

PROGRAM-WIDE SEPA REVIEW

COMMON CARRIER HAZARDOUS MATERIALS PERMITS

Agency: Utilities and Transportation Commission (UTC)
Date: May 13, 2010

Determination of the Impact on Environmental Elements

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
1. Earth	<p>a. General description of the site (flat, rolling, hilly, steep, mountainous, other).</p> <p>b. The steepest slope on the site.</p> <p>c. General types of soils found on the site (clay, sand, gravel, peat, muck), including the classification of agricultural soils and any prime farmland, if known.</p> <p>d. Description of any surface indications or history of unstable soils in the immediate vicinity.</p> <p>e. Purpose, type, and approximate quantities of any filling or grading proposed and the source of the fill.</p> <p>f. Description of any erosion that could occur as the result of clearing, construction, or use.</p> <p>g. The percentage of the site that will be covered with impervious surfaces after project construction (i.e., asphalt or buildings).</p> <p>h. Proposed measures to reduce or control erosion or other impacts to the earth, if any.</p>	No assessment required	The factors that DOE requires UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Earth.
2. Air	<p>a. The type of air emissions that would result during construction and once completed and the approximate quantities, if known. Types of emissions include dust, automobile, odors, and industrial wood smoke.</p>	No adverse impact	<p>a. UTC has no role in assessing air emissions that result during construction or once completed. This refers to the site on which a building or other structure is built. All construction projects require a building permit from the local</p>

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
3. Water	<p>b. Any offsite sources of emissions or odors that may affect granting the application.</p> <p>c. Proposed measures to reduce or control emissions or other impacts to air, if any.</p>	No assessment required	<p>jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of air emissions.</p> <p>b. Presumably, granting an application for transportation of hazardous materials will increase the number of commercial vehicles and the number of trips those commercial vehicles make. Any increase in commercial vehicle traffic will increase vehicle emissions released into the air. The Environmental Protection Agency (EPA) has mandatory standards for emission control for commercial vehicles (see 40 CFR Part 86, Subpart D, and Subpart N). Since any vehicles owned by applicants for a permit must meet EPA standards, we do not believe that any increased emissions would affect granting the application.</p> <p>c. In order to reduce or control emissions, applicants are required to meet EPA standards for emissions. The EPA, in 40 CFR Part 86, Subpart D, and Subpart N, sets regulations for the control of emissions for gasoline and diesel-fueled heavy duty trucks and commercial buses. This includes acceptable emission levels for carbon monoxide, hydrocarbon, nitrogen oxide, and particulate matter.</p>
	a. (1) The type and names of any surface water body on or in the immediate vicinity of the site, including what stream or river it flows		The factors that DOE requires UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
	<p>into.</p> <p>(2) Describe and attach available plans if the project will require any work over, in, or within 200 feet of the surface water.</p> <p>(3) The amount of fill and dredge material that would be placed in or removed from the surface water, the area of the site that would be affected, and the source of fill.</p> <p>(4) General description, purpose, and approximate quantities of any surface water withdrawals or diversions.</p> <p>(5) If the proposal lies within a 100-year flood plain, then the location.</p> <p>(6) Describe the type of waste and anticipated volume of waste, if any, that will be discharged to surface waters.</p> <p>b. (1) General description, purpose, and approximate quantities, if known, if any ground water that will be withdrawn or be discharged to ground water.</p> <p>(2) Describe any waste material that will be discharged into the ground from septic tanks or other sources, if any, and describe the general size of the system, the number of systems, the number of houses to be served, or the number of animals or humans the systems are expected to serve.</p> <p>c. (1) Describe the source of water runoff, including storm water, and method of collection and disposal, if any. Include quantities, if known, where the water will</p>		<p>other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Water.</p>

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
	<p>flow, and whether and how runoff will flow into other waters. (2) Describe how waste materials may enter ground or surface water.</p> <p>d. Describe any proposed measures to reduce or control surface, ground, and runoff waster impacts, if any.</p>		
4. Plants	<p>a. Determine whether the vegetation on the site includes:</p> <ul style="list-style-type: none"> • Deciduous trees (alder, maple aspen, other) • Evergreen trees (fir, cedar, pine, other) • Shrubs, grasses, or pasture • Crop or grain • Wet soil plants (cattail, buttercup, bulrush, skunk cabbage, other) • Water plants (water lily, eelgrass, milfoil, other) • Other types of vegetation <p>b. Describe what kind of vegetation will be removed or altered.</p> <p>c. List threatened or endangered species known to be on or near the site.</p> <p>d. Describe any proposed landscaping, use of native plants, or other measures to preserve or enhance the vegetation on the site.</p>	No assessment required	The factors that DOE requires UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Plants.
5. Animals	<p>a. List any birds and animals that have been observed on or near the site or are known to be on or near the site, including:</p> <ul style="list-style-type: none"> • Birds (hawk, heron, eagle, songbirds, other) • Mammals (deer, bear, elk, beaver, other) 	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
6. Energy and Natural Resources	<ul style="list-style-type: none"> • Fish (bass, salmon, trout, herring, shellfish, other) b. List any threatened or endangered species know to be on or near the site. c. Explain if the site is part of a migration route. d. Describe any proposed measures to preserve or enhance wildlife, if any. 	No assessment required	<p>lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Animals.</p> <p>The factors that DOE requires the UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Energy and Natural Resources.</p>
7. Environmental Health	<ul style="list-style-type: none"> a. Describe what kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs and for what it will be used for (heating, manufacturing, or other). b. Describe how the proposed project would affect the potential use of solar energy by adjacent properties, if applicable. c. Describe any energy conservation features included in the plans of the proposal, or any proposed measures to reduce or control energy impacts. 	No adverse impact	<p>a. The applicants in this case are applying to transport hazardous materials throughout the state of Washington, generally by semi or tanker truck. By the very nature of the work, there is a risk of an accident that results in a hazardous materials spill.</p> <p>(1) Special emergency services may include police, fire, paramedics, and the appropriate state or local hazardous materials spill response team members.</p> <p>(2) There are three primary measures in place designed to reduce, control, or mitigate a hazardous materials spill.</p>
	<ul style="list-style-type: none"> a. Describe any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of the proposal. (1) Describe special emergency services that might be required. (2) Describe any proposed measures designed to reduce or control environmental health hazards. 		
	<ul style="list-style-type: none"> b. (1) Describe the types of noise that exists in the area which may affect your project 		

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
	<p>(traffic, equipment, operation, other).</p> <p>(2) Describe the types and levels of noise that would be created or associated with the project on a short-term or long-term basis (traffic, equipment, operation, other). Indicate what hours noise would come from the site.</p> <p>(3) Describe any proposed measures to reduce or control noise impacts.</p>		<ul style="list-style-type: none"> First, the Federal Motor Carrier Safety Administration has adopted, on an interstate level, specific requirements for hazardous materials haulers designed to ensure the safety of the load, the vehicle, the driver, and the public (see 49 CFR, Part 397). The Washington State Patrol has adopted these same requirements for intrastate haulers (see WAC 446-65-010). Second, hazardous materials haulers are required to have a level of liability insurance higher than that of general freight haulers (see WAC 480-14-250). General freight haulers must have \$750,000 in liability insurance. Hazardous materials haulers must have \$5,000,000 in liability insurance (except for limited exceptions such as non-combustible oil). Third, the state of Washington has a hazardous materials spill response team ready to respond quickly and effectively to any reported spill. The team is comprised of the Hazardous Materials Incident Command List appointee for each entity as required by RCW 70.136.030. The team also includes the SERC Hazardous Materials Response Team, responsible for responding to spills within their region. The State Patrol coordinates these two entities to help respond to spills throughout the state.

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			<p>b. (1) The UTC has no role in assessing noise levels during construction of a project. This refers to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of air emissions during construction.</p> <p>(2) Presumably, granting an application for transportation services will increase the number of commercial vehicles and the number of trips those commercial vehicles make. Any increase in commercial vehicle traffic will increase levels of noise in the area, presumably on a long-term basis. Noise is likely to increase due to increased commercial vehicle traffic at all hours of the day and night. The Federal Motor Carrier Safety Administration (FMCSA) has mandatory standards for allowable noise levels for commercial vehicles operated interstate (see 49 CFR Part 325). The Washington State Patrol (WSP) has adopted these same mandatory standards for allowable noise levels for commercial vehicles operated intrastate (see WAC 446-65-010). Because any vehicles owned by applicants for a permit must meet FMCSA</p>

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8. Land and Shoreline Use	<ul style="list-style-type: none"> a. Describe the current use of the site and adjacent properties. b. Describe any past agricultural use of the site. c. Describe any structures on the site. d. Explain if any structures will be demolished. e. Explain the current zoning classification of the site. f. Explain the current comprehensive plan designation of the site. g. Explain the current shoreline master program designation of the site, if any. h. Explain if, and why, any part of the site has been classified as an “environmentally sensitive” area. i. List how many people would reside in, or work in, the completed project. j. Describe any proposed measures to avoid or reduce displacement impacts. k. Describe any proposed measures to ensure 	No assessment required	<p>and WSP standards, we do not believe that any increased noise would affect granting the application.</p> <p>(3) In order to reduce or control noise impacts, applicants are required to meet FMCSA standards for noise levels for interstate operations. The FMCSA, in 49 CFR Part 325, sets regulations for the control of noise levels. In addition, applicants are required to meet these same standards, as required by WSP, for noise levels for intrastate operations (see WAC 446-65-010).</p>
			<p>The factors that DOE requires the UTC to consider in making a determination of the impact of granting or an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Land and Shoreline Use.</p>

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9. Housing	<p>the proposal is compatible with existing and projected land uses and plans.</p> <ol style="list-style-type: none"> List how many units would be provided and indicate whether each would be high, middle, or low-income housing. List how many units would be eliminated and indicate whether each would be high, middle, or low-income housing. Describe any proposed measures to avoid or reduce housing impacts. 	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting or other structure refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Housing.
10. Aesthetics	<ol style="list-style-type: none"> List the tallest height of any proposed structures, not including antennas. Describe the proposed principle exterior building material. Describe any views in the immediate vicinity that would be altered or obstructed. Describe any proposed measures to reduce or control aesthetic impacts. 	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting or other structure refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Aesthetics.
11. Light and Glare	<ol style="list-style-type: none"> Describe the type of light or glare that the proposal will produce, including the time of day it would mainly occur. Explain whether light or glare from the finished project could be a safety hazard or interfere with views. 	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting or other structure refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the

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	<ul style="list-style-type: none"> c. Describe any existing off-site sources of light or glare that may affect the proposal. d. Describe any proposed measures to reduce or control light or glare. 		<p>lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Light and Glare.</p>
12. Recreation	<ul style="list-style-type: none"> a. Describe any designated and informal recreational opportunities in the immediate vicinity. b. Explain how the proposed project would displace any existing recreational uses. c. Describe any proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant. 	No assessment required	<p>The factors that DOE requires the UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Recreation.</p>
13. Historic and Cultural Preservation	<ul style="list-style-type: none"> a. Describe any place or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site. b. Describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. 	No assessment required	<p>The factors that DOE requires the UTC to consider in making a determination of the impact of granting an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Historic and Cultural Preservation.</p>

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14. Transportation	<p>a. Identify public streets and highways serving the site, and describe any proposed access to the existing street system. Indicate on site plans.</p> <p>b. Explain if the site is current served by public transit and, if not, indicate the approximate distance to the nearest transit stop.</p> <p>c. List how many parking spaces the completed project would have, and how many the project would eliminate.</p> <p>d. Describe if and how the proposal will require any new roads or streets, or improvements to existing roads or streets, not including driveways.</p> <p>e. Indicate whether and how the project will use, or occur in the immediate vicinity of, water, rail, or air transportation.</p> <p>f. Indicate how many vehicle trips per day would be generated by the completed project and when peak volumes would occur.</p> <p>g. Describe any proposed measures to reduce or control transportation impacts.</p>	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting or an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Transportation.
15. Public Services	<p>a. Explain if the project would result in an increased need for public services such as fire protection, police protection, health care, schools, or other.</p> <p>b. Describe any proposed measures to reduce or control direct impacts on public services.</p>	No adverse impact	Granting an application for transportation of hazardous materials does not result in an increased need for public services. It may be that, in the case of a hazardous materials spill, increased public services are needed. That scenario is described in Factor 7, Environmental Health, above.
16. Utilities	<p>a. List utilities currently available at the site, including electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, or other.</p> <p>b. Describe the utilities proposed for the project, the utility providing the service, and</p>	No assessment required	The factors that DOE requires the UTC to consider in making a determination of the impact of granting or an application refer to the site on which a building or other structure is built. All construction projects require a building permit from the local jurisdiction (i.e., county). In that case, the county becomes the

Environmental Element	DOE description of the factors to consider	UTC Determination	Reason for UTC Determination
	<p>the general construction activities on the site or in the immediate vicinity which might be needed.</p>		<p>lead agency and is required to complete a SEPA review for the entire project. The local agency may request that the UTC participate in the review in some way. The UTC is prepared to assist the local agency if requested. Absent such a request, the UTC has no role in assessing the impact of the environmental element Utilities.</p>

PART A

TV# 111563

RECEIVED

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

1300 S Evergreen Park Dr SW, PO Box 47250, Olympia, WA 98504-7250

Telephone (360) 664-1222 - Fax (360) 586-1181

Intrastate Common Carrier Operating Authority

APPLICATION FOR PERMIT

(excluding Household Goods and Common Carrier Brokers)

WASH. UT. & TP. COMM

AMEX

FOR OFFICIAL USE ONLY

Reception Number: 033546	Safety: 9-20-11	Carrier ID#: 6610
111 0268 200 02 275-	Insurance: FOM	Employee: JWE

TYPE OF APPLICATION (check one)

New Common Carrier Permit Authority, or Transfer of Existing Permit Number	Extension of Common Carrier Permit Authority
<input type="checkbox"/> \$275 GENERAL COMMODITIES ONLY	<input type="checkbox"/> \$100 GENERAL COMMODITIES, including ARMORED CAR SERVICE
<input type="checkbox"/> \$275 GENERAL COMMODITIES, including ARMORED CAR SERVICE	<input type="checkbox"/> \$100 GENERAL COMMODITIES, including HAZARDOUS MATERIALS
<input checked="" type="checkbox"/> \$275 GENERAL COMMODITIES, including HAZARDOUS MATERIALS	<input type="checkbox"/> \$100 GENERAL COMMODITIES, including HAZARDOUS MATERIALS and ARMORED CAR SERVICE
<input type="checkbox"/> \$275 GENERAL COMMODITIES, INCLUDING HAZARDOUS MATERIALS and ARMORED CAR SERVICE	
<input type="checkbox"/> \$100 REINSTATEMENT OF CANCELLED COMMON CARRIER PERMIT (Must be filed within 10 months of cancellation)	

For Commission Use Only: Auth #: 1311810

TYPE OF PAYMENT

Check Money Ord

CERTIFICATION: I, the undersigned, under penalty for false statement, certify that the following information is true and correct, that I am authorized to execute and file this document on behalf of the applicant, and that all information on file is current and valid.

Name (printed): Geni Amaral Date: 8/11/11
 Signature: _____ Title: V.P.

MOTOR CARRIER IDENTIFICATION

CC#: 64385	US DOT#: 1047145	WA UNIFIED BUSINESS IDENTIFIER (UBI) #: 603 136 621
APPLICANT NAME: Atech Logistics, Inc.		PHONE#: 707-526-1910
d/b/a:		FAX #: 707-526-1924
BUSINESS (MAILING) ADDRESS: PO Box 6836		
(street address, P.O. Box)		
(city, state, zip) Santa Rosa, CA 95406		
PHYSICAL ADDRESS: (street address, if different)		
7 College Ave, Santa Rosa, CA 95401		

OK 9-20-11

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TYPE OF BUSINESS STRUCTURE
(check individual or complete partnership/corporation information)

INDIVIDUAL PARTNERSHIP CORPORATION (LP, LLP, LLC)
 STATE OF INCORPORATION CA

NAME **TITLE** **ADDRESS** **STOCK DISTRIBUTION OR PERCENTAGE OF SHARE**

Jesse Edward Amara & Geri Lynn Amara Trustees
of the Amara Family Trust dated 7/7/97 100%

TRANSFER OF PERMIT NUMBER

Complete this section if you are transferring an existing permit to a new owner. List name of current permit holder and permit number to be transferred. The current permit holder must sign below to authorize the transfer of the permit number.

NAME ON PERMIT: _____ PERMIT NUMBER: _____

Signature of current permit holder _____ Date _____

INSURANCE REQUIREMENTS (must check one)
A permit will not be issued until acceptable insurance is received.

You will not haul hazardous materials in any quantity. You will only operate vehicles with a GVWR of less than 10,000 pounds. You must obtain \$300,000 in Public Liability and Property Damage Insurance. You do not need to complete Part B.

You will not haul hazardous materials in any quantity. You will operate vehicles with a GVWR of 10,000 pounds or more. You must obtain \$750,000 in Public Liability and Property Damage Insurance. You must complete Part B.

You will haul hazardous materials requiring \$1 million in Public Liability and Property Damage insurance. You must complete Part C, Sections 1 and 2.

You will haul hazardous materials requiring \$5 million in Public Liability and Property Damage Insurance. You must complete Part C, Sections 1 and 2.

MOTOR VEHICLE LIST (Attach additional pages if necessary)

UNIT#	LICENSE#	STATE	VIN#
<i>SEE ATTACHED</i>			

Signature _____

I, as applicant, understand that the filing of this application does not in itself constitute authority to operate and that no operations may be conducted until a permit is received from the Commission. I hereby declare and affirm that the information contained in this application is true to the best of my knowledge and belief.

[Signature] 8/11/11
 Signature(s) Date

PART B

SAFETY FITNESS SURVEY FOR ALL APPLICANTS THAT OPERATE A VEHICLE OVER 10,000 GVWR

Companies applying to transport any commodity must complete this survey.

Instructions: In each category shown below, list the person and/or position responsible for understanding, maintaining, and complying with current Federal Motor Carrier Safety Administration (FMCSA) regulations in the Code of Federal Regulations at 49 CFR. The requirement to comply with current FMCSR is mandated by the Washington State Patrol (WSP) in its rules, Washington Administrative Code (WAC) 446-65.

Copies of the FMCSR's are available from several vendors. These include, but are not limited to:

- Washington Trucking Association, 930 S. 336th St., Suite B, Federal Way, WA 98003, www.wtatrucking.com, (800) 732-9019 or (253) 838-1650.
- J. J. Keller & Associates, Inc., 3003 W. Breezewood Lane, Neenah, WI 54957, www.jjkeller.com, (877) 564-2333.
- Willamette Traffic Bureau, 16303 NE Cameron Blvd, Portland, OR 97230-5030, www.wtbtraffic.com, (503) 236-1183.
- US Government Printing Office, 732 N. Capital Street, NW, Washington, DC 20401, www.gpo.gov, (866) 512-1800.

Controlled Substances and Alcohol Testing

Name: TRAVIS NOZTHERN Position: DIRECTOR - LOGISTICS

Any driver who operates a vehicle that meets the definition of a commercial motor vehicle as described below must have a valid CDL. The definition of a commercial motor vehicle is a vehicle that:

- has a gross combined weight rating of 26,001 pounds that includes a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or
- has a gross vehicle weight rating of 26,001 pounds or more; or
- is designed to transport 16 or more passengers, including the driver; or
- is of any size and is used to transport hazardous materials of an amount that requires placarding under hazardous materials regulations.

Any person who drives a commercial motor vehicle requiring a CDL must participate in a controlled substance and alcohol testing program as required by FMCSA in 49 CFR Part 382 and 49 CFR Part 40, and by the WSP in WAC 446-65-010.

Commercial Drivers License (CDL) Requirements

Name: TRAVIS NOZTHERN Position: DIRECTOR - LOGISTICS

Any driver who operates a vehicle that meets the definition of a commercial motor vehicle as described below must have a valid CDL, as required by the Washington State Department of Licensing. The definition of a commercial motor vehicle is a vehicle that:

- has a gross combined weight rating of 26,001 pounds that includes a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or
- has a gross vehicle weight rating of 26,001 pounds or more; or
- is designed to transport 16 or more passengers, including the driver; or
- is of any size and is used to transport hazardous materials of an amount that requires placarding under hazardous materials regulations.

Driver Qualification Requirements

Name: TRAVIS NORTHERN Position: DIRECTOR - LOGISTICS

Each company must maintain a complete Driver Qualification File for each employee authorized to drive motor vehicles as required by FMCSR Part 391.51 and by the WSP in WAC 446-65-010. Owner/operators that work exclusively in intrastate commerce within Washington have limited exemptions. Owners/operators that conduct any interstate operations must maintain a complete file on themselves and any other driver that they may use.

Drivers Hours of Service

Name: TRAVIS NORTHERN Position: DIRECTOR - LOGISTICS

Each company must maintain true and accurate hours of service records for each individual that drives a motor vehicle as required by the FMCSA in 49 CFR, Part 395.1(e) and by the WSP in WAC 446-65-010.

Vehicle Inspection, Repair, and Maintenance

Name: TRAVIS NORTHERN Position: DIRECTOR - LOGISTICS

Each company must prepare a written "Driver Vehicle Inspection Report" on each vehicle used each day as required by the FMCSA in 49 CFR, Part 396.11 and by the WSP in WAC 446-65-010. In addition, each company must maintain certain required records for each vehicle that includes the following, as required by the FMCSA in 49 CFR, Part 396.3 and by the WSP in WAC 446-65-010:

- Identification of the vehicle.
- The nature and due date of various inspection and maintenance operations to be performed.
- A record of inspections, repairs and maintenance indicating their date and nature.

All companies must conduct periodic inspections as required by the FMCSA in 49 CFR, Part 396.17 and by the WSP in WAC 446-65-010.

Signature

My signature below certifies that I understand my responsibility as a motor carrier and I will comply with all the safety requirements which apply to my operations.


Signature of applicant

8/10/11
Date

PART C – SECTION 1

SAFETY FITNESS SURVEY FOR HAZARDOUS MATERIALS APPLICANTS

Companies applying to transport hazardous materials must complete this survey.

1. Name the person or position responsible for maintaining and understanding current hazardous material regulations.

TRAVIS NORTHERN - DIRECTOR LOGISTICS

2. Are drivers provided with a current copy of Emergency Response Information as required by Title 49 CFR, Part 172.600? Yes No

3. Are drivers trained in the use of Emergency Response Information? Yes No

4. Is the Emergency Response Information carried in the vehicle? Yes No

5. Name the person or position responsible for providing training to all employees handling hazardous materials as required by Title 49 CFR, Part 177.800 and 177.816.

TRAVIS NORTHERN - DIRECTOR LOGISTICS

6. Are you familiar with accident reporting requirements in Title 49 CFR, Part 177, Subpart D? Yes No

7. Who is responsible for completing hazardous materials shipping papers?

SHIPPER - NAPA AUTO PARTS WILL PROVIDE SHIPPING PAPERS

8. Where are hazardous material shipping papers located during transportation?

WITHIN REACH OF THE DRIVER / DOOR POCKET ON DRIVER'S DOOR

9. If you transport Radioactive Materials, name person or position that will be familiar with and provide training to employees for all transportation under CFR, Part 173, Subpart I - Radioactive Materials.

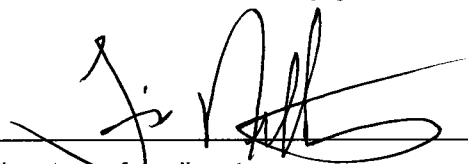
N/A

10. Please attach a copy of your US Pipeline and Hazardous Materials Safety Administration (PHMSA) permit.

8-30-11 - copy From PHMSA WEB

Signature

My signature below certifies that I understand my responsibility as a transporter of hazardous materials and I will comply with all the safety requirements which apply to my operations.



Signature of applicant

8/10/11
Date

PART C – SECTION 2

HAZARDOUS MATERIALS QUESTIONNAIRE

Companies applying to transport hazardous materials must complete the following questions.

1. Please indicate if you plan to transport:

- Petroleum or petroleum products in bulk in tank-type vehicles Yes No
- Radioactive substances Yes No
- Explosives Yes No
- Corrosives Yes No

2. As part of transporting any of these four materials, do you or your company intend to build, or have someone else build, install or otherwise create a new structure, or a new addition to an existing structure? Yes No

- If yes, does the proposed construction require a building permit by a city, county or other governmental agency? Yes No
- If yes, which governmental agency will issue the permit? _____
- If yes, please explain what you intend to build: _____

3. In granting an application for hazardous materials transportation, the commission is required to consider possible impacts such transportation may have on the environment. Please answer the following questions related to possible environmental impacts:

- a. Do you understand you are required to comply with Washington State Patrol safety standards for hazardous materials transportation, as defined in WAC 446-65-010?
 Yes No
 - b. Do you understand that you are required to comply with Washington State Patrol noise emission standards for commercial motor vehicles, as defined in WAC 446-65-010?
 Yes No
 - c. Do you understand that in the case of a hazardous materials spill, you must immediately contact the local emergency services agency, such as the 911 operator?
 Yes No
- If your answer to a, b, or c is no, please explain: _____

VIN	Penske Vehicle # (if applicable)	Vehicle Year	Vehicle Make	Vehicle Model and type	Plate Number	Licensed State
1FUJA6CK67PX64592	807794	2007	FREIGHTLINER	CL120 TRACTOR	24429RP	WA
1FUJA6CK17PX64659	807795	2007	FREIGHTLINER	CL120 TRACTOR	25604RP	WA
1FUJA6CK87PX64660	807796	2007	FREIGHTLINER	CL120 TRACTOR	26545RP	WA
1FUJA6CKX7PX64661	807797	2007	FREIGHTLINER	CL120 TRACTOR	26161RP	WA
1FUJA6CK17PX64662	807798	2007	FREIGHTLINER	CL120 TRACTOR	29914RP	WA
1FUJA6CK35LU72001	892415	2005	FREIGHTLINER	CL120 TRACTOR	29288RP	WA

NAPA Spokane

April 6, 2011

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION**



**HAZARDOUS MATERIALS
CERTIFICATE OF REGISTRATION
FOR REGISTRATION YEAR(S) 2009-2012**

Registrant: ATECH LOGISTICS INC
Attn: GERI AMARAL
PO BOX 6836
SANTA ROSA, CA 95406

This certifies that the registrant is registered with the U.S. Department of Transportation as required by 49 CFR Part 107, Subpart G.

This certificate is issued under the authority of 49 U.S.C. 5108. It is unlawful to alter or falsify this document.

Reg. No: 061509 552 007RT Issued: 08/30/2011 Expires: 06/30/2012

Record Keeping Requirements for the Registration Program

The following must be maintained at the principal place of business for a period of three years from the date of issuance of this Certificate of Registration:

- (1) A copy of the registration statement filed with PHMSA; and
- (2) This Certificate of Registration

Each person subject to the registration requirement must furnish that person's Certificate of Registration (or a copy) and all other records and information pertaining to the information contained in the registration statement to an authorized representative or special agent of the U. S. Department of Transportation upon request.

Each motor carrier (private or for-hire) and each vessel operator subject to the registration requirement must keep a copy of the current Certificate of Registration or another document bearing the registration number identified as the "U.S. DOT Hazmat Reg. No." in each truck and truck tractor or vessel (trailers and semi-trailers not included) used to transport hazardous materials subject to the registration requirement. The Certificate of Registration or document bearing the registration number must be made available, upon request, to enforcement personnel.

For information, contact the Hazardous Materials Registration Manager, PHH-62, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590, telephone (202) 366-4109.

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION**



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For information, contact the Hazardous Materials Registration Manager, PHH-62, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590, telephone (202) 366-4109.

Form E
UNIFORM MOTOR CARRIER BODILY INJURY AND PROPERTY
DAMAGE LIABILITY CERTIFICATE OF INSURANCE
(Executed in Triplicate)

N/R

Filed with Washington Utilities and Transportation Commission (hereinafter called Commission)
(Name of Commission)

This is to certify, that the Zurich American Insurance Company
(Name of Company)

(hereinafter called Company) of 1400 American Lane, Schaumburg, Illinois 60196
(Home Office Address of Company)

has issued to Atech Logistics, Inc. of PO Box 6836, Santa Rosa, CA 95406
(Name of Motor Carrier) (Address of Motor Carrier)

a policy or policies of insurance effective from 05/01/2011 12:01 A.M. standard time at the address of the insured stated in said policy or policies and continuing until cancelled as provided herein, which, by attachment of the Uniform Motor Carrier Bodily Injury and Property Damage Liability Insurance Endorsement, has or have been amended to provide automobile bodily injury and property damage liability insurance covering the obligations imposed upon such motor carrier by the provisions of the motor carrier law of the State in which the Commission has jurisdiction or regulations promulgated in accordance therewith.

Whenever requested, the Company agrees to furnish the Commission a duplicate original of said policy or policies and all endorsements thereon.

This certificate and the endorsement described herein may not be cancelled without cancellation of the policy to which it is attached. Such cancellation may be effected by the Company or the insured giving thirty (30) days' notice in writing to the State Commission, such thirty (30) days' notice to commence to run from the date notice is actually received in the office of the Commission.

Countersigned at 13810 FNB Parkway Omaha NE 68154
(Street Address) (City) (State) (Zip Code)

this 12th day of August 20 11

Insurance Company File No. TRK3888663
(Policy Number)


(Authorized Company Representative)

RECEIVED
AUG 16 2011
WASH. UT. & TP. COMM