting documentation does not correlate with his record of duty status as to dates and times of loading and unloading and coming off duty, thereby driver Urteaga provided a false record of duty status. *See*, Gavilon Straight Bill of Lading # 377518, dated October 17, 2017, and Hi Plains Feed LLC Weigh Receipt IB 55438, dated October 17, 2017, copies of which are attached hereto as Attachment "E" and are hereby incorporated by reference. The special investigator found five (5) violations of this type. Papa Trucking's falsifying records of duty status is a violation of 49 C.F.R. 395.8(e)(1), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$1,000.
- d. During the transportation described in paragraph c., above, Papa Trucking failed to maintain evidence of the inspector's qualification for Inspector John Divine, who had completed the annual inspection on the 2011 Wilson

semi-trailer used in this transportation. *See*, Annual Vehicle Inspection Report, dated September 8, 2017, a copy of which is attached hereto as Attachment “F” and is hereby incorporated by reference. Papa Trucking’s failure to retain evidence of the inspector’s qualifications to inspect the commercial motor vehicles is a violation of 49 C.F.R. 396.19(b), adopted by K.A.R. 82-4-3, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$250.

IV. STAFF’S RECOMMENDATIONS

9. Based upon the available facts, Staff recommends the Commission find Papa Trucking committed four (4) violation(s) 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.

10. Staff recommends a civil penalty of \$2,250 for four (4) violation(s) of the Motor Carrier Safety Statutes, Rules and Regulations.

11. Staff provides notice to the Commission that Hector D. Urteaga, d/b/a Papa Trucking is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduced civil penalty. The carrier must submit to Litigation Counsel within fifteen (15) days of the date of this Penalty Order the signed and dated Reduced Penalty Agreement and Transportation Staff must approve the carrier’s Corrective Action Plan (CAP).

12. Staff recommends Hector D. Urteaga, d/b/a Papa Trucking submit a Corrective Action Plan (CAP) within thirty (30) days of the date of this Penalty Order, to Transportation Staff, documenting the violation(s) described in this Penalty Order, including specific and detailed

information explaining the carrier's efforts and concrete steps taken to ensure the violation(s) do not occur in the future. The CAP must be approved by Transportation Staff to qualify for the fifty-percent (50%) discount.

13. Staff further recommends that a representative from Papa Trucking attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and provide proof of attendance to Litigation Counsel.

14. Finally, Staff recommends that Papa Trucking submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

V. CONCLUSIONS OF LAW

15. The Commission finds it has jurisdiction over Papa Trucking because it is a motor carrier as defined in K.S.A. 2016 Supp. 66-1,108.

16. The Commission finds a penalty of \$2,250 should be assessed to Papa Trucking for committing four (4) violation(s) 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.

17. The Commission finds Papa Trucking is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduction in the penalty(s) assessed herein.

THE COMMISSION THEREFORE ORDERS THAT:

A. Hector D. Urteaga, d/b/a Papa Trucking, of Garden City, Kansas is hereby assessed a penalty of \$2,250 for four (4) violation(s) 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. Payment of \$2,250 must be made through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty owed.

B. A representative from Papa Trucking is ordered to attend a Commission-sponsored safety meeting within ninety (90) days from the date of this Order, and provide proof of attendance to Litigation Counsel. A schedule of dates and locations for safety seminars can be found at the Commission's website http://www.kcc.state.ks.us/trans/safety_meetings.htm.

C. Papa Trucking must submit a Corrective Action Plan (CAP) within thirty (30) days of the date of this Penalty Order, to Transportation Staff, documenting the violation(s) described above, including specific and detailed information explaining the carrier's efforts and concrete steps taken to ensure the violation(s) do not occur in the future.

D. Papa Trucking is ordered to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

E. If Papa Trucking does not submit the Reduced Penalty Agreement and fails to pay the penalty of \$2,250 within thirty (30) days from the date of service of this Penalty Order, *see* K.S.A. 66-1,105, and/or fails to comply with the provisions of this Order, the Commission will have the right to order further sanctions, including suspension of Papa Trucking's motor carrier operating authority without further notice. Additionally, the Commission may issue and enforce revocation of motor carrier authority and/or issue cease and desist order(s), and may order other remedies available to the Commission by law, without further notice.

F. On December 12, 2017, this Order was mailed via Certified Mail, Return Receipt Requested, Receipt Number 70161970000105742635. Service of this Order is deemed complete upon the date delivered shown on the Domestic Return Receipt.

G. **Pursuant to K.S.A. 2016 Supp. 77-537 and K.S.A. 77-542, any party may request a hearing on the above issue(s) by submitting a written request setting forth the specific grounds upon which relief is sought, within fifteen (15) days from the date of service of this Penalty Order.** The request may be electronically filed with the Commission's electronic filing system at <https://puc.kcc.ks.gov/e-filing/e-express/>, and a copy mailed to the Litigation Counsel. If you do not have access to the internet, you can mail an original and seven copies of the request to the Commission's Secretary, at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy to Litigation Counsel. A hearing will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of Papa Trucking's right to a hearing.

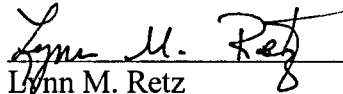
H. If a request for hearing is filed, attorneys for all parties shall enter their appearances in Commission proceedings by giving their names and addresses for the record. For civil penalties exceeding \$500, a corporation shall appear before the Commission by its attorney, unless waived by the Commission 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 less than \$500, a corporation may appear by a duly authorized representative of the corporation. K.S.A. 2016 Supp. 66-1,142b(e) and amendments thereto.

I. The Commission retains jurisdiction over the subject matter and the parties for the purpose of entering such further orders, as necessary.

BY THE COMMISSION IT IS SO ORDERED.

Apple, Chairman; Albrecht, Commissioner; Emler, Commissioner

Dated: DEC 12 2017




Lynn M. Retz
Secretary to the Commission

AAL

Order Mailed Date

DEC 13 2017

ATTACHMENT "A"

	US DOT # 2578569	Legal: HECTOR D URTEAGA Operating (DBA): PAPA TRUCKING			
MC/MX #: 903616		State #: [REDACTED]		Federal Tax ID: [REDACTED] (EIN)	
Review Type: Compliance Review (CR)					
Scope: Principal Office		Location of Review/Audit: Other			Territory:
Operation Types Interstate Intrastate					
Carrier: Non-HM Non-HM		Business: Individual			
Shipper: N/A N/A		Gross Revenue: [REDACTED]		for year ending: 12/31/2017	
Cargo Tank: N/A					
Company Physical Address: [REDACTED]					
Contact Name: Hector D. Urteaga					
Phone numbers: (1) [REDACTED]		Fax			
E-Mail Address:					
Company Mailing Address: 106 N 9TH ST GARDEN CITY, KS 67846-8353					
Carrier Classification					
Authorized for Hire			Exempt for Hire		
Cargo Classification					
General Freight		Grain, Feed, Hay		Commodities Dry Bulk	
Equipment					
	Owned	Term Leased	Trip Leased		Owned
Truck Tractor	3	1	0	Trailer	3
Power units used in the U.S.: 4					
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: 2		
>= 100 Miles:	2		CDL Drivers: 2		



PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578589

State #: [REDACTED]

Review Date:
11/15/2017

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:

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Hector D. Urteaga

Title: Owner

Name: [REDACTED]






PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578569

State #: [REDACTED]

Review Date:
11/15/2017

Part B Violations

1 FEDERAL CRITICAL	Primary: 395.8(e)	Discovered 5	Checked 30	Drivers/Vehicles In Violation 1	Checked 1
Description False reports of records of duty status. Example Driver Hector Urteaga Trip Date: 10/17/2017 On October 17, 2017 Driver Urteaga had a delivery receipt that showed he unloaded in Catoosa, Oklahoma at 11:51 a.m. and then a bill of lading from Gavilon in Catoosa, Oklahoma showing he loaded fertilizer at 01:41 p.m. going to Garden City, Kansas and a the delivery receipt showed that that load was delivered in Garden City, Kansas from 08:40 p.m. until 09:22 p.m. Driver Urteaga's record of duty status showed that he unloaded in Catoosa, Oklahoma from 09:00 a.m. until 11:00 a.m. and the was driving to Enid Oklahoma where he went off duty from 01:30 p.m. until 01:30 p.m. and then driving to Garden City, Kansas and arriving at 06:00 p.m. until 06:30 p.m. and going off duty at 08:30 p.m. until 12:00 a.m.					
2 FEDERAL CRITICAL	Primary: 395.8(k)(1)	Discovered 30	Checked 60	Drivers/Vehicles In Violation 1	Checked 2
Description Failing to preserve driver's record of duty status for 6 months. Example Driver [REDACTED] Trip Date: 10/4/2017 Carrier was unable to produce any records of duty status for Driver [REDACTED]					
3 FEDERAL	Primary: 395.3(a)(2)	Discovered 1	Checked 60	Drivers/Vehicles In Violation 1	Checked 2
Description Requiring or permitting a property-carrying commercial motor vehicle driver to drive after the end of the 14th hour after coming on duty. Example Driver Hector Urteaga Trip Date: 10/6/2017 On 10/5/2017 Driver Urteaga came on duty at 07:00 a.m. and was on duty and driving until 08:00 p.m. then Driver Urteaga went off duty from 08:00 p.m. until 05:00 a.m. Driver Urteaga was drove 10 1/2 hours past the 14th hour. Driver Urteaga was in violation from 05:30 a.m. until 11:00 a.m. and from 01:00 p.m. until 06:00 p.m.					
4 FEDERAL	Primary: 395.3(a)(3)(i)	Discovered 1	Checked 60	Drivers/Vehicles In Violation 1	Checked 2
Description Requiring or permitting a property-carrying commercial motor vehicle driver to drive more than 11 hours. Example Driver Hector Urteaga Trip Date: 10/6/2017 On 10/5/2017 Driver Urteaga drove 10 hours and then was off duty for 9 hours and then drove 11 hours on 10/6/2017.					

	PAPA TRUCKING (HECTOR D URTEAGA dba)	Review Date:
	U.S. DOT #: 2578569	11/15/2017

Part B Violations

5 FEDERAL	Primary: 395.8(f)	Discovered 9	Checked 60	Drivers/Vehicles In Violation 1	Checked 2
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Description

Failing to require driver to prepare record of duty status in form and manner prescribed.

Example

Driver Hector Urteaga

Trip Date: 10/8/2017

Driver Urteaga failed to enter a bill of lading number or the name of the shipper and the commodity

6 FEDERAL	Primary: 396.19(b)	Discovered 1	Checked 5	Drivers/Vehicles In Violation 1	Checked 5
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Description

Failing to maintain evidence of inspector's qualifications.

Example

Inspector [REDACTED]
Inspection Date: 9/8/2017

Unit # T1

Trip Date: 10/17/2017

Safety Fitness Rating Information:	OOS Vehicle (CR): 0
Total Miles Operated 119,763	Number of Vehicle Inspected (CR): 0
Recordable Accidents 0	OOS Vehicle (MCMIS): 0
Recordable Accidents/Million Miles 0.00	Number of Vehicles Inspected (MCMIS): 3

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	-	-

This rating will become the final rating 60 days from the date indicated on a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters in Washington, D.C.

However, if this rating improves a previous Unsatisfactory rating, it will become effective on the date of the official notice from the FMCSA headquarters.

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.

If this was a focused investigation, which will be noted in the Review Type on the first page of this report (Part A), some factors shown above may be marked "SATISFACTORY" even if they were not reviewed. A focused investigation will not result in a SATISFACTORY safety rating because all standards and factors specified in 40 CFR 383.5 and 385.7 were not examined in full, even though it may appear that they were under the rating factors in Part B of this document. It may, however, result in a less than





PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578569

State #: [REDACTED]

Review Date:
11/15/2017

Part B Violations

SATISFACTORY rating if sufficient violations are discovered in the parts and factors examined to result in a **CONDITIONAL** or **UNSATISFACTORY** rating, or a non-ratable review.

If you receive a conditional or unsatisfactory rating, you may request an administrative review under 49 CFR 385.15 or a safety rating upgrade based on corrective action under 49 CFR 385.17. However, a successful request may only result in a non-ratable status, upgrade to a conditional safety rating, or reinstatement of your most recent safety rating. You will not receive a new satisfactory safety rating as a result of your request(s) under 49 CFR 385.15 and/or 49 CFR 385.17.



PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578569

State #: [REDACTED]

Review Date:
11/15/2017

Part B Requirements and/or Recommendations

1. 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.

- **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.

- **NOTICE:** 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

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 for 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>

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.

For all Investigations that could result 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





PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578569

State #: [REDACTED]

Review Date:
11/15/2017

Part B Requirements and/or Recommendations

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 KCC during this review may be used to calculate any civil penalty proposed as a result of this review.

For all investigations resulting in serious violations:

Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date unless adequate evidence of corrective action is forwarded to our office:

US Department of Transportation
Federal Motor Carrier Safety Administration
Kansas Division
Jeff Ellett - Division Administrator
1303 First American Place, Suite 200
Topeka, KS 66604-4040

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:

US Department of Transportation
Jack Van Steenburg - 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:

US Department of Transportation
Max Strathman - Midwestern Field Administrator
Federal Motor Carrier Safety Administration
4749 Lincoln Mall Drive, Suite 300-A
Matteson, IL 60443

Ensure that a CC copy of the letter is mailed to:

US Department of Transportation
Kansas Division
Jeff Ellett - Division Administrator
Federal Motor Carrier Safety Administration
1303 First American Place, Suite 200
Topeka, KS 66604-4040

This letter should be submitted as soon as possible.

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





PAPA TRUCKING (HECTOR D URTEAGA dba)
U.S. DOT #: 2578569

State #: [REDACTED]

Review Date:
11/15/2017

Part B Requirements and/or Recommendations

The KCC requires that you prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 30 days outlining the carrier's updated changes to their policies and procedures regarding all listed violations. Explain in detail how, as a carrier representative, you will rectify these deficiencies and prevent their reoccurrence going forward. Include any supporting documentation and evidence as indicated in the recommendations above, (example: vehicle inspections performed, proof of drug and alcohol testing in place, etc.) necessary to prove that corrective action has been taken. Mail the letter along with copies of your supporting evidence to:

Kansas Corporation Commission
Attn: Gary Davenport
1500 SW Arrowhead Rd
Topeka, KS 66604-4027

2. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
3. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
4. Establish a system to control property-carrying drivers' hours of service. Do not dispatch drivers who lack adequate hours to complete assigned trips legally. Do not allow drivers to exceed the 11, 14, 60/70-hour limits.
5. Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.
6. On-duty time means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. On-duty time shall include: All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier and all time inspecting, servicing, or conditioning any commercial motor vehicle at any time;
7. The following information must be included on the form in addition to the grid:
(1) Date; (2) Total miles driving today; (3) Truck or tractor and trailer number; (4) Name of carrier; (5) Driver's signature/certification; (6) 24 hour period starting time (e.g., midnight, 9:00 a.m., noon, 3:00 p.m.); (7) Main office address; (8) Remarks; (9) Name of co driver; (10) Total hours (far right edge of grid); change of duty status locations, and (11) Shipping document number(s), or name of shipper and commodity.
8. Evidence of the individual's qualifications to perform annual inspections shall be retained by the motor carrier for the period during which that individual is performing annual motor vehicle inspections for the motor carrier, and for one year thereafter.
9. This review will result in a Safety Rating.
10. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
11. I, [Signature] 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 Hector D. Urteaga d/b/a PAPA Trucking operating authority and/or the impoundment of Hector D. Urteaga d/b/a PAPA Trucking vehicles.



ATTACHMENT "B"

DRIVER/VEHICLE EXAMINATION REPORT

Colorado State Patrol
Motor Carrier Safety
15075 South Golden Road
Golden, CO 80401
Phone: (303)273-1875 Fax: (303)273-1939

Report Number: CO7250002097
Inspection Date: 10/04/2017
Start: 1:46 PM MT End: 1:55 PM MT
Inspection Level: III - Driver/Credential
HM Inspection Type: None

HECTOR D URTEAGA

Driver: BELTRAN, DANNY O

State: KS

GARDEN CITY, KS, 67846-8353

License#:

Date of Bi

USDOT: 2578569

Phone#:

CoDriver:

MC/MX#: 903616

Fax#:

License#:

State:

State#:

Date of Birth:

Location: I70MP360

Milepost: 360 Shipper: N/A

Highway: 70

Origin: DENVER, CO

Bill of Lading: N/A

County: LINCOLN

Destination: GARDEN CITY, KS

Cargo: EMPTY

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Slicker
1	TT	PTRB	2002	KS		503		581964	52000		
2	ST	TEPE	2015	KS		T425		146996	65000		

BRAKE ADJUSTMENTS:No brake measurements required for level II or level III

VIOLATIONS:No violations were discovered

HM:Mat: No HM transported

Placard:

Cargo Tank:

Special Checks:No data for special checks

Report Prepared By: D. RABE
Badge #: 7250

Copy Received By:
DANNY BELTRAN

X

X



ATTACHMENT "C"

10/6/17
(MONTH) (DAY) (YEAR)

700
(TOTAL MILEAGE TODAY)

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

TRACTOR
NO. 1

TRAILER
NO. 1

I CERTIFY THESE ENTRIES ARE TRUE AND CORRECT

(DRIVER'S SIGNATURE IN FULL)

PAPA TRUCKING

(NAME OF CARRIER OR CARRIERS)

Garden City, KS 67846
(MAIN OFFICE ADDRESS)

(NAME OF CO-DRIVER)

(HOME TERMINAL ADDRESS)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1: OFF DUTY																									11
2: SLEEPER BERTH																									
3: DRIVING																									11
4: ON DUTY (NOT DRIVING)																									3

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
REMARKS																									24

TRIP #

SHIPPER

COMMODITY

STATES USED

KS

NE

CO

OK

TX

700

520

HIGHWAYS USED 50, 283, 412, 169, 268

DAILY DRIVER'S VEHICLE INSPECTION REPORT

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS, I SUBMIT THE FOLLOWING:

DATE: 10/6/17 TRACTOR NO.: 1 TRAILER NO.: 1

CHECK
APPROPRIATE
BOX

☒ I detect no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown.

☐ I detect the following defects or deficiencies in this motor vehicle that would be likely to affect the safety of its operation or result in its mechanical breakdown:

Indicate whether defects are on TRACTOR or TRAILER - Use sufficient detail to locate for mechanic:

DRIVER'S SIGNATURE

☐ Above defects corrected

☐ Above defects need not be corrected for safe operation of vehicle

MECHANIC'S
SIGNATURE

DRIVER'S
SIGNATURE

ATTACHMENT “D”

10/17/17
(MONTH) (DAY) (YEAR)

550
(TOTAL MILEAGE TODAY)

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

TRACTOR
NO. 1

TRAILER
NO. 1

I CERTIFY THESE ENTRIES ARE TRUE AND CORRECT

John C. Kelly
(DRIVER'S SIGNATURE IN FULL)

PAPA TRUCKING

(NAME OF CARRIER OR CARRIERS)

~~XXXXXXXXXX~~, Garden City, KS 67846
(MAIN OFFICE ADDRESS)

(NAME OF CO-DRIVER)

(HOME TERMINAL ADDRESS)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1: OFF DUTY																									12
2: SLEEPER BERTH																									9 1/2
3: DRIVING																									2 1/2
4: ON DUTY (NOT DRIVING)																									2 1/2

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
REMARKS																									12

TRIP #

SHIPPER

COMMODITY

STATES USED

KS NE CO OK TX

110 440

HIGHWAYS USED

412, 169, 264, 283, 50

DAILY DRIVER'S VEHICLE INSPECTION REPORT

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS, I SUBMIT THE FOLLOWING:

DATE: 10/17/17

TRACTOR NO.: 1

TRAILER NO.: 1

CHECK
APPROPRIATE
BOX

☒ I detect no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown.

☐ I detect the following defects or deficiencies in this motor vehicle that would be likely to affect the safety of its operation or result in its mechanical breakdown:

Indicate whether defects are on TRACTOR or TRAILER - Use sufficient detail to locate for mechanic:

☐ Above defects corrected
MECHANIC'S
SIGNATURE

☐ Above defects need not be corrected for safe operation of vehicle
DRIVER'S
SIGNATURE

DRIVER'S SIGNATURE

John C. Kelly

ATTACHMENT “E”

GAVILON

STRAIGHT BILL OF LADING

377518

Captions Only Show

HIGH PRIORITY

SAFETY CITY, INC.

FREIGHT CHARGES

WEIGHT OR METER READING

HT/60 11/16/06

South Africa

45-227-22-145

SPECIAL INSTRUCTIONS

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ED

ASTORIA, OREGON 97103

SALEMAN: T.R.

DISCUSS: WHY DAY-ON NIGHT

WEIGH RECEIPT IB 55438

Serial () Quincy

Product Unco

Trucking Co. PAPA & SONS

Truck No. 1 Trailer # 1

Purchase Order # 72407 Weighed by

Driver ON () OFF X

Remarks

608	87180	08-41	10/17/11
608	09122	10/17/11	
	87200	GROSS	
	28820	TARE	
	58380	NET	



Garden City, KS 67546

ATTACHMENT "F"

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
3347210	
DATE 7-8-17	

MOTOR CARRIER OPERATOR PAPA TRUCKING	INSPECTOR'S NAME (PRINT OR TYPE) John D. King
ADDRESS [REDACTED]	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. <input checked="" type="checkbox"/> YES
CITY, STATE, ZIP CODE GARDEN CITY, KS 67846	VEHICLE IDENTIFICATION (✓ AND COMPLETE) <input type="checkbox"/> LIC. PLATE NO. <input checked="" type="checkbox"/> VIN <input type="checkbox"/> OTHER 756119
VEHICLE TYPE <input type="checkbox"/> TRACTOR <input checked="" type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input type="checkbox"/> BUS <input type="checkbox"/> (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED											
OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
<input checked="" type="checkbox"/>			1. BRAKE SYSTEM	<input checked="" type="checkbox"/>			6. SAFE LOADING	<input checked="" type="checkbox"/>			10. TIRES
<input checked="" type="checkbox"/>			a. Service Brakes				a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.	<input checked="" type="checkbox"/>			a. Tires on any steering axle of a power unit.
<input checked="" type="checkbox"/>			b. Parking Brake System				b. Protection against shifting cargo.	<input checked="" type="checkbox"/>			b. All other tires.
<input checked="" type="checkbox"/>			c. Brake Drums or Rotors				c. Container securement devices on intermodal equipment.	<input checked="" type="checkbox"/>			11. WHEELS AND RIMS
<input checked="" type="checkbox"/>			d. Brake Hose					<input checked="" type="checkbox"/>			a. Lock or Side Ring
<input checked="" type="checkbox"/>			e. Brake Tubing					<input checked="" type="checkbox"/>			b. Wheels and Rims
			f. Low Pressure Warning Device					<input checked="" type="checkbox"/>			c. Fasteners
			g. Tractor Protection Valve								d. Welds
			h. Air Compressor								12. WINDSHIELD GLAZING
			i. Electric Brakes								Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			j. Hydraulic Brakes								13. WINDSHIELD WIPERS
			k. Vacuum Systems								Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
<input checked="" type="checkbox"/>			2. COUPLING DEVICES				7. STEERING MECHANISM				14. OTHER
			a. Fifth Wheels				a. Steering Wheel Free Play				List any other condition(s) which may prevent safe operation of this vehicle.
			b. Pintle Hooks				b. Steering Column				
			c. Drawbar/Towbar Eye				c. Front Axle Beam and All Steering Components Other Than Steering Column				
			d. Drawbar/Towbar Tongue				d. Steering Gear Box				
			e. Safety Devices				e. Pitman Arm				
			f. Saddle-Mounts				f. Power Steering				
			3. EXHAUST SYSTEM				g. Ball and Socket Joints				
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.				h. Tie Rods and Drag Links				
			b. Bus exhaust system leaking or discharging in violation of standard.				i. Nuts				
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.	<input checked="" type="checkbox"/>			j. Steering System				
			4. FUEL SYSTEM				8. SUSPENSION				
			a. Visible leak.				a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.				
			b. Fuel tank filler cap missing.				b. Spring Assembly				
			c. Fuel tank securely attached.	<input checked="" type="checkbox"/>			c. Torque, Radius or Tracking Components				
			5. LIGHTING DEVICES				9. FRAME				
<input checked="" type="checkbox"/>			All lighting devices and reflectors required by Part 393 shall be operable.				a. Frame Members				
							b. Tire and Wheel Clearance				
							c. Adjustable Axle Assemblies (Sliding Subframes)				

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

CERTIFICATE OF SERVICE

18-TRAM-235-PEN

I, the undersigned, certify that the true copy of the attached Order has been served to the following parties by means of first class mail/hand delivered on DEC 12 2017.

HECTOR D. URTEAGA, OWNER
HECTOR D. URTEAGA
D/B/A PAPA TRUCKING
106 N 9TH ST
GARDEN CITY, KS 67846-8353

AHSAN LATIF, LITIGATION COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604-4027
Fax: 785-271-3354
a.latif@kcc.ks.gov

/S/ DeeAnn Shupe

DeeAnn Shupe

Order Mailed Date

DEC 13 2017