

## 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 CR&R WASTE AND RECYCLING SERVICES, INCORPORATED (hereinafter "CR&R"), 11292 Western Avenue, Stanton, CA 90680.

### 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. were 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 which 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 which 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 CR&R failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy duty diesel vehicles for the years of 2010 and 2011 in violation of Title 13, CCR Sections 2190 et seq.
- (9) CR&R has two outstanding citations, as noted in the table below, dating from June 28, 2010, for violation of these regulations.

Citation #	VIN#	Violation Type	Total Penalties	Date of Citation	Company Name
ECL062810002SA	70416P	ECL	\$500	6/28/10	CR&R
ORE073012062EAB	N/A	Off-Road	\$500	7/30/12	CR&R

- (10) CR&R 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 CR&R, for the violations alleged above, ARB and CR&R agree as follows:

- (1) Upon execution of this Agreement, CR&R shall pay a civil penalty of \$16,500.00. Payment shall be made in check form as described below:
  - \$ 12,375.00 to the **California Air Pollution Control Fund**.
  - \$ 4,125.00 to the **Peralta Colleges Foundation**.

All payments and documents shall be sent by June 14, 2013 to the attention of:

Mr. Sidney Lau, Air Resources Engineer  
California Air Resources Board  
Enforcement Division  
P.O. Box 2815  
Sacramento, CA 95812

- (2) CR&R shall not violate Health and Safety Code Sections 43701 et seq. and 44011.6, et seq., Title 13, CCR, Sections 2180 et seq., 2190 et seq., and 2485 et seq.

- (3) CR&R shall comply with one or both of the following options to attend the California Council on Diesel Education and Technology (CCDET I) class (SAE J1667 Snap Acceleration Smoke Test Procedure for Heavy-Duty Diesel Powered Vehicles) as described on the ARB 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 compliance with the PSIP, ECL and the HDVIP.
  - (a) CR&R shall have the fleet maintenance manager (or equivalent) and all staff performing opacity tests for compliance with PSIP and the HDVIP attend the CCDET I class. Proof of CCDET I completion shall be provided to ARB within one year of the date of this Agreement and be maintained in each applicable employee's file for the term of his or her employment.
  - (b) If CR&R uses a contractor to perform the annual smoke opacity testing required under the PSIP, in addition to having the fleet maintenance manager (or equivalent) attend the CCDET I course, CR&R shall obtain proof that the contractor's staff conducting the smoke opacity tests completed the CCDET I course within the past four years. This proof of CCDET I completion shall be provided to ARB with PSIP records as required by this Agreement and be maintained with the annual PSIP records.
  
- (4) CR&R 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 <http://www.arb.ca.gov/enf/hdvip/ccdet/ccdet.htm>. This class is conducted by various California Community Colleges and instructs attendees on California's emission regulations and the proper care and maintenance of exhaust after treatment systems (EATS).
  - (a) CR&R shall have the fleet maintenance manager (or equivalent) and all staff responsible for maintenance of EATS 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 also be maintained in each applicable employee's file for the term of his or her employment.
  - (b) In case CR&R uses a contractor for the maintenance of EATS, in addition to having the fleet maintenance manager (or equivalent) attend the CCDET II course, CR&R shall obtain proof that the contractor's staff maintaining the EATS device(s) completed the CCDET II course within the last four years. This proof of the CCDET II completion shall be provided by CR&R to the ARB within one year of the date of this settlement and be maintained with the EATS installation and maintenance records.
  
- (5) CR&R shall provide copies of all PSIP compliance records for 2013 and 2014 to the ARB by January 31 of the following year. Copies shall be addressed to the attention of Mr. Sidney Lau, ARB, P.O. Box 2815, Sacramento, CA 95812. The ARB reserves

the right to visit any CR&R fleet location at any time to conduct compliance audits for the HDVIP and PSIP, or any other applicable ARB program.

- (6) Each solid waste collection vehicle shall comply with the label requirements set forth in Title 13, CCR, section 2021.2(f) (2) within 30 days of this Agreement.
- (7) CR&R shall maintain compliance with the Solid Waste Collection Vehicle Rule. CR&R shall keep records of installed diesel control strategies and update the compliance plan accordingly.
- (8) CR&R shall submit an updated compliance plan demonstrating compliance with the Solid Waste Collection Vehicle Rule to Mr. Sidney Lau, ARB, Enforcement Division, P.O. Box 2815, Sacramento, CA 95812 or electronically at [slau@arb.ca.gov](mailto:slau@arb.ca.gov) within 60 days of this Agreement.
- (9) CR&R 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.
- (10) Each 1974 or newer diesel powered heavy-duty commercial vehicle in CR&R's fleet shall maintain compliance with the emission control label (ECL) requirements set forth in the CCR, Title 13, Section 2183(c), within 45 days of this agreement.
- (11) CR&R shall show proof of retirement of its cited vehicle LIC# HAC-34 and comply with all terms of this settlement agreement to clear delinquent citation # ECL062810-002SA. Proof of retirement of the cited vehicle must be submitted before **June 28, 2013** to Mr. Sidney Lau, ARB, Enforcement Division, P.O. Box 2815, Sacramento, CA 95812 or electronically at [slau@arb.ca.gov](mailto:slau@arb.ca.gov).
- (12) CR&R shall comply with all terms of this settlement agreement to clear delinquent citation # ORE073012062EAB.
- (13) CR&R shall instruct all employees who operate diesel fueled commercial vehicles to comply with the idling regulations set forth in CCR, Title 13, Section 2485, within 45 days of this Agreement.
- (14) This Agreement shall apply to and be binding upon CR&R, 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.
- (15) This Agreement constitutes the entire agreement and understanding between ARB and CR&R, concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and CR&R, concerning the subject matter hereof.

- (16) 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.
- (17) 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.
- (18) 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.
- (19) 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.
- (20) 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.

Periodic Smoke Inspection Program Violations

The per vehicle penalty for the PSIP violations involved in this case is a maximum of \$500 per vehicle per violation per year. The penalty obtained for the PSIP violations involved in this case is \$15,750 for 42 violations, or \$375 per vehicle per violation.

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

Periodic Smoke Inspection Program Violations

The penalty provision being applied to the PSIP violations is Health and Safety Code section 43016 because CR&R failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy duty diesel vehicles for the years 2010 and 2011 in violation of the PSIP regulation in Title 13, CCR Sections 2190 et seq, for 31 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.

**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 SWCV and PSIP 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 trucks involved and their individual emission rates are not known, it is not practicable to quantify the excess emissions.

(21) Citation Violations

The per vehicle penalty for the labeling violations involved in this case is a \$500 per vehicle per violation. The penalty obtained for the labeling violations involved in this case is \$375.00 for 1 citation. The penalty for the citation in failing to submit the Off-Road Responsible Official Affirmation of Reporting (ROAR) is \$500 per violation. The penalty obtained for the off-road violations in this case is \$375 for 1 citation when payments already made are taken into account.

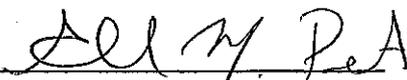
(22) CR&R acknowledges that ARB has complied with SB 1402 in prosecuting or settling this case. Specifically, ARB has considered all relevant facts, including those listed at HSC section 43024, has explained the manner in which the penalty amount was calculated, has identified the provision of law under 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.

(23) Penalties were determined based on the unique circumstances of this matter, considered together with the need to remove any economic benefit from noncompliance, the consideration of past penalties in similar cases, and the potential costs and risk associated with litigating these particular violations. The penalty was discounted based on the fact that the SWCV violations were first time violations and the violator made unusually diligent efforts to comply and to cooperate with the investigation. Penalties in further cases might be smaller or larger on a per unit basis.

(24) The penalty was based on confidential settlement communications between ARB and CR&R 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 CR&R and reflects ARB's assessment of the relative strength of its case against CR&R, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that CR&R may have secured from its actions.

(25) Now, therefore, in consideration of the payment by CR&R, in the amount of sixteen thousand and five hundred dollars (\$16,500.00), ARB hereby releases CR&R 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) – (9) above. The undersigned represent that they have the authority to enter into this Agreement.

**California Air Resources Board**

By:   
Name: Ellen M. Peter  
Title: Chief Counsel  
Date: 6/18/2013

**CR&R Waste and Recycling Services,  
Incorporated**

By:   
Name: David E. Fabron  
Title: Division President  
Date: 6/12/13

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