

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 Genesis & Manny Trucking Inc. (hereinafter "GMT"), 8536 Bonnet Court, Fort Worth, Texas 76131.

I. RECITALS

- (1) HSC §§ 39650-39675 mandate the reduction of the emissions of substances that have been determined to be toxic air contaminants. In 1998, following an exhaustive ten-year scientific assessment process, ARB identified particulate matter (PM) from diesel-fueled engines as a toxic air contaminant. In-use on-road diesel vehicles are powered by diesel fueled engines that emit toxic PM. On-road vehicles are controlled under the Truck and Bus (TB) regulation, as codified in 13 CCR § 2025.
- (2) 13 CCR § 2025(e)(1)(B) states: "Starting January 1, 2012, for all vehicles with GVWR greater than 26,000 lbs, excluding school buses, fleets must meet the requirements of 13 CCR § 2025(g) or fleets that report may instead comply with the phase-in option of 13 CCR § 2025(i)."
- (3) GMT has elected to meet the requirements of the Engine Model Year Compliance Schedule provided for in 13 CCR § 2025(g).
- (4) 13 CCR § 2025(g) requires that owners of diesel vehicles with a GVWR greater than 26,000 lbs. (heavier vehicles) meet PM Best Available Control Technology (BACT) requirements for all 1996 through 2006 model year engines and upgrade to a 2010 model year emissions equivalent engine for all 1995 and older model year engines by January 1, 2016.
- (5) ARB has documented that GMT failed to meet PM BACT requirements for all 1996 through 2006 model year engines by January 1, 2016.
- (6) 13 CCR § 2025(x)(2) provides that "Any in-state or out-of-state motor carrier, California broker, or any California resident, who operates or directs the operation of any vehicle subject to this regulation shall verify that each hired or dispatched vehicle is in compliance with the regulation and comply with the record keeping requirements of section 2025(s)(4)."
- (7) ARB Enforcement Division has documented that GMT failed to verify that each hired or dispatched vehicle was in compliance with the Truck and Bus regulation. A fleet was determined to be out of compliance with the Truck and Bus regulation.

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(8) Failure to comply with the requirements of 13 CCR § 2025 is a violation of state law resulting in penalties. HSC §§ 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) or ten thousand dollars (\$10,000), respectively, for each day in which the violation occurs.

(9) GMT has one outstanding citation, as noted in the table below:

Citation Number	Violation Type	Issue Date
STB042516003JA	TB	April 25, 2016

(10) In order to resolve these alleged violations, GMT has taken, or agreed to take, the actions enumerated below under "RELEASE". Further, ARB accepts this Agreement in termination and settlement of this matter.

(11) In consideration of the foregoing, and of the promises and facts set forth herein, the parties desire to settle and resolve all claims, disputes, and obligations relating to the above-listed violations, and voluntarily agree to resolve this matter by means of this Agreement. Specifically, ARB and GMT agree as follows:

II. TERMS AND RELEASE

In consideration of ARB not filing a legal action against GMT for the alleged violations referred to above, and GMT's payment of the penalties set forth in Section 1 below, ARB and GMT agree as follows:

- (1) Upon execution of this Agreement, the sum of twenty five thousand dollars (\$25,000.00) shall be paid on behalf of GMT no later than June 1, 2017, as follows:
- \$12,500.00 payable to the **Air Pollution Control Fund**
 - \$12,500.00 payable to the **San Joaquin Valley Air Pollution Control District**, with the following notation in the memo line of the check: **"For the School Bus and Diesel Emission Reduction SEP"**

Please send the signed Settlement Agreement and any future mailings or documents required per the terms of this Settlement Agreement to:

**Alfonso Arambula
Air Pollution Specialist
California Air Resources Board
Enforcement Division
P.O. Box 2815
Sacramento, California 95812**

Please send the payment along with the attached "Settlement Agreement Payment Transmittal Form" (Attachment A) to:

California Air Resources Board
Accounting Office
P.O. Box 1436
Sacramento, California 95812-1436

- (2) If the Attorney General files a civil action to enforce this settlement agreement, GMT shall pay all costs of investigating and prosecuting the action, including expert fees, reasonable attorney's costs, and costs.
- (3) It is further agreed that the penalties described in "Terms and Release", paragraph 1 are punitive in nature, rather than compensatory. Furthermore, the penalty is intended to deter and punish GMT for violations of state environmental statutes, and these penalties are payable to and for the benefit of ARB, a governmental unit. Therefore, it is agreed that these penalties imposed on GMT by ARB arising from the facts described in recital paragraphs (1) through (9) are non-dischargeable under 11 United States Code § 523 (a)(7), which provides an exception from discharge for any debt to the extent such debt is for a fine, penalty or forfeiture payable to and for benefit of governmental unit, and is not compensation for actual pecuniary loss, other than certain types of tax penalties.
- (4) GMT shall not violate HSC §§ 43701 *et seq.*, 44011.6 *et seq.*, and 13 CCR §§ 2180 *et seq.*, 2190 *et seq.*, and 2485 *et seq.*
- (5) GMT shall complete Low NOx Software Upgrades (reflash) on all applicable heavy-duty diesel engines operating in California and report to ARB within 45 days of this agreement.
- (6) GMT shall remain in compliance with the ECL regulation as codified in 13 CCR § 2183.
- (7) GMT shall instruct all employees who operate diesel-fueled vehicles to comply with the idling regulations set forth in 13 CCR § 2485, within 45 days of this Agreement.
- (8) GMT has one outstanding citation (citation number STB042516003JA, dated April 25, 2016), for not meeting the requirements of the Truck and Bus Regulation. This citation will be cleared through this Agreement.
- (9) GMT shall not violate the Truck and Bus regulation as codified in 13 CCR § 2025.

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- (10) GMT shall verify that each hired or dispatched vehicle is in compliance with the Truck and Bus regulation.
- (11) This Agreement shall apply to and be binding upon GMT, 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.
- (12) This Agreement constitutes the entire agreement and understanding between ARB and GMT concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and GMT concerning the subject matter hereof.
- (13) 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.
- (14) 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.
- (15) 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.
- (16) 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.
- (17) Senate Bill 1402 (Dutton, Chapter 413, statutes of 2010) requires ARB to provide information on the basis for the penalties it seeks (HSC § 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 HSC §§ 42403 and 43024.

Truck and Bus Violations

The per unit penalty for the Truck and Bus violations involved in this case is a maximum of \$1,000 per vehicle per day for strict liability violations or \$10,000 per vehicle per day for negligent or intentional violations.

The penalty obtained for the Truck and Bus violations involved in this case for failure to meet the requirements of the Engine Model Year Compliance Schedule for heavier vehicles is \$15,000.00 or \$3,000.00 per violation:

- \$15,000.00 for 5 vehicles with a 1996-2006 model year engine.

This penalty includes the penalty for the citation STB042516003JA.

The penalty obtained for the Truck and Bus violation involved in this case is \$10,000.00 for one hired fleet determined to be out of compliance with the Truck and Bus regulation, or \$10,000.00 per hired fleet.

The penalty was discounted based on the fact 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.

Truck and Bus Violations

The penalty provision being applied for the Truck and Bus regulation (13 CCR § 2025) violations in this case is HSC § 39674 because the Truck and Bus regulation is an Airborne Toxic Control Measure adopted pursuant to authority contained in HSC §§ 39002 et seq., 39650-39675 and because GMT failed to bring their diesel fleet into compliance by the deadlines set forth in 13 CCR § 2025(g) and GMT failed to verify that each hired or dispatched vehicle was in compliance with the Truck and Bus regulation.

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.

Truck and Bus Violations

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

- (18) GMT acknowledges that ARB has complied with Senate Bill 1402 in prosecuting or settling this case. Specifically, ARB has considered all relevant facts, including those listed at HSC § 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.
- (19) 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 basis.
- (20) The penalty was based on confidential settlement communications between ARB and GMT that ARB does not retain in the ordinary course of business. The penalty is the product of an arms length negotiation between ARB and GMT and reflects ARB's assessment of the relative strength of its case against GMT, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that GMT may have secured from its actions.

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(21) Now therefore, in consideration of the payment on behalf of GMT to the Air Pollution Control Fund and the San Joaquin Valley Air Pollution Control District, ARB hereby releases GMT and their principals, officers, agents, predecessors and successors from any and all claims, ARB may have or have in the future based on the circumstances described in paragraphs (1) through (9) of the Recitals. The undersigned represent that they have the authority to enter into this Agreement.

California Air Resources Board


Signature: 

Print Name: Dr. Todd P. Sax

Title: Chief, Enforcement Division

Date: 6/15/17

Genesis & Manny Trucking Inc.

Signature: 

Print Name: Jose Lopez

Title: Owner

Date: 5/31/17