

SETTLEMENT AGREEMENT AND RELEASE

This SETTLEMENT AGREEMENT AND RELEASE (hereinafter "Agreement") is entered into between the STATE OF CALIFORNIA AIR RESOURCES BOARD (hereinafter "ARB") 1001 I Street, Sacramento, California 95814, and EAGLE TRANSPORTATION, 4325 Santa Rosa Avenue, Santa Rosa, CA, 95407.

I. RECITALS

- (1) California Health and Safety Code (*H&SC*) Section 44011.6 established the Heavy Duty Vehicle Inspection Program (HDVIP). It authorizes ARB to inspect on-road heavy-duty vehicles for excessive smoke emissions and engine tampering and to issue citations, accordingly. The program also requires the vehicle owner to repair its engines that exceed the prescribed ARB smoke opacity standards, perform a post-repair opacity test, and submit proof of repairs and any assessed penalties under the Regulations of the Heavy-Duty Smoke Inspection Program, Chapter 3.5, Sections 2180-2188, Title 13, California Code of Regulations (CCR).
- (2) *H&SC* Section 43701 provides that ARB shall adopt regulations that require owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excess smoke emissions.
- (3) Title 13, CCR sections 2190 et seq. was adopted under the authority of *H&SC* section 43701 and, with limited exceptions, which are not applicable here, apply to all heavy-duty diesel powered vehicles with gross vehicle weight ratings greater than 6,000 pounds that operate on the streets or highways within the State of California.
- (4) Title 13, CCR sections 2190 et seq. authorize the Periodic Smoke Inspection Program (PSIP) which requires the owners and operators of California based vehicle fleets of two or more heavy duty diesel motor vehicles with gross vehicle weight ratings greater than 6,000 pounds that operate on the streets or highways within the State of California to conduct annual smoke opacity inspections of their vehicles that are four years older than the model year of the vehicle's engine.
- (5) Title 13, CCR section 2192 (a) requires inter alia that the owner of the vehicle "[t]est the vehicle for excessive smoke emissions periodically according to the inspection intervals specified in section 2193 (a), (b), and (c)", "[m]easure the smoke emissions for each test...", "[r]ecord the smoke test opacity levels and other required test information as specified in section 2194..." and "[k]eep the records specified in section 2194 for two years after the date of inspection."
- (6) *H&SC* Section 43016 states, "Any person who violates any provision of this part, or any order, rule, or regulation of the state board adopted pursuant to this part, and for which violation there is not provided in this part any other specific civil

penalty or fine, shall be subject to a civil penalty of not to exceed five hundred dollars (\$500.00) per vehicle.”

- (7) The ARB considers testing, measuring, recording, and recordkeeping to be critical components in reducing excessive smoke emissions from these heavy-duty vehicles.
- (8) ARB contends EAGLE TRANSPORTATION failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy-duty diesel vehicles for 2009 and 2010 in violation of Title 13, CCR Sections 2190 et seq.
- (9) ARB contends EAGLE TRANSPORTATION failed to provide evidence that their vehicles have emission control labels (ECL) attached to the engines of heavy-duty diesel vehicles in its fleet in violation of H&SC, section 44011.6, and CCR, title 13, section 2183, et seq.
- (10) Health and Safety Code, Sections 39674 (a) and (b) authorize civil penalties for the violation of the programs for the regulation of toxic air contaminants not to exceed one thousand dollars (\$1,000.00) or not to exceed ten thousand dollars (\$10,000.00) respectively, for each day in which the violation occurs.
- (11) EAGLE TRANSPORTATION is willing to enter into this Agreement solely for the purpose of settlement and resolution of this matter with ARB. ARB accepts this Agreement in termination of this matter. Accordingly, the parties agree to resolve this matter completely by means of this Agreement, without the need for formal litigation, and therefore agree as follows:

II. TERMS & RELEASE

In consideration of ARB not filing a legal action against EAGLE TRANSPORTATION for the violations alleged above, ARB and EAGLE TRANSPORTATION agree as follows:

- (1) Upon execution of this Agreement, EAGLE TRANSPORTATION shall pay a civil penalty of eight thousand and seventy five dollars (\$8,075.00). Payment shall be made in check form as described below, in four monthly payments beginning on August 3rd, 2011

SETTLEMENT AGREEMENT AND RELEASE ARB AND EAGLE TRANSPORTATION:

Payment Due Date:		In the Amount of and Paid to:
(1)	8/3/2011	\$2,018.75 paid to Peralta Community College District
(2)	9/3/2011	\$2,018.75 paid to California Air Pollution Control Fund
(3)	10/3/2011	\$2,018.75 paid to California Air Pollution Control Fund
(4)	11/3/2011	\$2,018.75 Paid to California Air Pollution Control Fund

All payments and documents shall be sent to the attention of:

Robbie Morris, Air Pollution Specialist
Air Resources Board, Enforcement Division
P.O. Box 2815
Sacramento, CA 95812

- (2) EAGLE TRANSPORTATION shall not violate H&SC sections 43701 *et seq.* and 44011.6 *et seq.* and Title 13, CCR Sections 2180 *et seq.*, 2190 *et seq.*, and 2485 *et seq.*
- (3) EAGLE TRANSPORTATION shall comply with one or both of the following options to attend the California Council on Diesel Education and Technology (CCDET) class, as described on the ARB webpage at <http://www.arb.ca.gov/enf/hdvip/hdvip.htm>. This class is conducted by various California Community Colleges and instructs attendees on compliance with the PSIP and the HDVIP.
 - (a) EAGLE TRANSPORTATION shall have at least one staff member responsible for compliance with the PSIP and the HDVIP attend the CCDET class. Proof of CCDET completion shall be provided to ARB within one year of the date of this Agreement and shall be maintained in each applicable employee's file for the term of his or her employment, or as provided by EAGLE TRANSPORTATION rules, regulations, codes, or ordinances, whichever is longer.
 - (b) If EAGLE TRANSPORTATION uses a contractor to perform the annual smoke opacity testing required under the PSIP, EAGLE TRANSPORTATION shall obtain proof that the contractor's staff conducting the smoke opacity tests completed the CCDET course within the past four years. This proof of CCDET completion shall be provided to ARB with PSIP records as required by this Settlement Agreement and shall be maintained with the annual PSIP records.
- (4) EAGLE TRANSPORTATION shall comply with one or both of the following options to attend the CCDET II class (Diesel Exhaust After Treatment and Maintenance), described on the ARB's webpage at <http://www.arb.ca.gov/enf/hdvip/ccdet/ccdet.htm>. This class is conducted by various California Community Colleges and instructs attendees on California Compliance emission regulations and the proper care and maintenance of Verified Diesel Emission Control Strategies (VDECS).
 - (a) EAGLE TRANSPORTATION shall have at least one staff member responsible for maintenance of VDECS attend the CCDET II class. Proof of CCDET II completion shall be provided to ARB within one year of the date of this Agreement and shall also be maintained in each applicable employee's file for the term of his or her employment, or as provided by EAGLE

TRANSPORTATION, rules, regulations, codes, or ordinance, whichever is longer.

- (b) In case EAGLE TRANSPORTATION uses a contractor for the maintenance of VDECS, EAGLE TRANSPORTATION shall obtain proof that the contractor's staff maintaining the VDECS completed the CCDET II course within the last four years. This proof of the CCDET II completion shall be provided by EAGLE TRANSPORTATION to the ARB within one year of the date of this settlement and shall also be maintained with VDECS maintenance records.
- (5) EAGLE TRANSPORTATION shall submit copies of all PSIP compliance records for years 2011 and 2012 to the ARB by January 31 of the following year. Copies shall be addressed to the attention of Robbie Morris at the California Air Resources Board, Enforcement Division, P.O. Box 2815, Sacramento, CA 95812. The ARB reserves the right to visit any EAGLE TRANSPORTATION fleet location at any time to conduct compliance audits for the HDVIP and PSIP, or any other applicable ARB program.
- (6) EAGLE TRANSPORTATION shall complete Low NOx Software Upgrades (reflash) on all applicable heavy-duty diesel engines operating in California and report to the ARB within 45 days of this agreement.
- (7) Each 1974 or newer diesel powered heavy-duty vehicle in the EAGLE TRANSPORTATION fleet shall comply with the emission control label (ECL) requirements set forth in the CCR, Title 13, Section 2183 (c) within 45 days of this agreement.
- (8) EAGLE TRANSPORTATION shall instruct all employees who operate diesel-fueled vehicles to comply with the idling regulations set forth in CCR, Title 13, Section 2485, within 45 days of this Agreement.
- (9) This Agreement shall apply to and be binding upon EAGLE TRANSPORTATION, and its officers, directors, receivers, trustees, employees, successors and assignees, subsidiary and parent corporations and upon ARB and any successor agency that may have responsibility for and jurisdiction over the subject matter of this Agreement.
- (10) This Agreement constitutes the entire agreement and understanding between ARB and EAGLE TRANSPORTATION, concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and EAGLE TRANSPORTATION, concerning the subject matter hereof.
- (11) No agreement to modify, amend, extend, supersede, terminate, or discharge this Agreement, or any portion thereof, is valid or enforceable unless it is in writing and signed by all parties to this Agreement.

- (12) Severability. Each provision of this Agreement is severable, and in the event that any provision of this Agreement is held to be invalid or unenforceable, the remainder of this Agreement remains in full force and effect.
- (13) This Agreement shall be interpreted and enforced in accordance with the laws of the State of California, without regard to California's choice-of-law rules.
- (14) This Agreement is deemed to have been drafted equally by the Parties; it will not be interpreted for or against either party on the ground that said party drafted it.
- (15) Now, therefore, in consideration of the payment by EAGLE TRANSPORTATION, in the amount of \$8,075.00, ARB hereby releases EAGLE TRANSPORTATION and its principals, officers, directors, agents, subsidiaries, predecessors, and successors from any and all claims that ARB may have based on the facts and allegations described in recital paragraphs (1) through (10) above. The undersigned represent that they have the authority to enter into this Agreement.
- (16) Senate Bill 1402 (Dutton, Chapter 413, statutes of 2010) requires the ARB to provide information on the basis for the penalties it seeks (see Health and Safety Code section 39619.7). This information, which is provided throughout this settlement agreement, is summarized here.

The manner in which the penalty amount was determined, including a per unit or per vehicle penalty.

Penalties must be set at levels sufficient to discourage violations. The penalties in this matter were determined in consideration of all relevant circumstances, including the eight factors specified in Health and Safety Code sections 42403 and 43024.

PSIP Violations

The per vehicle penalty for the PSIP violations involved in this case is a maximum of \$500 per vehicle per violation. The penalty obtained for the PSIP violations involved in this case is 8,250.00 for eleven vehicles, or 375.00 per vehicle per violation. The penalty was discounted based on the fact that this was a first time violation and the violator made diligent efforts to comply and to cooperate with the investigation.

ECL Violations

The per vehicle penalty for the labeling violations involved in this case is a maximum of \$300 per vehicle per violation. The penalty obtained for the labeling violations involved in this case is \$225.00 for one vehicle, or 225.00 per vehicle per violation. The penalty was discounted based on the fact that this was a first time violation and the violator made diligent efforts to comply and to cooperate with the investigation.

The provision of law the penalty is being assessed under and why that provision is most appropriate for that violation.

PSIP Violations

The penalty provision being applied to the PSIP violations is Health and Safety Code section 43016 because EAGLE TRANSPORTATION failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy duty diesel vehicles for the years 2009 and 2010, in violation of the PSIP regulation in Title 13, CCR Sections 2190 et seq, for eleven vehicles. Since the PSIP regulation was adopted pursuant to authority granted in Part 5 of Division 26 of the Health and Safety Code and since there is no specific penalty or fine provided for PSIP violations in Part 5, Health and Safety Code section 43016 is the applicable penalty provision.

ECL Violations

The penalty provision being applied for the Emission Control Label Program (Title 13, CCR, section 2183 et seq.) violations is Health and Safety Code section 44011.6 because EAGLE TRANSPORTATION failed to affix emission control labels as required by the "California Motor Vehicle Emission Control Label Specifications".

Is the penalty being assessed under a provision of law that prohibits the emission of pollution at a specified level, and, if so a quantification of excess emissions, if it is practicable to do so.

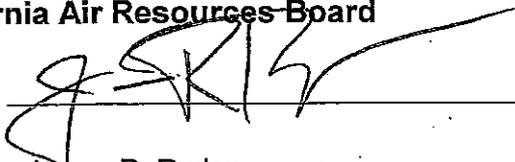
The provisions cited above do prohibit emissions above a specified opacity or level of g/hp-hr. However, since the hours of operation of the non-compliant units involved and their individual emission rate are not known, it is not practicable to quantify the excess emissions.

- (17) EAGLE TRANSPORTATION acknowledges that ARB has complied with SB1402 in prosecuting and settling this case. Specifically, ARB has considered all relevant facts, including those listed at HSC section 43024, has explained the manner in which the penalty amount was calculated, has identified the provision of law under which the penalty is being assessed and has considered and determined that this penalty is being assessed under a provision of law that prohibits the emission of pollutants at a specified level.
- (18) Penalties were determined based on the unique circumstances of this matter, considered together with the need to remove any economic benefit from noncompliance, the goal of deterring future violations and obtaining swift compliance, the consideration of past penalties in similar cases, and the potential costs and risk associated with litigating these particular violations. Penalties in future cases might be smaller or larger on a per unit/vehicle basis.

- (19) The penalty was based on confidential settlement communications between ARB and EAGLE TRANSPORTATION that ARB does not retain in the ordinary course of business either. The penalty is the product of an arms length negotiation between ARB and EAGLE TRANSPORTATION and reflects ARB's assessment of the relative strength of its case against EAGLE TRANSPORTATION, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that EAGLE TRANSPORTATION may have secured from its actions.

California Air Resources Board

By: _____



Name: James R. Ryden

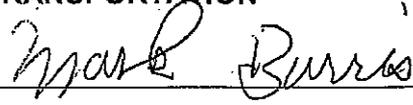
Title: Chief, Enforcement Division

Date: _____

8/3/11

EAGLE TRANSPORTATION

By: _____



Name: _____

MARK BURRIS

Title: _____

PRESIDENT OWNER

Date: _____

7-27-2011