

NOTICE OF PENALTY ASSESSMENT

25-TRAM-154-PEN

December 19, 2024

Kongwenebime Ndikum Moffor, Owner
Find A Deal LLC d/b/a Event Bus Company
2107 W 46th Ave
Kansas City, Kansas, 66103-3520

This is a notice of a penalty assessment against Find A Deal LLC d/b/a Event Bus Company (Event Bus Company) for violations of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted August 12, 2024, to September 30, 2024, by a Kansas Corporation Commission Special Investigator. Penalties are assessed in accordance with the FY 2025 Uniform Penalty Assessment Matrix, approved by the Commission on June 27, 2024. For a full description of the penalty(s) and terms and obligations please refer to the Order attached to this notice.

IF YOU ACCEPT THE PENALTY: Event Bus Company has been assessed a \$8,750 penalty. You have thirty (30) days from the date of service of the Penalty Order to pay the penalty. Please remit payment of \$8,750, through your personal account with the Kansas Corporation Commission's Kansas Trucking Regulatory Assistance Network (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.

The attached Order requires a representative of Event Bus Company to attend a Commission-sponsored safety seminar within thirty (30) days from the date of the Order and to provide the undersigned Litigation Counsel with written proof of attendance. 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.

The attached Order further requires Event Bus Company to submit a written, comprehensive Corrective Action Plan ("CAP") to Transportation Staff within thirty (30) days of the date of this order, documenting the violation(s) described in the 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.

Finally, the attached Order requires that Event Bus Company to submit to one follow-up safety compliance review within eighteen (18) months from the date of the Penalty Order. Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for the review.

IF YOU CONTEST THE PENALTY ORDER: You have the right to request a hearing. A request for a hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Event Bus Company 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 the undersigned at the above address. If you do not have access to the internet, you can mail an original and seven copies of the request to the Executive Director at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy to the undersigned Litigation Counsel.¹

IF YOU FAIL TO ACT: Failure to pay the penalty of \$8,750 within thirty (30) days from the date of service of the Penalty Order or failure to comply with the terms of the Order, or in the alternative, failure to provide a

¹ K.A.R. 82-1-215; K.S.A. 77-542.



1500 SW Arrowhead Road
Topeka, KS 66604-4027

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

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

Governor Jeff Colyer, M.D.

timely
written
request for
a hearing,

will result in the Order becoming final and may result in additional sanctions of suspension and/or revocation of your motor carrier operating authority.

Respectfully,
/s/ Ahsan A. Latif
Ahsan A. Latif
Litigation Counsel
(785) 271-3118
Ahsan.Latif@kcc.ks.gov

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

Before Commissioners: Andrew J. French, Chairperson
 Dwight D. Keen
 Annie Kuether

In the Matter of the Investigation of **Find A Deal**)
LLC d/b/a Event Bus Company of Kansas)
City, Kansas. Regarding the Violation(s) of the)
Motor Carrier Safety Statutes, Rules and) Docket No. 25-TRAM-154-PEN
Regulations 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:

1. Pursuant to K.S.A 66-1,108b, 66-1,111, 66-1,112, and 66-1,114b, the Commission is given full power, authority and jurisdiction to supervise and control motor carriers, as defined in 49 C.F.R. Part 390.5 as adopted by K.A.R. 82-4-3f, 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. 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 issue an order on the Commission’s own motion when the Commission believes the entity is in violation of the law or any order of the Commission.

4. From August 12, 2024, through September 30, 2024, Commission Staff (“Staff”) Special Investigators (“SIs”) completed a safety compliance investigation of the operations of Event Bus Company, LLC (“Event Bus Company” or “Carrier”). Event Bus Company is a motor carrier as defined in 49 C.F.R. 390.5, and operates under USDOT number 4030972.

5. On September 24, 2024, the Commission issued an Order Suspending Intrastate Motor Carrier Operations² that suspended Find A Deal, LLC d/b/a Event Bus Company’s operations until such time as the Carrier complied with the SI’s requests for documents related this investigation. The Order was issued based on Staff’s request after the MC failed to provide the SI with evidence of its safety practices.

6. On September 25, 2024, the Federal Motor Carrier Safety Administration (FMCSA) issued Event Bus Company a letter proposing an “Unsatisfactory” motor carrier safety rating for the MC. The letter stated “UNLESS YOU IMPROVE YOUR PROPOSED UNSATISFACTORY RATING, IT WILL BECOME FINAL AND YOU WILL BE PROHIBITED FROM OPERATING COMMERCIAL MOTOR VEHICLES IN INTERSTATE AND INTRASTATE COMMERCE BEGINNING ON NOVEMBER 10, 2024, AND YOUR REGISTRATION SHALL BE REVOKED...”

7. On November 10, 2024, the FMCSA’s “Unsatisfactory” motor carrier safety rating became final and the Carrier was suspended from interstate motor carrier operations.

² Order Suspending Intrastate Motor Carrier Operations, (Sep. 24, 2024) (Suspension Order).

8. As a result of the compliance investigation, the SIs identified eighteen (18) violation(s), set forth in seventeen (17) count(s), of the Motor Carrier Safety Regulations (MCSRs), which carries a penalty according to the FY2025 Uniform Penalty Assessment Matrix.³

9. On September 30, 2024, the SI completed the investigation based on the initial documents provided by the Carrier. Staff submitted its Report and Recommendation (“R&R”), attached hereto as Attachment “A” and is hereby incorporated by reference, recommending a penalty of \$8,750 to be issued to Event Bus Company based on the frequency, timeline and severity of the violations discovered.

10. The Commission finds it has jurisdiction over Event Bus Company, pursuant to K.S.A. 66-1,108b, because it is a motor carrier as defined in 49 C.F.R. Part 390.5 as adopted by K.A.R. 82-4-3f and Event Bus Company was operating safety sensitive vehicles and is domiciled in Kansas.⁴

11. Specifically, the Commission finds that Event Bus Company committed eighteen (18) violation(s) of the following seventeen (17) count(s), discussed more fully in Staff’s R&R:

a. Count 1: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without first establishing a drug and alcohol testing program, which resulted in one (1) violation of 49 C.F.R. 382.115(a), adopted by K.A.R. 82-4-3c. The Commission finds that Staff’s recommendation of a penalty of \$650 is appropriate and in accordance with the current Penalty Matrix.

b. Count 2: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without minimum amounts of financial responsibility for

³ Order Designating Guidance Document and Approving Staff’s Use of the Transportation Division’s Uniform Penalty Assessment Table, pp. 10–24 (June 27, 2024) (“Penalty Matrix”).

⁴ See Staff’s Report and Recommendation, p.2-3 (Sep. 30, 2024).

passenger carriers, which resulted in one (1) violation of 49 C.F.R. 387.31, adopted by K.A.R. 82-4-3n. The Commission finds that Staff's recommendation of a \$500 is appropriate and in accordance with the current Penalty Matrix.

c. Count 3: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle as a for-hire carrier in interstate commerce, which is contrary to the information the Carrier provided on its MCS-150 form filed with the Federal Motor Carrier Safety Administration. Event Bus Company falsified their registration by stating it was an intrastate carrier with authorized for hire status, which resulted in one (1) violation of 49 C.F.R. 390.35, adopted by K.A.R. 82-4-3f. The Commission finds that Staff's recommendation of an enhanced penalty of \$2,000 is appropriate and in accordance with the current Penalty Matrix.

d. Count 4: On July 26, 2024, Event Bus Company's owner/driver Kongwenebime Ndikum Moffor was operating a commercial driver's license (CDL) required commercial motor vehicle despite not being medically examined and certified, which resulted in one (1) violations of 49 C.F.R. 391.41, adopted by K.A.R. 82-4-3g. The Commission finds that Staff's recommendation of a penalty of \$250 is appropriate and in accordance with the current Penalty Matrix.

e. Count 5: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle in interstate commerce without first paying the appropriate Unified Carrier Registration (UCR) fees, which resulted in one (1) violation of K.S.A. 66-1,139a and 49 C.F.R. 367, as adopted by K.A.R. 82-4-30a. The Commission finds that Staff's recommendation of a penalty of \$300 is appropriate and in accordance with the current Penalty Matrix.

f. Count 6: On July 26, 2024, Event Bus Company failed to retain any kind of required records related to its commercial motor vehicle operations, which resulted in one (1) violation of 49 C.F.R. 390.31, adopted by K.A.R. 82-4-3f. The Commission finds that Staff's recommendation of a penalty of \$200 is appropriate and in accordance with the current Penalty Matrix.

g. Count 7: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without obtaining proper commercial registration, which resulted in one (1) violation of K.S.A. 8-143m and 49 C.F.R. 392.2, adopted by K.A.R. 82-4-3h. The Commission finds that Staff's recommendation of a penalty of \$500 is appropriate and in accordance with the current Penalty Matrix.

h. Count 8: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without first being registered with the Federal Drug and Alcohol Clearinghouse, which resulted in one (1) violation of 49 C.F.R. 382.711, adopted by K.A.R. 82-4-3c. The Commission finds that Staff's recommendation of a penalty of \$750 is appropriate and in accordance with the current Penalty Matrix.

i. Count 9: On July 26, 2024, Event Bus Company failed to maintain an accident register, which resulted in one (1) violation of 49 C.F.R. 390.15, adopted by K.A.R. 82-4-3f. The Commission finds that Staff's recommendation of a penalty of \$200 is appropriate and in accordance with the current Penalty Matrix.

j. Count 10: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without maintaining a Driver Qualification File on each driver employed, which resulted in one (1) violation of 49 C.F.R. 391.51(a), adopted by K.A.R.

82-4-3g. The Commission finds that Staff's recommendation of an enhanced penalty of \$350 is appropriate and in accordance with the current Penalty Matrix.

k. Count 11: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle in interstate commerce without first obtaining federal operating authority, which resulted in one (1) violation of 49 C.F.R. 392.9a, adopted by K.A.R. 82-4-3h. The Commission finds that Staff's recommendation of a penalty of \$1,000 is appropriate and in accordance with the current Penalty Matrix.

l. Count 12: On July 26, 2024, Event Bus Company's owner/driver Kongwenebime Ndikum Moffor was operating a CDL-required commercial motor vehicle without obtaining a valid CDL, which resulted in one (1) violation of 4 K.S.A. 8-2,125, et seq., K.A.R. 82-4-6a (*See also* K.S.A. 8-2,132 and 49 C.F.R. 392.1, 49 C.F.R. 392.2, adopted by K.A.R. 82-4-3h.). The Commission finds that Staff's recommendation of a penalty of \$500 is appropriate and in accordance with the current Penalty Matrix.

m. Count 13: On July 26, 2024, Event Bus Company was operating commercial motor vehicles without requiring the driver to maintain a record of duty status, which resulted in two (2) violations of 49 C.F.R. 395.8, adopted by K.A.R. 82-4-3a. The Commission finds that Staff's recommendation of a penalty of \$250 is appropriate and in accordance with the current Penalty Matrix.

n. Count 14: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without retaining required supporting documents, which resulted in one (1) violation of 49 C.F.R. 395.11, adopted by K.A.R. 82-4-3a. The Commission finds that Staff's recommendation of a penalty of \$500 is appropriate and in accordance with the current Penalty Matrix.

o. Count 15: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle, but failed to maintain required records of inspection, repair and maintenance for the vehicle operated, which resulted in one (1) violation of 49 C.F.R. 396.3, adopted by K.A.R. 82-4-3j. The Commission finds that Staff's recommendation of a penalty of \$350 is appropriate and in accordance with the current Penalty Matrix.

p. Count 16: On June 4, 2024, Event Bus Company was operating a commercial motor vehicle and failed to require its driver to perform and prepare a daily vehicle inspection report, which resulted in one (1) violation of 49 C.F.R. 396.11, adopted by K.A.R. 82-4-3j. The Commission finds that Staff's recommendation of a penalty of \$200 is appropriate and in accordance with the current Penalty Matrix.

q. Count 17: On July 26, 2024, Event Bus Company was operating a commercial motor vehicle without first obtaining a periodic (annual) inspection, which resulted in one (1) violation of 49 C.F.R. 396.17, adopted by K.A.R. 82-4-3j. The Commission finds that Staff's recommendation of a penalty of \$250 is appropriate and in accordance with the current Penalty Matrix.

12. The Commission hereby adopts Staff's findings as contained in its September 30, 2024 R&R. The Commission finds that Event Bus Company has committed eighteen (18) violations, set forth in seventeen (17) counts, 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 fines totaling \$8,750.

13. Accordingly, the Commission further finds that Event Bus Company is required to have a representative responsible for the Carrier's safety compliance attend a Commission-sponsored safety seminar within thirty (30) days from the date of this Order, and provide Litigation

Counsel with written proof of attendance within five days.⁵ A schedule of the dates and locations for safety seminars can be found on the Commission's website at http://kcc.ks.gov/trans/safety_meetings.htm. The Commission further finds that Event Bus Company shall submit a written, comprehensive corrective action plan (CAP) that is satisfactory to Transportation Staff within thirty (30) days of the date of this order, documenting the violations described in this Penalty Order, including specific and detailed information explaining Carrier's efforts and concrete steps taken to ensure the violations do not occur in the future.⁶ Finally, the Commission finds that Event Bus Company shall submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order at a time agreeable to Staff.⁷

14. Failure to comply with the requirements of this Penalty Order shall result in suspension of Event Bus Company's motor carrier operating authority without further notice.⁸

15. The Commission concludes the penalty of \$8,750 for the two violations set forth above, and the additional four requirements set forth in paragraphs 12 and 13, are just and reasonable.

IT IS THEREFORE, BY THE COMMISSION ORDERED THAT:

A. Event Bus Company is hereby assessed a \$8,750 civil penalty for eighteen (18) violation(s), set forth in seventeen (17) counts, 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. Event Bus Company is hereby ordered to have a representative responsible for the Carrier's safety compliance attend a Commission-sponsored safety seminar within thirty (30) days

⁵ See Staff's Report and Recommendation, p.11 (Sep. 30, 2024).

⁶ *Id.*

⁷ *Id.*

⁸ K.S.A. 66-1,105.

from the date of this Order, and is to timely provide Litigation Counsel with written proof of attendance within five (5) business days of completing the safety seminar.

C. Event Bus Company is hereby ordered to submit a written, comprehensive corrective action plan (“CAP”) that is satisfactory to Transportation Staff within thirty (30) days of the date of this order, documenting the violations described in this Penalty Order, including specific and detailed information explaining Carrier’s efforts and concrete steps taken to ensure the violations do not occur in the future.

D. Event Bus Company is ordered to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order at a time agreeable to Staff.

E. Pursuant to K.S.A. 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. The request may be electronically filed with the Commission’s electronic filing system at <https://puc.kcc.ks.gov/e-filing/e-express/>, within fifteen (15) days from the date of service of this Order, and a copy of the request mailed to the Litigation Division. If you do not have access to the internet, you can mail an original and seven copies of the request to the Executive Director at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy of the request to Litigation Counsel. A hearing will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of Event Bus Company’s right to a hearing, and this Penalty Order will become a Final Order.

F. 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.⁹ For civil penalties of \$500 or less, a corporation may appear by a duly authorized representative of the corporation.¹⁰

G. If you do not request a hearing, the payment of the civil penalty of \$8,750 is due in thirty (30) days from the date of service of this Order. Payment of \$8,750 must be made through your personal account with the Kansas Corporation Commission's Kansas Trucking Regulatory Assistance Network (KTRAN) system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty.

H. Failure of Event Bus Company to perform, pay or to fully comply with the provisions of this Order, including but not limited to Ordering Clauses A through D, above, will result in suspension of Event Bus Company's motor carrier operating authority without further notice.¹¹ Additionally, the Commission may impose further sanctions to include, but not limited to, the issuance and enforcement of revocation of authority and/or cease and desist orders, and any other remedies available to the Commission by law, without further notice.

BY THE COMMISSION IT IS SO ORDERED.

French, Chairperson; Keen, Commissioner; Kuether, Commissioner

Dated: 12/19/2024



Lynn M. Retz
Executive Director

AAL

⁹ K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a).

¹⁰ K.S.A. 66-1,142b(e) and amendments thereto.

¹¹ K.S.A. 66-1,105.

ATTACHMENT “A”

**REPORT AND RECOMMENDATION
TRANSPORTATION DIVISION**

TO: Andrew J. French, Chairperson
Dwight D. Keen, Commissioner
Annie Kuether, Commissioner

FROM: Jared Smith, Deputy Director of Transportation

DATE: September 30, 2024

SUBJECT: Docket No. 25-TRAM-154-PEN
In the Matter of the Investigation of **Find A Deal LLC d/b/a Event Bus Company of Kansas City, Kansas** Regarding the Violation of the Motor Carrier Rules and Regulations and the Commission’s Authority to Impose Penalties, Sanctions and/or the Revocation of Motor Carrier Authority

EXECUTIVE SUMMARY:

Find A Deal LLC d/b/a Event Bus Company (Event Bus Company) is a motor carrier (MC) possessing public for-hire operating authority from the Commission, primarily hauling passengers. Event Bus Company operates under USDOT 3483962.

On August 12, 2024, a Commission Staff Special Investigator (SI) began a safety compliance investigation of the operations of Event Bus Company.

On September 24, 2024, in this docket, the Commission issued an Order that suspended Event Bus Company’s operations until such time as the MC complied with the SI’s requests for documents related this investigation. The Order was issued based on Staff’s request after the MC failed to provide the SI with evidence of its safety practices.

On September 25, 2024, the Federal Motor Carrier Safety Administration (FMCSA) issued Event Bus Company a letter proposing an “Unsatisfactory” motor carrier safety rating for the MC. A copy of the proposed safety rating letter is attached hereto as **Exhibit 1** The letter stated “UNLESS YOU IMPROVE YOUR PROPOSED UNSATISFACTORY RATING, IT WILL BECOME FINAL AND YOU WILL BE PROHIBITED FROM OPERATING COMMERCIAL MOTOR VEHICLES IN INTERSTATE AND INTRASTATE COMMERCE BEGINNING ON NOVEMBER 10, 2024, AND YOUR REGISTRATION SHALL BE REVOKED...”

On September 30, 2024, the SI completed the investigation based on the initial documents provided by the MC. A copy of the safety compliance report is attached hereto as **Exhibit 2** and is hereby incorporated by reference. As a result of this investigation, the SI identified eighteen (18) violations, set forth in seventeen (17) specific counts, of the Motor Carrier Safety Regulations (MCSRs), which carry a penalty according to the FY2024 Uniform Penalty Assessment Matrix approved by the Commission. Based on the frequency, timeline and severity of the violations discovered by the SIs, staff recommends penalty of \$8,750 be issued to the MC.

On November 10, 2024, the FMCSA's "Unsatisfactory" motor carrier safety rating became final and the MC was suspended from interstate motor carrier operations. The MC remains suspended at this time.

DISCUSSION AND ANALYSIS:

From August 12, 2024, through September 30, 2024, a Commission Staff SI conducted a safety compliance investigation of the operations of Event Bus Company. The investigation covers a 365 day period and any previous compliance review. Each specific count is detailed below.

Count One (1 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 382.115(a), titled "Starting date for testing programs," states: "(a) All domestic-domiciled employers must implement the requirements of this part on the date the employer begins commercial motor vehicle operations." Specific testing procedures are outlined in 49 C.F.R. 382.105.

Material Facts and Supporting Documents: The MC operated in commerce without first implementing an alcohol and controlled substances testing program.

On July 26, 2024, Event Bus Company required or permitted its driver, Kongwenebime Ndikum Moffor, to operate a commercial motor vehicle (CMV), a 2006 Ford F-450 bus, VIN ending in 13739, GVWR 14,050 lbs., in interstate commerce from Kansas City, Missouri to Linn Valley, Kansas. At the time of this transport Event Bus Company caused \$4,800 in damages to a fiberoptic pedestal box owned by Peoples Telecommunications, LLC. This damage resulted in a complaint submitted to the Kansas Highway Patrol and Kansas Corporation Commission. The narrative of this complaint from the SI's compliance review is attached hereto as **Exhibit 3**. This transport is further evidenced by a screenshot of security camera footage provided by Linn Valley Police Department, attached hereto as **Exhibit 4**. The full video is available in the docket on the Commission's Docket Filing system. An email from Peoples Telecommunications, LLC to a Linn Valley PD officer confirming an initial \$200 payment to them from the carrier for damages incurred is attached hereto as **Exhibit 5**. The MC did not provide the SI with evidence of enrollment in a drug and alcohol testing program compliant with 49 C.F.R. 382.115(a) at the time of this transport.

Violation: Event Bus Company failed to establish a drug and alcohol testing program, which is a violation of 49 C.F.R. 382.115(a), adopted by K.A.R. 82-4-3c (**Exhibit 2, Page 3**). One (1) violation was discovered (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$650, in accordance with the FY2025 Penalty Matrix.

Count Two (2 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129

Relevant Statutes: 49 C.F.R. 387.31 states: “(a) No motor carrier shall operate a motor vehicle until the motor carrier has obtained and has in effect the minimum levels of financial responsibility as set forth in § 387.33 of this subpart.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC did not provide the SI with evidence it maintained the minimum \$5,000,000 public liability coverage required for public passenger carriers pursuant to 49 C.F.R. 387.31 at the time of this transport.

Violation: Event Bus Company failed to provide the SI with evidence the Carrier maintained minimum amounts of financial responsibility for passenger carriers, which is a violation of 49 C.F.R. 387.31, adopted by K.A.R. 82-4-3n (**Exhibit 2, Page 3**). One (1) violation was discovered (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$500, in accordance with the FY2025 Penalty Matrix.

Count Three (3 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 390.35 states: “No motor carrier, its agents, officers, representatives, or employees shall make or cause to make—

- (a) A fraudulent or intentionally false statement on any application, certificate, report, or record required by part 325 of subchapter A or this subchapter;
- (b) A fraudulent or intentionally false entry on any application, certificate, report, or record required to be used, completed, or retained, to comply with any requirement of this subchapter or part 325 of subchapter A; or
- (c) A reproduction, for fraudulent purposes, of any application, certificate, report, or record required by this subchapter or part 325 of subchapter A.”

Material Facts and Supporting Documents: The MC provided false information on the MCS-150 form on file with the Federal Motor Carrier Safety Administration (FMCSA). The MC stores its CMVs in Kansas City, Missouri, but is domiciled in Kansas City, Kansas. On its MCS-150 form, the carrier registered as an intrastate, for-hire carrier. However, the MC operates interstate and does not possess federal for-hire authority. This violation took place during the transport on July 26, 2024, described in Count One, above. Additionally, this violation is evidenced by the carrier’s MCS-150, attached hereto as **Exhibit 6**.

Violation: Event Bus Company falsified their registration as an intrastate carrier and their authorized for hire status on their MCS-150, which is a violation of 49 C.F.R. 390.35, adopted by K.A.R. 82-4-3f (**Exhibit 2, Pages 3 to 4**). One (1) violation was discovered (**Exhibit 2, Page 18**).

Recommendation: Falsifying documents is an intentional violation and therefore Staff recommends an enhanced fine of \$2,000, in accordance with the FY2025 Penalty Matrix.

Count Four (4 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 391.45 states: “The following persons must be medically examined and certified in accordance with § 391.43 as physically qualified to operate a commercial motor vehicle:

(a) Any person who has not been medically examined and certified as physically qualified to operate a commercial motor vehicle”

Additionally, 49 C.F.R. 391.11(a) states: “(a) A person shall not drive a commercial motor vehicle unless he/she is qualified to drive a commercial motor vehicle. Except as provided in § 391.63, a motor carrier shall not require or permit a person to drive a commercial motor vehicle unless that person is qualified to drive a commercial motor vehicle.”

Material Facts and Supporting Documents: Owner/driver Kongwenebime Ndikum Moffor operated a CMV without being medically examined and certified. This violation took place during the transport on July 26, 2024, described in Count One, above. The MC did not provide evidence to the SI that its driver had been medically examined and certified pursuant to 49 C.F.R. 391.11(a).

Violation: Event Bus Company used a driver not medically examined and certified, which is a violation of 49 C.F.R. 391.41, adopted by K.A.R. 82-4-3g (**Exhibit 2, Pages 4**). One (1) violation was discovered (**Exhibit 2, Pages 18**).

Recommendation: Staff recommends a fine of \$250, in accordance with the FY2025 Penalty Matrix.

Count Five (5 of 17)

Authority: K.S.A. 66-1,111, 66-1,129, and 66-1,139a.

Relevant Statutes: K.S.A. 66-1,139a states: “All interstate regulated public motor carriers of property, of household goods or of passengers who operate a motor vehicle in Kansas shall register their motor vehicles in their base state pursuant to federal statutes, unless exempted under the provision of K.S.A. 66-1,109, and amendments thereto.” The Unified Carrier Registration (UCR) fees are set out in 49 C.F.R. 367.

Material Facts and Supporting Documents: The MC failed to pay UCR fees prior to operating in interstate commerce. This violation took place during the transport on July 26, 2024, described in Count One, above. A copy of the motor carrier's UCR payment history, dated September 6, 2024, is attached hereto as **Exhibit 7**.

Violation: Event Bus Company failed to pay UCR fee for 2024, which is a violation of K.S.A. 66-1,139a and 49 C.F.R. 367, as adopted by K.A.R. 82-4-30a (**Exhibit 2, Page 4**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$300, in accordance with the FY2025 Penalty Matrix.

Count Six (6 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 390.31 states: “All records and documents required to be maintained under this subchapter must be maintained for the periods specified. Except as otherwise provided, copies that are legible and accurately reflect the information required to be contained in the record or document may be maintained in lieu of originals.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC failed to maintain documents or records of its CMV operations as required by 49 C.F.R. 390.31 and provide the same to the SI.

Violation: Event Bus Company failed to retain any of required records related to its commercial motor vehicle operations, which is a violation of 49 C.F.R. 390.31, adopted by K.A.R. 82-4-3f (**Exhibit 2, Pages 4 to 5**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$200, in accordance with the FY2025 Penalty Matrix.

Count Seven (7 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: K.S.A. 66-1,111 states: “No public motor carrier of property or passengers or private motor carrier of property shall operate any motor vehicle for the transportation of either persons or property on any public highway in this state except in accordance with the provisions of this act, and amendments thereto, and other applicable laws.”

K.S.A. 66-1,142b states: “Any person violating any statute, commission orders or rules and regulations adopted by the state corporation commission pursuant to the motor carrier act and other laws relevant to motor carriers shall be subject to a civil penalty of not less than \$100 and not more than \$1,000 for negligent violations, and not more than \$5,000 for intentional violations.”

K.S.A. 8-143m(a) states: “On and after January 1, 2014, any truck or truck tractor registered for a gross weight of more than 10,000 pounds which is operating as a commercial vehicle shall, in addition to the annual fee prescribed under K.S.A. 8-143, and amendments thereto, pay an annual commercial vehicle fee...” and includes the fee schedule.

K.S.A. 8-143m(c) states: “Upon the payment of the commercial vehicle fee and applicable registration fees under K.S.A. 8-143, and amendments thereto, except for vehicles registered under K.S.A. 8-1,100 et seq., and amendments thereto, the division shall provide for the registration of and the issuance of license plates for commercial motor vehicles in accordance with the provisions of this section. License plates issued under this section shall be permanent in nature and designed in such a manner as to remain with the commercial motor vehicle for the duration of the life span of the commercial motor vehicle or until the commercial motor vehicle is deleted from the owner's fleet. Such license plates shall be distinctive and shall contain the word “commercial” and there shall be no year date thereon. License plates issued under this section shall not be transferable to any other commercial motor vehicle, except that the unused registration and commercial vehicle fee may be transferred to another commercial motor vehicle which is registered at the same or greater weight.”

Material Facts and Supporting Documents: The MC failed to obtain commercial registration for its CMVs and in fact maintained no form of current, valid registration for the CMVs operated. This violation took place during the transport on July 26, 2024, described in Count One, above. Additionally, this violation is evidenced by a KDOR registration receipt for the carrier’s CMV showing expired county registration, attached hereto as **Exhibit 8**.

Violation: Event Bus Company failed to obtain proper commercial registration, which is a violation of K.S.A. 8-143m and 49 C.F.R. 392.2, adopted by K.A.R. 82-4-3h (**Exhibit 2, Page 5**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$500, in accordance with the FY2025 Penalty Matrix.

Count Eight (8 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 382.711 states: “Clearinghouse registration required. Each employer and service agent must register with the Clearinghouse before accessing or reporting information in the Clearinghouse.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. Additionally, this violation is evidenced by a screenshot showing the carrier is not registered in the Federal Drug and Alcohol Clearinghouse, attached hereto as **Exhibit 9**. The SI searched for the MC by its USDOT Number and obtained no result.

Violation: Find a Deal LLC failed to register in the DACH, which is a violation of 49 C.F.R. 382.711, adopted by K.A.R. 82-4-3c (**Exhibit 2, Page 5**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$750, in accordance with the FY2025 Penalty Matrix.

Count Nine (9 of 17)

Authority: . K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 390.15 states: “Motor carriers must maintain an accident register for 3 years after the date of each accident. Information placed in the accident register must contain at least the following:

- (1) A list of accidents as defined at § 390.5 of this chapter containing for each accident:
 - (i) Date of accident.
 - (ii) City or town, or most near, where the accident occurred and the State where the accident occurred.
 - (iii) Driver Name.
 - (iv) Number of injuries.
 - (v) Number of fatalities.
 - (vi) Whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicle involved in the accident, were released.
- (2) Copies of all accident reports required by State or other governmental entities or insurers.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC failed to provide the SI with an accident register as required by 49 C.F.R. 390.15.

Violation: Event Bus Company failed to maintain an accident register as required, which is a violation of 49 C.F.R. 390.15, adopted by K.A.R. 82-4-3f (**Exhibit 2, Page 6**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$200, in accordance with the FY2025 Penalty Matrix.

Count Ten (10 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: Pursuant to 49 C.F.R. 391.51(a) states: “Each motor carrier shall maintain a driver qualification file for each driver it employs. A driver's qualification file may be combined with his/her personnel file.”

The items required to be included in the driver qualification file are listed in 49 C.F.R. 391.51(b).

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC did not provide a driver qualification file for its owner/driver Kongwenebime Ndikum Moffor as required by 49 C.F.R. 391.51.

Violation: Event Bus Company failed to maintain a Driver Qualification File on each driver employed (**Exhibit 2, Pages 6 to 7**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$350, which is a violation of 49 C.F.R. 391.51(a), adopted by K.A.R. 82-4-3g, in accordance with the FY2025 Penalty Matrix.

Count Eleven (11 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 392.9a states: “Operating authority required. A motor vehicle providing transportation requiring operating authority must not be operated—

- (1) Without the required operating authority or
- (2) Beyond the scope of the operating authority granted.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. Additionally this violation is evidenced by a CVIEW document showing the carrier is not authorized and does not have an assigned MC number, attached hereto as **Exhibit 10**. On the second page of Exhibit 9 the entries for “MC Number” all state “(No data available).” An MC number is evidence of interstate operating authority. The MC does not possess an MC number and did not provide evidence to the SI of having obtained interstate operating authority.

Violation: Event Bus Company failed to obtain federal operating authority, which is a violation of 49 C.F.R. 392.9a, adopted by K.A.R. 82-4-3h (**Exhibit 2, Page 7**). One (1) violation was discovered. (**Exhibit 2, Page 18**).

Recommendation: Staff recommends a fine of \$1,000, in accordance with the FY2025 Penalty Matrix.

Count Twelve (12 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: K.A.R. 82-4-6a states: “Each motor carrier and driver shall comply with the following:… (b) the state traffic laws and regulations of the Kansas department of revenue pertaining to driver’s licenses as established in the Kansas driver’s license act, K.S.A. 8-222 et seq. and amendments thereto;”

49 C.F.R. 392.1 states: “(a) Every motor carrier, its officers, agents, representatives, and employees responsible for the management, maintenance, operation, or driving of commercial motor vehicles, or the hiring, supervising, training, assigning, or dispatching of drivers, shall be instructed in and comply with the rules in this part.

49 C.F.R. 392.2 states: “Every commercial motor vehicle must be operated in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated. However, if a regulation of the Federal Motor Carrier Safety Administration imposes a higher standard of care than that law, ordinance or regulation, the Federal Motor Carrier Safety Administration regulation must be complied with.”

K.S.A. 8-2,132. Same; driver of commercial vehicle must have a commercial class driver's license to operate vehicle; violations; penalty

“(a) On and after April 1, 1992, except when driving under a commercial class A, B or C or class A or B instruction permit or a valid class C license and accompanied by the holder of a commercial driver's license valid for the vehicle being driven, no person may drive a commercial motor vehicle unless the person has a valid commercial driver's license and is in immediate possession thereof and applicable endorsements valid for the vehicle they are driving, except that no person charged with violating this subsection shall be convicted if such person produces in court or the office of the arresting officer a commercial driver's license issued to such person and valid at the time of the arrest.

(b) No person shall drive a commercial motor vehicle while their driving privilege is suspended, revoked or canceled or while subject to a disqualification.

(c) No person shall drive a commercial motor vehicle in violation of an out-of-service order.

(d) Any commercial driver in violation of this section shall be guilty of a class B misdemeanor.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. Additionally, this violation is evidenced by the driver’s Kansas MVR confirming he does not possess a CDL, attached hereto as **Exhibit 11**. On the MVR, after “CDL:” the form is blank, indicating the driver did not possess a CDL.

Violation: Event Bus Company utilized a driver without a CDL to operate a CDL-required vehicle, which is a violation of K.S.A. 8-2,125, *et. seq.*, K.A.R. 82-4-6a (*See also* K.S.A. 8-2,132 and 49 C.F.R. 392.1, 49 C.F.R. 392.2, adopted by K.A.R. 82-4-3h.) (**Exhibit 2, Page 7**). One (1) violation was discovered. (**Exhibit 2, Pages 18**).

Recommendation: Staff recommends a fine of \$500, in accordance with the FY2025 Penalty Matrix.

Count Thirteen (13 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129

Relevant Statutes: 49 C.F.R. 395.8(a) states: “Except for a private motor carrier of passengers (nonbusiness), as defined in § 390.5 of this subchapter, a motor carrier subject to the requirements of this part must require each driver used by the motor carrier to record the driver's duty status for each 24-hour period using the method prescribed in paragraphs (a)(1)(i) through (iii) of this section, as applicable.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC did not provide records of duty status for

its transports as required by the regulation for transports on July 26 and August 8, 2024 (**Exhibit 2, Page 19**).

Violation: Event Bus Company failed to require a driver to maintain a record of duty status, which is a violation of 49 C.F.R. 395.8, adopted by K.A.R. 82-4-3a (**Exhibit 2, Pages 7 to 8**). Two (2) violation(s) were discovered (**Exhibit 2, Page 19**).

Recommendation: Staff recommends a fine of \$250, in accordance with the FY2025 Penalty Matrix.

Count Fourteen (14 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 395.11(b) states: “Submission of supporting documents to motor carrier. Except drivers for a private motor carrier of passengers (nonbusiness), a driver must submit to the driver's employer the driver's supporting documents within 13 days of either the 24-hour period to which the documents pertain or the day the document comes into the driver's possession, whichever is later.”

49 C.F.R. 395.11(c) further specifies the types of documents that must be retained: “Supporting document retention. (1) Subject to paragraph (d) of this section, a motor carrier must retain each supporting document generated or received in the normal course of business in the following categories for each of its drivers for every 24-hour period to verify on-duty not driving time in accordance with § 395.8(k):

- (i) Each bill of lading, itinerary, schedule, or equivalent document that indicates the origin and destination of each trip;
 - (ii) Each dispatch record, trip record, or equivalent document;
 - (iii) Each expense receipt related to any on-duty not driving time;
 - (iv) Each electronic mobile communication record, reflecting communications transmitted through a fleet management system; and
 - (v) Each payroll record, settlement sheet, or equivalent document that indicates payment to a driver.
- (2) (i) A supporting document must include each of the following data elements:
- (A) On the document or on another document that enables the carrier to link the document to the driver, the driver's name or personal identification number (PIN) or a unit (vehicle) number if the unit number can be associated with the driver operating the unit;
 - (B) The date, which must be the date at the location where the date is recorded;
 - (C) The location, which must include the name of the nearest city, town, or village to enable Federal, State, or local enforcement personnel to quickly determine a vehicle's location on a standard map or road atlas; and
 - (D) Subject to paragraph (c)(2)(ii) of this section, the time, which must be convertible to the local time at the location where it is recorded.
- (ii) If a driver has fewer than eight supporting documents containing the four data elements under paragraph (c)(2)(i) of this section for a 24-hour period, a document containing the data elements under paragraphs (c)(2)(i)(A) through (C) of this section is considered a supporting document for purposes of paragraph (d) of this section.”

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above. The MC did not provide supporting documents for its transports as required by the regulation.

Violation: Event Bus Company failed to retain supporting documents, which is a violation of 49 C.F.R. 395.11, adopted by K.A.R. 82-4-3a (**Exhibit 2, Page 8**). One (1) violation was discovered (**Exhibit 2, Pages 18**).

Recommendation: Staff recommends a fine of \$500, in accordance with the FY2025 Penalty Matrix.

Count Fifteen (15 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 396.3(b) states: “Required records. Motor carriers, except for a private motor carrier of passengers (nonbusiness), must maintain, or cause to be maintained, records for each motor vehicle they control for 30 consecutive days. Intermodal equipment providers must maintain or cause to be maintained, records for each unit of intermodal equipment they tender or intend to tender to a motor carrier. These records must include:

(1) An identification of the vehicle including company number, if so marked, make, serial number, year, and tire size. In addition, if the motor vehicle is not owned by the motor carrier, the record shall identify the name of the person furnishing the vehicle;

(2) A means to indicate the nature and due date of the various inspection and maintenance operations to be performed;

(3) A record of inspection, repairs, and maintenance indicating their date and nature; and

(4) A record of tests conducted on pushout windows, emergency doors, and emergency door marking lights on buses.”

Material Facts and Supporting Documents: The MC did not provide maintenance records for the CMVs operated as required by the regulation. This violation took place during the transport on July 26, 2024, described in Count One, above.

Violation: Event Bus Company failed to maintain required records of inspection, repair, and maintenance, which is a violation of 49 C.F.R. 396.3, adopted by K.A.R. 82-4-3j (**Exhibit 2, Pages 8 to 9**). One (1) violation was discovered. (**Exhibit 2, Pages 18**).

Recommendation: Staff recommends a fine of \$350, in accordance with the FY2025 Penalty Matrix.

Count Sixteen (16 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 396.11(a)(1) states: “Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated, except for intermodal equipment tendered by an intermodal equipment provider.”

49 C.F.R. 396.11(a) provides further information on what must be included in the report.

Material Facts and Supporting Documents: This violation took place during the transport on July 26, 2024, described in Count One, above.

Violation: Event Bus Company failed to require its driver to perform and prepare a daily vehicle inspection report, which is a violation of 49 C.F.R. 396.11, adopted by K.A.R. 82-4-3j (**Exhibit 2, Page 9**). One (1) violation was discovered. (**Exhibit 2, Pages 19**).

Recommendation: Staff recommends a fine of \$200, in accordance with the FY2025 Penalty Matrix.

Count Seventeen (17 of 17)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R. 396.17(a) states: “Every commercial motor vehicle must be inspected as required by this section. The inspection must include, at a minimum, the parts and accessories set forth in appendix A to this part. The term commercial motor vehicle includes each vehicle in a combination vehicle. For example, for a tractor semitrailer, full trailer combination, the tractor, semitrailer, and the full trailer (including the converter dolly if so equipped) must each be inspected.”

The inspection shall be retained by the MC pursuant to 49 C.F.R. 396.21(b).

Material Facts and Supporting Documents: The MC operated a passenger-carrying CMV without first obtaining a periodic (annual) inspection. This violation took place during the transport on July 26, 2024, described in Count One, above.

Violation: Event Bus Company operated a commercial motor vehicle not periodically inspected, which is a violation of 49 C.F.R. 396.17, adopted by K.A.R. 82-4-3j (**Exhibit 2, Page 9**). One (1) violation was discovered. (**Exhibit 2, Pages 18**).

Recommendation: Staff recommends a fine of \$250, in accordance with the FY2025 Penalty Matrix.

RECOMMENDATION:

Transportation Staff recommends the Commission find Event Bus Company committed eighteen (18) violations, set forth in seventeen (17) specific counts, of Kansas law that governs MCs, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations (K.A.R.s), and is therefore subject to sanctions or fines imposed by the Commission. One (1) of the above counts was deemed to be an intentional violation and therefore Staff recommended an enhanced fine.

Due to the frequency, timeline and severity of the violations, Staff recommends a civil penalty of \$8,750 for eighteen (18) violations of the MC Safety Statutes, Rules and Regulations, in accordance with the recommended penalties listed in the applicable Uniform Penalty Assessment Matrix.

Staff further recommends Event Bus Company require a representative responsible for the company’s safety to attend a Commission-sponsored safety seminar within thirty (30) days from the date of the Order, and provide Litigation Counsel with written proof of attendance. A schedule of the dates and locations for safety seminars can be found on the Commission’s website at http://kcc.ks.gov/trans/safety_meetings.htm.

Staff further recommends Event Bus Company submit a written, comprehensive Corrective Action Plan (CAP) to Transportation Staff within thirty (30) days of the date of this order, documenting the violations described in the Penalty Order, including specific and detailed information explaining the carrier's efforts and concrete steps taken to ensure the violations do not occur in the future.

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

EXHIBIT

1



U.S. Department of
Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

**Federal Motor Carrier
Safety Administration**

**FIND A DEAL LLC
2107 W 46TH AVE
KANSAS CITY, KS 66103-3520**

45 Day HM Placarded\Passenger
Carrier

September 25, 2024

In reply refer to:
USDOT Number: **3483962**
Review No.: 2168546/CR

Dear KONGWENEBIME MOFFOR:

The proposed motor carrier safety rating for your company is:

UNSATISFACTORY

This proposed UNSATISFACTORY rating is the result of an onsite compliance review and evaluation of your safety fitness completed on September 12, 2024. An UNSATISFACTORY rating indicates that your company does not have adequate safety management controls in place to ensure compliance with the safety fitness standard which has resulted in occurrences of violations listed in 49 CFR 385.5(a-k), and indicates that your company is operating at an unacceptable level of compliance.

Under 49 CFR 385.13, a motor carrier of hazardous materials or passengers that receives a final safety rating of UNSATISFACTORY is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce. Additionally, 49 USC 31144 and 49 CFR 385.13(a)(1) provide that this prohibition takes effect unless, within 45 days of the date of this notice, you take the necessary steps to improve the rating to conditional or satisfactory.

Pursuant to 49 USC 13905(f)(1)(B), the registration of a motor carrier that has been prohibited from operating in interstate and intrastate commerce for failure to comply with the safety fitness requirement shall be revoked.

UNLESS YOU IMPROVE YOUR PROPOSED UNSATISFACTORY RATING, IT WILL BECOME FINAL AND YOU WILL BE PROHIBITED FROM OPERATING COMMERCIAL MOTOR VEHICLES IN INTERSTATE AND INTRASTATE COMMERCE BEGINNING ON NOVEMBER 10, 2024, AND YOUR REGISTRATION SHALL BE REVOKED, IF APPLICABLE.

If you have been subject to any Order(s), prohibition(s), registration suspension(s) and/or registration revocation(s) in any other case(s) or proceeding(s), the prohibitions and registration revocation in this case will be in addition to, and will not supersede, amend, or modify any Orders, notices, and/or requirements in any other case(s) or proceeding(s). Further, the orders, prohibitions and/or registration revocation may also attach and apply to the operations of successor entities, including any motor carrier entity or entities established or used to avoid the consequences of a "final" unsatisfactory safety rating.

Immediate action must be taken to correct any deficiencies or violations discovered during the compliance review. Your operation was found to be deficient with respect to the applicable safety regulations in the following areas:

- Part 387 FINANCIAL RESPONSIBILITY
- Part 391 QUALIFICATIONS OF DRIVERS
- Part 392 DRIVING OF MOTOR VEHICLES
- Part 382 CONTROLLED SUBSTANCE AND ALCOHOL USE AND TESTING
- Part 390 GENERAL REGULATIONS
- Part 396 INSPECTION, REPAIR AND MAINTENANCE
- Part 395 HOURS OF SERVICE OF DRIVERS

Please refer to the copy of the compliance review left at your office for more specific guidance regarding areas in need of corrective action.

APPEAL RIGHTS: Owners or operators of commercial motor vehicles may appeal the proposed safety rating in the following manners:

<A> **REQUESTS FOR A CHANGE TO SAFETY RATING BASED UPON CORRECTIVE ACTIONS (49 CFR 385.17):** A request for a change to a safety rating for a corrective action may be made at any time. This request must be made in writing to the FMCSA Service Center for the geographic area where the carrier maintains its principal place of business (See 49 CFR 390.27). The request must be based upon evidence that the carrier has taken corrective actions and that its operations currently meet the safety fitness standards and factors specified in 49 CFR 385.5 and 385.7. The FMCSA will make a final determination based upon the documentation submitted and any other additional relevant information. A written decision will be issued by the FMCSA. Any motor carrier whose request for change is denied may, within 90 days after the denial, request administrative review under 49 CFR 385.15.

 ADMINISTRATIVE REVIEW (49 CFR 385.15): A request may be made to the FMCSA to conduct an administrative review if you believe that an error was committed in assigning the proposed safety rating or when your request under 49 CFR 385.17 was denied. This request must be made within 90 days of the date of the proposed safety rating issued under 49 CFR 385.11(c) or within 90 days of an Order denying your request for a rating change under 49 CFR 385.17.

Owners or operators may seek administrative review (49 CFR 385.15) by filing a Petition for Review at the following address: U.S. DOT Dockets, United States Department of Transportation, 1200 New Jersey Ave., S.E., Washington, DC 20590. A copy of the Petition **MUST** also be sent to: The Chief Safety Officer, Federal Motor Carrier Safety Administration (Attention: Adjudications Counsel), 1200 New Jersey Ave., S.E., Washington, DC 20590. The appeal should include a copy of this compliance review and the forthcoming official notice from the FMCSA headquarters office. All subsequent filings must also be served in the same manner.

The FMCSA will conduct a review of the request and issue a decision within 30 days of receipt of that request (49 CFR 385.15(e)(1) and 385.17(e)(1)). The FMCSA highly recommends that hazardous material and passenger owners and operators file requests for administrative review (49 CFR 385.15) within 15 days from the date on the notice of the "proposed" rating (49 CFR 385(c)(1)). This will allow sufficient time to review the request and issue a written decision before the prohibitions on operating in interstate and intrastate commerce take effect. Administrative review requests must be made within 90 days of the date on the notice of the "proposed" rating (49 CFR 385.15(c)(2)). However, failure to petition within 15 days from the date on the notice of the "proposed" rating may prevent the FMCSA from issuing a final decision before the prohibitions on interstate and intrastate transportation and, if applicable, the registration revocation take effect (49 CFR 385.15(c)(1)).

A petition to contest the rating or a request for a change in the rating will not automatically postpone the effective date of your final rating.

You may obtain further information from the local Federal Motor Carrier Safety Information office listed below:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
1303 SW FIRST AMERICAN PL STE 200
TOPEKA, KS 66604-4040
Telephone No.: 785-271-1260

Sincerely,



David J. Yessen
Chief, Compliance Division

EXHIBIT

2

UNITED STATES DEPARTMENT OF TRANSPORTATION



U.S. DOT#: 3483962
MC/MX#: 0

Legal: FIND A DEAL LLC
Operating (DBA): EVENT BUS COMPANY

Investigation Date:
09/12/2024

Investigation Type: Onsite Comprehensive Investigation

Location of Investigation: Company principal place of business (PPOB)

Extent of Operations: Entire Operation

Physical Address

2107 W 46TH AVE
KANSAS CITY, KS 66103-3520
United States

Mailing Address

2107 W 46TH AVE
KANSAS CITY, KS 66103-3520
United States

Contact Information

Contact Name: KONGWENEBIME MOFFOR
Email: KOWENMOFFOR@GMAIL.COM
Phone: (913)952-5666 **Cell:** (913)952-5666 **Fax:** ()-

Business and Financial

Business Type: Limited Liability Corporation
Name of Gross Revenue Provider: N/A
Title of Gross Revenue Provider: N/A
Gross Revenue: [REDACTED] **For Year Ending:** [REDACTED]
Federal Tax ID: [REDACTED]

Operation Classification and Type

Type of Operation: Non-HM Interstate Carrier

Operation Classification
For-Hire Motor Carrier
Passengers
Mini-bus (16 or more passengers, including driver.)

Cargo

Passengers

Equipment

	Owned	Term Leased	Trip Leased
Mini-Bus 16+	1		

Driver Information

Power units used in the U.S.: 1
Percentage of time used in the U.S.: 100%

Drivers	Intrastate	Interstate
	< 100 Miles	
>= 100 Miles		2
Average trip leased driver/month: 0		
Drivers with CDL: 0		
Total Drivers: 2		

Person(s) Interviewed

Name: KONGWENEBIME MOFFOR **Title:** OWNER

Questions

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:	1303 SW FIRST AMERICAN PL STE 200 TOPEKA, KS 66604-4040 Phone: (785) 271-1260 Fax: (877) 547-0378
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This report will be used to assess your safety compliance.

Violations

1. Primary: 382.115(a)

Failing to implement an alcohol and/or controlled substances testing program on the date the employer begins commercial motor vehicle operations.



Acute

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

BASIC Impacted

Controlled Substances/Alcohol

Rating Factor 2:
Driver = Part 382

Example/Notes:

Driver: Kongwenebime Ndikum Moffor

Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier operated a CDL-required passenger carrying vehicle without implementing a drug and alcohol testing program

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

2. Primary: 387.31(a)

Operating a passenger carrying vehicle without having in effect the required minimum levels of financial responsibility.



Acute

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

BASIC Impacted

Rating Factor 1:
General = Part 387

Example/Notes:

Find a Deal LLC, vehicle #ANDIN

Trip Date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier failed to maintain minimum \$5,000,000 public liability coverage required for public passenger carriers

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

3. Primary: 390.35

Secondary: 390.19(a)

Making or causing to make fraudulent or intentionally false entry on the MCS-150A, MCS-150B, or MCS-150C.



Acute

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

BASIC Impacted

Rating Factor 1:
General = Part 390

Example/Notes:

Driver: Kongwenebime Ndikum Moffor

Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier furnished false information on the MCS-150-carrier registered as an intrastate, authorized for hire carrier, carrier is interstate and does not have operating authority to operate for-hire

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

4. Primary: 391.45(a)

Secondary: 391.11(a)

Using a driver not medically examined and certified.



Critical

At least 10% of the number checked had violations

Violations Discovered

Fed	State	Total
2		2

Checked

Fed	State	Total
2		2

BASIC Impacted

Driver Fitness

Rating Factor 2:

Driver = Part 391

Example/Notes:

Driver: Kongwenebime Ndikum Moffor

Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier driver Kongwenebime Ndikum Moffor operated a commercial motor vehicle without being medically examined and certified

Drivers/Vehicles in Violation

Fed	State	Total
2		2

Checked

Fed	State	Total
2		2

5. Primary: 367.30

State Equivalent: KSA 66-1,129, KSA 66-1,139a

Failure to pay UCR fees

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Trip date 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier failed to pay UCR fees

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

6. Primary: 390.31

State Equivalent: KSA 66-1,129

Motor carriers must maintain and retain documentation and records of it's commercial

Violations Discovered

Fed	State	Total
1		1

motor vehicle operations

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier failed to maintain documents or records of it's commercial motor vehicle operations

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

7. Primary: 392.2

State Equivalent: KSA 66-1,129, KSA 8-142

Operating without Kansas commercial vehicle registration

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier operated a commercial motor vehicle without obtaining Kansas commercial vehicle registration

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

8. Primary: 382.711(b)

Failing to register in the Clearinghouse.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier failed to register in the DACH

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

9. Primary: 390.15(b)

Failing to maintain, for a period of three years after an accident occurs, an accident register.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier failed to maintain accident register

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

10. Primary: 390.21(b)

Failing to mark a commercial motor vehicle with the legal name or a single trade name and/or the USDOT identification number.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Vehicle: ANDIN
 Carrier failed to mark CMV with carrier name or carrier's USDOT number

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

11. Primary: 391.51(a)

Failing to maintain driver qualification file on each driver employed.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Carrier failed to maintain driver qualification files on all drivers employed

Fed	State	Total
1		1

12. Primary: 392.9a(a)(1)

Operating without the required authority (Passengers).

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor

Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier operated as a for-hire carrier of passengers outside of the federal economic exemption zone without obtaining federal operating authority

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

13. Primary: 392.2

Operating CDL required vehicles without a CDL

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor

Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS

Carrier allowed a driver to operate a CDL-required passenger carrying bus without a CDL

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

14. Primary: 395.8(a)(1)

Failing to require a driver to prepare a record of duty status using the appropriate method.

Violations Discovered

Fed	State	Total
2		2

Checked

Fed	State	Total
60		60

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
Carrier failed to require driver to create a record of duty status

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

15. Primary: 395.11(c)

Failing to retain supporting documents as required by § 395.11(c).

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
Carrier failed to retain supporting documents for the cited trip

Drivers/Vehicles in Violation

Fed	State	Total

Checked

Fed	State	Total

16. Primary: 396.3(a)(2)

Failing to inspect pushout windows, emergency doors, and emergency marking lights in buses at least every 90 days.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
Vehicle #ANDIN
Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
Carrier failed to inspect pushout windows

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

17. Primary: 396.3(b)

Failing to keep minimum records of inspection and vehicle maintenance.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Vehicle #ANDIN
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier failed to keep minimum records of inspection and maintenance

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

18. Primary: 396.11(a)

Failing to require driver to prepare driver vehicle inspection report.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Driver: Kongwenebime Ndikum Moffor
 Trip date: 7/29/2024
 Vehicle #ANDIN
 Failed to complete DVIR

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

19. Primary: 396.17(a)

Using a commercial motor vehicle not periodically inspected.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Example/Notes:

Vehicle #ANDIN
 Trip date: 7/29/2024 Kansas City, MO to Linn Valley, KS
 Carrier utilized passenger-carrying CMV without a periodic inspection

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Safety Fitness Rating

Your proposed safety rating is: **UNSATISFACTORY** 2 or more UNSATISFACTORY rating factors. Corrective actions must be taken for any violations (deficiencies) identified in this report. See below for more information.

RATING FACTORS	RATING	ACUTE	CRITICAL
Factor 1: General = Parts 387 and 390	Unsatisfactory	2	0
Factor 2: Driver = Parts 382, 383 and, 391	Unsatisfactory	1	1
Factor 3: Operational = Parts 392 and 395	Satisfactory	0	0
Factor 4: Vehicle = Parts 393 and 396 OOS Vehicles (CR): 0 Number of Vehicles Inspected (CR): 0 OOS Vehicles (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0 OOS Rate: 0%	Satisfactory		
Factor 5: Haz. Mat. = Parts 397, 171, 177 and, 180	N/A	N/A	N/A
Factor 6: Accident Factor = Recordable Rate Total Miles Operated: 0 Recordable Accidents: 0 Recordable Accidents/Million Miles: 0.00	Satisfactory	N/A	N/A

Effective date: You will receive an official notice of proposed safety rating from the Federal Motor Carrier Safety Administration in Washington, D.C. The Unsatisfactory rating will take effect 45 days after the date of the official notice.

PROHIBITION: Under 49 USC 31144(c) and 49 CFR 385.13, a motor carrier that receives a final Unsatisfactory safety rating is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce. If applicable, the motor carrier shall have its operating authority registration revoked under 49 USC 13905(f)(1)(B).

You may request a safety rating upgrade based on corrective action under 49 CFR 385.17 and/or an administrative review under 49 CFR 385.15.

Change to safety rating based on corrective action: You may request a change to a safety rating under 49 CFR 385.17 at any time by providing evidence that you have taken actions to correct the deficiencies that resulted in the safety rating. You must make this request in writing to the Field Administrator for the FMCSA Service Center in which you maintain your principal place of business. A pending request for a change in safety rating under 49 CFR 385.17 will not delay the effective date of the rating.

Administrative Review: You may appeal your proposed safety rating in a petition filed under 49 CFR 385.15 if you believe FMCSA made an error in assigning your safety rating. You must submit your appeal within 90 days of the date of the proposed safety rating or within 90 days after denial of a request for a change in rating under section 385.17(i).

You should submit your appeal within 15 days of the date of the official safety rating notice to allow FMCSA to issue a written decision before the prohibitions in 49 CFR 385.13 take effect. A petition under section 385.15 will not delay the effective date of the rating unless the Chief Safety Officer grants a stay.

You must submit your appeal in writing to: Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590-0001.

DataQs: If you dispute the violations recorded in the Violations section of this investigation report, and the violations were not used in the calculation of your safety rating, you may submit a Request for Data Review (RDR) through DataQs. The DataQs system is the method to remove violations that did not affect your safety rating. DataQs is an online system that allows a motor carrier or driver to request and track a review of Federal and State issued data that it believes to be incomplete or incorrect. To submit an RDR, go to <https://dataqs.fmcsa.dot.gov>.

Process Breakdown and Remedies

None

Recommendations

1. **Acute and Critical Violations**

Acute and/or Critical violations were recorded on this investigation report. These violations will impact your safety record.

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.

2. **Additional Information**

Please visit the CSA outreach site for additional guidance: <https://csa.fmcsa.dot.gov>.

3. **Employers are responsible for the compliance of 49 CFR Part 40.**

Employers are responsible for their officers', employees', agents', consortia, and/or contractors' compliance with the requirements of 49 CFR Parts 40 and 382.

4. **CDL and drug testing rules apply.**

Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.

5. **Establish a maintenance records program for all vehicles.**

Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.

6. **Require all drivers to prepare a written inspection report.**

Require all drivers to prepare a written inspection report for each day a vehicle is operated. Ensure that each report is signed by the driver, certified, and reviewed if defects are reported.

7. **Review with drivers procedure for pre and post trip inspections.**

Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.

8. **Who do I call?**

For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001

For questions about licensing, authority or MC numbers: 202-366-9805

For questions about insurance: 202-385-2423

For household goods complaints: 888-DOT-SAFT (888-368-7238)

9. **Liability Insurance required.**

Cease all for-hire interstate transportation of regulated commodities until evidence of public liability is filed with the Federal Motor Carrier Safety Administration.

10. **Hours-of-service regulations: 2003**

Drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty.

Drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period.

For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.

11. **Clearinghouse Annual Query**

Ensure annual queries are conducted in the Clearinghouse at least once per year. You may conduct a full or limited query to fulfill this requirement.

12. **Require drivers to prepare complete and accurate records.**

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.

13. **Duty status records must be kept on file for 6 months.**
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.
14. **Alcohol Testing**
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.
15. **Random Test Selections**
After selection of drivers for random testing, the program coordinator should send confidential correspondence to whoever is informing the selected drivers, noting the selection date, selected names, proper notification procedure, testing location, and when test results need to be completed. Drivers should be reminded that refusal to take the test will be equivalent to a positive result.
16. **Reasonable Suspicion Training**
Provide new-hire and refresher training, to all managers, other designated personnel, and the designated employer representative (DER), on controlled-substance and alcohol regulations and related company policies and procedures, including those pertaining to prohibited behavior; testing protocols and monitoring, for example, on grounds of "reasonable suspicion"; the consequences of a positive test result; referral to a substance-abuse professional (SAP); and confidentiality requirements in relation to recordkeeping.
17. **SMS website**
You are encouraged to review your company's SMS results and take action to make the roads safer for everyone. Your public safety records are available at the following website: <http://ai.fmcsa.dot.gov/sms>. Also visit <https://portal.fmcsa.dot.gov> which provides real time data and the opportunity to review you safety data. You will need to use your PIN number that has been provided by FMCSA. Registration and access is free.
18. **MCS-150 biennial updates**
Is Your Registration Information Current?
FMCSA requires carriers to update their registration data via a MCS-150 form every 24 months. Please review, verify and update your contact information, Vehicle Miles Travelled (VMT) and Power Unit (PU) data to ensure that it is current and accurate, since it is used in the new Carrier Safety Measurement System. You should access the system, review all the information and press the submit button. Once you've done this, the system will record that you've reviewed the information and you will be in compliance with the biennial update requirement.
https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option
19. **PSP (Pre-employment screening program)**
Access your crash and inspection history via FMCSA's Pre-Employment Screening Program, <http://www.psp.fmcsa.dot.gov/>
20. **A copy of your profile can be obtained by accessing the Portal.**
A copy of your carrier profile can be obtained at no cost from the FMCSA Portal (<https://portal.fmcsa.dot.gov/login>).
21. **Conduct periodic internal reviews. (non-HM)**
Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.
22. **Obtain a copy of each driver's driving record and review it.**
Obtain a copy of each driver's driving record and review it annually.
23. **Review maintenance and inspection records for all lease vehicles.**
Periodically review the maintenance and inspection records for all lease vehicles as required by Part 396 of the FMCSR. Keep a record to document these reviews and notify the vehicle owner of any violations detected.
24. **UCR (Unified Carrier Registration)**
The UCR Application form can be obtained from <https://www.ucr.in.gov>.
25. **Clearinghouse Registration - Employer**
Ensure you are registered in the Clearinghouse by visiting <https://clearinghouse.fmcsa.dot.gov>.
26. **Registration required.**
Cease all interstate or foreign transportation until properly registered with the Federal Motor Carrier Safety Administration.
27. **Ensure that all drivers' logs are accurate.**
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.

28. Driver drug tests required.

Ensure that all drivers subject to pre-employment, random, reasonable cause, post accident, return to duty, and/or follow-up controlled substance testing are tested as required by 49 CFR Parts 40 and 382 of the FMCSR.

29. File a MCS-90 financial responsibility endorsement

Within 10 working days, file a properly executed MCS-90 financial responsibility endorsement with the Federal Motor Carrier Safety Administration, (... INSERT ADDRESS OF DIVISION OFFICE HERE...)

30. Drivers may not drive interstate unless they have had a physical.

Do not allow drivers to drive interstate unless they have been physically re-examined each 24 months.

31. Maintain all required controlled substance testing records.

Maintain all required alcohol and controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR .

32. Retain supporting documents for 6 months.

Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.

33. Keep all driver vehicle inspection reports for 90 days.

Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.

34. Part 40 Violations

Ensure that your drug and alcohol testing program conforms with all applicable parts of Part 40.

35. Clearinghouse Driver Consent

Ensure driver consent has been obtained and is on file before conducting a limited query.

36. Retain MCS-90 financial responsibility endorsement on file.

Retain on file a properly completed & current copy of your form MCS-90 financial responsibility endorsement.

37. Drug and Alcohol Testing Company Policy (Educational Materials)

Provide employees with a written controlled substance and alcohol testing policy that complies with all the requirements noted in Part 382.601(b). Also, ensure you maintain a certificate signed by the employee certifying they have received your company drug and alcohol testing policy.

38. 10-year driver employment history required.

Ensure that drivers provide a 10-year employment history on their employment application.

39. Maintain a complete file documenting the qualification process.

Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.

40. 150-mile exemption terms must be met.

If you want some drivers to use the 150 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 14 hours from when they report for duty. Logs must be prepared if a driver does not meet the 14 hour requirement.

41. Guide to understanding Federal safety regulations is available at website

FMCSA's "MOTOR CARRIER SAFETY PLANNER" is a free online guide with forms and documents that can help you better understand and comply with safety regulations. Check: <https://csa.fmcsa.dot.gov/safetyplanner>

42. Expedited Action

Your company will remain in the New Entrant program for 18 months from the date you entered into the program. FMCSA will continue to evaluate your safety management practices and monitor your on-road performance while you are in the program and prior to granting you permanent registration. FMCSA has identified 7 "triggering incidents" that pose the greatest threat to public safety. If a "triggering incident" is revealed during a roadside inspection of a New Entrant, expedited action will be initiated. Should you commit one, or more, of the expedited action violations described in 49 CFR Section 385.308 before your "New Entrant" registration becomes permanent, you may be required to undergo an expedited compliance review or, in the alternative, submit a written response demonstrating corrective action. Failure to respond to the Agency's demand for a written response within 30 days will result in revocation of your registration. You must maintain adequate safety standards and comply with the Federal Motor

Carrier Safety Regulations (FMCSRs) and applicable Hazardous Materials Regulations (HMRs) in order to continue operating in interstate commerce during and after this 18-month period. Failure to comply with these requirements may result in the revocation of your New Entrant or permanent registration.

43. Drug and Alcohol Clearinghouse

Find out your responsibilities and requirements for FMCSA's Drug and Alcohol Clearinghouse by visiting <https://clearinghouse.fmcsa.dot.gov> .

44. Clearinghouse Pre-employment Query

Ensure pre-employment (full) queries are conducted in the Clearinghouse before hiring a driver to perform a safety sensitive function.

45. MVR

Make an annual inquiry to the driving record for each driver every 12 months

46. KCC For All Investigations

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 Regulations, Federal Hazardous Material Regulations and/or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed for *FIND A DEAL LLC, USDOT #3483962 *. 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. Your signature is not an admission of the violations identified. Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual 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 KCC requires that you prepare a corrective action plan (CAP), addressing the measures taken to correct all 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. Submit the letter along with copies of your supporting evidence to: e-mail: jared.l.smith.ks.gov FAX: 785-271-3124; or mail to;

Kansas Corporation Commission

Attn: Jared Smith

1500 SW Arrowhead Road

Topeka, KS 66604-4027

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 *FIND A DEAL LLC'S* authority and/or the impoundment of *FIND A DEAL LLC'S* Commercial Motor Vehicles.

47. For all investigations resulting in a proposed conditional or unsatisfactory rating

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:

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:

Matthew Marrin - Field Administrator

Federal Motor Carrier Safety Administration

600 Holiday Plaza Dr, Ste 240

Matteson, IL 60443

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

Michael Christopher - Division Administrator

Federal Motor Carrier Safety Administration

1303 SW First American Place, STE 200

Topeka, KS 66604

Table 1: Violations Discovered During Review/Inspection

Violation	Date	Identifying Information	Description
367.30 - Failure to pay UCR fees			
1	07/29/2024	Kongwenebime Ndikum Moffor	
390.31 - Motor carriers must maintain and retain documentation and records of it's commercial motor vehicle operations			
1	07/29/2024	Kongwenebime Ndikum Moffor	
387.31(a) - Bus -- inadequate or no financial responsibility			
1	07/29/2024	Kongwenebime Ndikum Moffor	
390.15(b) - Failing to maintain an accident register			
1	07/29/2024	Kongwenebime Ndikum Moffor	
390.21(b) - Failing to mark CMV w/ name and/or USDOT #			
1	07/29/2024	Kongwenebime Ndikum Moffor	
392.2 - Operating CDL required vehicles without a CDL			
1	07/29/2024	Kongwenebime Ndikum Moffor	
392.9a(a)(1) - Operating without the required authority (Passengers).			
1	07/29/2024	Kongwenebime Ndikum Moffor	
396.3(b) - Failing to keep minimum records of inspection and maintenance			
1	07/29/2024	Equipment: Kongwenebime Ndikum Moffor	
396.17(a) - Using a CMV not periodically inspected			
1	07/29/2024	Equipment: Kongwenebime Ndikum Moffor	
382.115(a) - Failing to implement an alcohol and/or drug testing program			
1	07/29/2024	Driver: Kongwenebime Ndikum Moffor	
382.711(b) - Failing to register in the Clearinghouse.			
1	07/29/2024	Driver: Kongwenebime Ndikum Moffor	
392.2 - Operating without Kansas commercial vehicle registration			
1	07/26/2024	Kongwenebime Ndikum Moffor	
395.11(c) - Failing to retain supporting documents.			
1	07/29/2024	Kongwenebime Ndikum Moffor	
391.51(a) - Failing to maintain driver qual. file on each driver			
1	07/29/2024	Driver: Kongwenebime Ndikum Moffor	
390.35 - Fraudulently or intentionally making false entry on MCS-150A, B, or C.			
1	07/29/2024	Kongwenebime Ndikum Moffor	
391.45(a) - Using a driver not medically examined and certified			
1	07/29/2024	Driver: Kongwenebime Ndikum Moffor	

2	07/29/2024	Driver: Kongwenebime Ndikum Moffor	
395.8(a)(1) - Failing to require a driver to prepare a RODS using the appropriate method			
1	07/29/2024	Kongwenebime Ndikum Moffor	
2	08/10/2024	Kongwenebime Ndikum Moffor	
396.3(a)(2) - Failing to inspect pushout windows every 90 days			
1	07/29/2024	Equipment: Kongwenebime Ndikum Moffor	
2	08/10/2024	Equipment: Kongwenebime Ndikum Moffor	
396.11(a) - Failing to require driver to prepare vehicle inspection report			
1	07/29/2024	Equipment: Kongwenebime Ndikum Moffor	

EXHIBIT

3

Safety Investigator Narrative

Investigation Scope

Start Date: 8/12/2024

Investigation Type: Onsite Investigation, Comprehensive

Reason(s) for Investigation: Other, Complaint (1099)

Comments

General comments:

Review is due to carrier complaint (KCC #1099) regarding the following hit and run complaint received from Linn Valley, KS Police:

On 7/30/2024, Linn Valley PD received a call of damage to property possibly caused by a motor vehicle striking and destroying a fiberoptic pedestal box owned by Peoples Telecommunications, LLC. The damage was estimated to be \$4,800. Linn Valley PD identified the striking vehicle as a passenger bus displaying the name 'Elite Fleet' on the side. Linn Valley PD is a private gated community with only one ingress/egress point for the community. They provided security video of the bus leaving Linn Valley directly after the crash the previous night. The owner and driver of the bus was identified as Kogwenebime Ndikum Moffor. Moffor was contacted by Linn Valley PD and he admitted to driving the bus and claimed he thought he hit a tree when he struck the fiberoptic box. Linn Valley PD recovered evidence at the scene placing Moffor's bus at the location of the damaged fiberoptic box. He admitted he struck it and agreed to submit his insurance information and pay for the box. He paid Peoples Telecommunications \$200 of the \$4,800 damage amount. Since then he has refused contact with both Linn Valley PD and Peoples Telecommunications. Linn Valley PD reported Moffor does not possess a CDL and the standard county registration for the bus has been expired since August of 2023.

Company Information

Company Owners and Partners/Officers/Members of the Company

Name	Title	In Charge of Safety Management?	Received Report?	Present for Close-Out?
KONGWENE BIME MOFFOR	OWNER	Yes	Yes	Yes

EXHIBIT

4

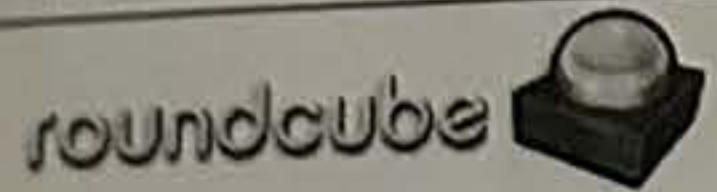
Media Player
07/27/2024 01:17:54

IPC3 Exit



EXHIBIT

5



- Back
- Compose
- Reply
- Inbox 120
- Drafts
- Sent
- Junk
- Trash
- Archive

Reply a Forwar Delete Move Print Archive Mark More

FW: Invoice & Picture Hit & Run

Message 7 of 781

From **Jennifer**
 To **brett.jenkins@linnvalleyks.com**
 Date **Mon 10:37** *Aug 05, 2024*

Officer Jenkins-

Just wanted to let you know that Mr. Moffor today and made a \$200.00 payment towards his \$4,800.00 bill. Wanted to let you know that he is responding to my calls this far.

Jennifer Leach-Harlow GM/CEO
 Peoples Telecommunications LLC.
 Peoples Service LLC.
 PO BOX 450
 LaCygne, Ks 66040
 (913)757-2500
 (913)757-2724 fax



- WOR-6-2024 Elit... (~16 KB)
- image0.jpeg (~281 KB)
- image1.jpeg (~229 KB)
- image2.jpeg (~258 KB)
- image3.jpeg (~313 KB)
- image5.jpeg (~238 KB)

From: Jennifer <jennifer@peoplestelecom.net>
Sent: Friday, August 2, 2024 3:02 PM
To: 'brett.jenkins@linnvalleyks.com' <brett.jenkins@linnvalleyks.com>
Cc: Megan Rice <mrice@peoplestelecom.net>; Jim McAtee <jmcaatee@peoplestelecom.net>
Subject: Invoice & Picture Hit & Run

Officer Jenkins-

Thank you for stopping by Peoples Telecommunications today and update me on the findings from the weekend. I have attached the invoice for our work and the picture of the damage. I appreciate any help you can give us with this matter. Please let me know if you need anything else from us.

Jennifer Leach-Harlow GM/CEO
 Peoples Telecommunications LLC.
 Peoples Service LLC.
 PO BOX 450
 LaCygne, Ks 66040
 (913)757-2500
 (913)757-2724 fax



image0.jpeg
 ~281 KB [Show](#) [Download](#)

EXHIBIT

6

MOTOR CARRIER IDENTIFICATION REPORT

(Application for U.S. DOT NUMBER)

U.S. Department of Transportation
Federal Motor Carrier
Safety Administration

REASON FOR FILING (Check Only One)
 NEW APPLICATION BIENNIAL UPDATE OR CHANGES OUT OF BUSINESS NOTIFICATION REAPPLICATION (AFTER REVOCATION OF NEW ENTRANT)

1. NAME OF MOTOR CARRIER FIND A DEAL LLC		2. TRADE OR D.B.A. (DOING BUSINESS AS) NAME EVENT BUS COMPANY			
3. PRINCIPAL ADDRESS 2107 W 46TH AVE		4. CITY KANSAS CITY	5. STATE/PROVINCE KANSAS	6. ZIP CODE + 4 66103-3520	7. COLONIA (MEXICO ONLY)
8. MAILING ADDRESS 2107 W 46TH AVE		9. CITY KANSAS CITY	10. STATE/PROVINCE KANSAS	11. ZIP CODE+4 66103-3520	12. COLONIA (MEXICO ONLY)
13. PRINCIPAL BUSINESS PHONE NUMBER (913) 952-5666		14. PRINCIPAL CONTACT CELL PHONE NUMBER (913) 952-5666		15. PRINCIPAL BUSINESS FAX NUMBER	
16. USDOT NO. 3483962	17. MC OR MX NO.	18. DUN & BRADSTREET NO.	19. IRS/TAX ID NO. EIN#	SSN#	[REDACTED]
20. INTERNET E-MAIL ADDRESS KOWENMOFFOR@GMAIL.COM			21. CARRIER MILEAGE (to nearest 10,000 miles for Last Calendar Year) YEAR 12000 2022		

22. COMPANY OPERATION (Mark all that apply)
 A. Interstate Carrier B. Intrastate Hazmat Carrier C. Intrastate Non-Hazmat Carrier D. Interstate Hazmat Shipper E. Intrastate Hazmat Shipper F. Vehicle Registrant Only

23. OPERATION CLASSIFICATION (Circle All that Apply)
 A. Authorized For-Hire D. Private Passengers (Business) G. U. S. Mail J. Local Government
 B. Exempt For-Hire E. Private Passengers (Non-Business) H. Federal Government K. Indian Tribe
 C. Private Property F. Migrant I. State Government L. Other

24. CARGO CLASSIFICATIONS (Circle All that Apply)
 A. GENERAL FREIGHT F. LOGS, POLES, BEAMS, LUMBER J. FRESH PRODUCE P. GRAIN, FEED, HAY V. COMMODITIES DRY BULK BB. CONSTRUCTION
 B. HOUSEHOLD GOODS G. BUILDING MATERIALS K. LIQUIDS/GASES Q. COAL/COKE W. REFRIGERATED FOOD CC. WATER WELL
 C. METAL SHEETS; OILS; ROLLS H. MOBILE HOMES L. INTERMODAL CONT. R. MEAT X. BEVERAGES DD. OTHER
 D. MOTOR VEHICLES I. MACHINERY, LARGE OBJECTS M. PASSENGERS S. GARBAGE, REFUSE, TRASH Y. PAPER PRODUCTS
 E. DRIVE AWAY/TOWAWAY O. LIVESTOCK U. CHEMICALS AA. FARM SUPPLIES Z. UTILITY

25. HAZARDOUS MATERIALS CARRIED OR SHIPPED (Circle All that Apply) C-CARRIED S-SHIPPED B(BULK) - IN CARGO TANKS NB(NON-BULK) - IN PACKAGE

C	S	A. DIV 1.1	B	NB	C	S	K. DIV 2.2A (Ammonia)	B	NB	C	S	U. DIV 4.2	B	NB	C	S	EE. HRCQ	B	NB
C	S	B. DIV 1.2	B	NB	C	S	L. DIV 2.3A	B	NB	C	S	V. DIV 4.3	B	NB	C	S	FF. CLASS 8	B	NB
C	S	C. DIV 1.3	B	NB	C	S	M. DIV 2.3B	B	NB	C	S	W. DIV 5.1	B	NB	C	S	GG. CLASS 8A	B	NB
C	S	D. DIV 1.4	B	NB	C	S	N. DIV 2.3C	B	NB	C	S	X. DIV 5.2	B	NB	C	S	HH. CLASS 8B	B	NB
C	S	E. DIV 1.5	B	NB	C	S	O. DIV 2.3D	B	NB	C	S	Y. DIV 6.2	B	NB	C	S	II. CLASS 9	B	NB
C	S	F. DIV 1.6	B	NB	C	S	P. Class 3	B	NB	C	S	Z. DIV 6.1A	B	NB	C	S	JJ. ELEVATED TEMP MAT.	B	NB
C	S	G. DIV 2.1	B	NB	C	S	Q. Class 3A	B	NB	C	S	AA. DIV 6.1B	B	NB	C	S	KK. INFECTIOUS WASTE	B	NB
C	S	H. DIV 2.1 LPG	B	NB	C	S	R. Class 3B	B	NB	C	S	BB. DIV 6.1 Polson	B	NB	C	S	LL. MARINE POLLUTANTS	B	NB
C	S	I. DIV 2.1 (Methane)	B	NB	C	S	S. COM LIQ	B	NB	C	S	CC. DIV 6.1 SOLID	B	NB	C	S	MM. HAZARDOUS SUB(RQ)	B	NB
C	S	J. DIV 2.2	B	NB	C	S	T. DIV 4.1	B	NB	C	S	DD. CLASS 7	B	NB	C	S	NN. HAZARDOUS WASTE	B	NB
																	OO. ORM	B	NB

26. NUMBER OF VEHICLES THAT CAN BE OPERATED IN THE U.S.

	Straight Trucks	Truck Tractors	Trailers	Hazmat Cargo Tank Trucks	Hazmat Cargo Tank Trailers	Motor Coach	School Bus	Mini-bus	Van		Limousine						
							Number of vehicles carrying number of passengers (including the driver) below						1-8	9-15	1-8	9-15	16+
							1-8	9-15	16+	16+	1-8	9-15	1-8	9-15	16+		
OWNED	1					0	0	0	0	0	0	0	0	0			
TERM LEASED						0	0	0	0	0	0	0	0	0			
TRIP LEASED						0	0	0	0	0	0	0	0	0			

27. DRIVER INFORMATION

Within 100-Mile Radius	INTERSTATE		INTRASTATE		TOTAL DRIVERS		TOTAL CDL DRIVERS		
	0	2	0	0	2	2	0	0	0
Beyond 100-Mile Radius	0	0	0	0	0	0	0	0	0

28. IS YOUR U.S. DOT NUMBER REGISTRATION CURRENTLY REVOKED BY THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION?
 If Yes, enter your U.S. DOT Number. Yes _____ No X

29. PLEASE ENTER NAME(S) OF SOLE PROPRIETOR(S), OFFICERS OR PARTNERS AND TITLES (e.g. PRESIDENT, TREASURER, GENERAL PARTNER, LIMITED PARTNER)

1. KONGWENBIME MOFFOR, OWNER 2. _____
 (Please print Name) (Please print Name)

30. CERTIFICATION STATEMENT (to be completed by an authorized official)

I, KONGWENBIME MOFFOR (Please print Name), certify that I am familiar with the Federal Motor Carrier Safety Regulations and/or Federal Hazardous Materials Regulations. Under penalties of perjury, I declare that the information entered on this report is, to the best of my knowledge and belief, true, correct, and complete.

Signature KONGWENBIME MOFFOR Date 07/11/2023 Title OWNER
 (Please print)

EXHIBIT

7



DOT or Carrier Name *

3483962



Generated EST: 09-06-2024

Generated Local: 2024-09-06 16:07

**Unregistered
2024**

**Unregistered
2023**

USDOT#:

3483962

Legal Name:

FIND A DEAL LLC

DBA:

EVENT BUS COMPANY

Principal:

2107 W 46TH AVE
KANSAS CITY, KS 66103-3520
USA

Mailing:

2107 W 46TH AVE
KANSAS CITY, KS 66103-3520
USA

History



ENFORCEMENT LOGIN

EXHIBIT

8

INQUIRY ON: VIN/ [REDACTED] 3739

LICENSE: [REDACTED] STATE:KS TYPE:STANDARD

**STATUS

REGISTRATION:EXPIRED INSURANCE: TITLE:APPROVED

PLATE STATUS:ACTIVE

**VEHICLE

MAKE:FORD MODEL:E450 STYLE:VN

COLOR:WHITE YEAR:2007

EMPTY WGT:6850 GROSS WGT:12000

VIN: [REDACTED] 3739

**OWNER

PRIMARY:NDIKUM-MOFFOR,KONGWENEBIME OLN: [REDACTED]

ADDRESS: [REDACTED]

PHONE: [REDACTED]

EXHIBIT

9



Search for an Employer

USDOT#

or

Company Name

Country (optional)

State (optional)

There is no employer account associated with the DOT Number you entered. Please confirm the DOT Number is correct.

You can also try searching by motor carrier name (partial or full) and State/country, in case the carrier does not have a DOT Number associated with their Clearinghouse account.

Search

EXHIBIT

10

FIND A DEAL LLC (3483962)

DBA: EVENT BUS COMPANY

Last MCMIS Update: 7/11/2023

USDOT: 3483962

USDOT Status: A - Active (Real-time)

USDOT Status Date: 2020-09-09

Carrier Name: FIND A DEAL LLC

DBA Name: EVENT BUS COMPANY

Tax ID Number: [REDACTED]

Tax ID Type: S

Street: 2107 W 46TH AVE

City: KANSAS CITY

State: KS

Zip: 66103-3520

Phone: 9139525666

Fax: (No data available)

Email: KOWENMOFFOR@GMAIL.COM

Mailing Address: 2107 W 46TH AVE
KANSAS CITY, KS 66103-3520

PRISM Targeted: NO (Real-time)

Federal OOS Level: NO (Real-time)

Operating Status: NOT AUTHORIZED

Class Code: 01 - AuthorizedForHire

ISS2 Score: 64

Hazmat Status: (No data available) - Unknown

Entity Type: C - Carrier

Interstate: No

Intrastate (Non-HM): Yes

Intrastate (HM): No

Quantity Power Units: 1

Quantity Drivers CDL: 0

MCS150 Update Date: 7/11/2023

MC Number 1: (No data available)

MC Number 2: (No data available)

MC Number 3: (No data available)

EXHIBIT

11

- Dashboard
- Search
- Documents
- Messages
- Exception Transactions

- Motor Carrier
- Fleet
- Invoices
- Insurance
- Entrant
- Driver Profile
- MVR**

Drivers License/CDL#:

[Search MVR](#)

```

NDIKUM MOFFOR KONGWENE BIME      DOB/ [REDACTED]  VALID DL# [REDACTED]
SEX/M EYE/BRO HGT/603 WGT/220 IMG/  OLD DL#
STATUS: REG:VALID KANSAS  CDL:      SOC/
OLN/ [REDACTED] TYPE/REGULAR  CLASS/C  CDLCLASS/  PREV OLN/
ENDOR/ ISS/08302024 EXP/09222030 RENEWAL/00000000 OIS/ 06292001
2107 W 46TH AVE
KANSAS CITY KS 66103-3520
ACC/11172022 JUR/KS LCLJUR/JO SVRTY/4 HAZMAT/N CDL/N CMV/N CASE/0024254
CNV ST/  CNV LCL/  CRT TYP/  CMV IND/  CDL IND/
H2D MAT/  SPD LMT/  ACT SPD/
CNV/N50:IMPROPER TURN              CITD/09072022 CNVD/10092022
CNV ST/MO CNV LCL/  CRT TYP/MUN CMV IND/N  CDL IND/
H2D MAT/N SPD LMT/  ACT SPD/
ENDOFDATA
    
```

CERTIFICATE OF SERVICE

25-TRAM-154-PEN

I, the undersigned, certify that a true copy of the attached Order has been served to the following by means of first class mail and electronic service on 12/19/2024.

AHSAN LATIF, LITIGATION COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604
ahsan.latif@ks.gov

Kongwenebime Moffor, OWNER
Find A Deal LLC
D/B/A Event Bus Company
2107 W 46th Ave
Kansas City, KS 66103
kowenmoffor@gmail.com

/S/ KCC Docket Room
KCC Docket Room