

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 Matsubu Construction Inc., (hereinafter "Matsubu") 8540 Imran Woods Circle, Citrus Heights, CA 95621

I. RECITALS

- (1) Health and Safety Code, Section 39650-39675 mandates the reduction of the emission of substances that have been determined to be toxic air contaminants (TACs). In 1998, following an exhaustive 10-year scientific assessment process, the Air Resources Board (ARB) identified particulate matter (PM) from diesel-fueled engines as a toxic air contaminant. In-use Off-road diesel vehicles (off-road vehicles) are powered by diesel fueled engines that emit toxic particulate matter. Off-road vehicles are controlled under section 2449 within chapter 9, article 4.8, Title 13 of the California Code of Regulations (CCR).
- (2) CCR, Title 13, section 2449 (b) states the regulation applies to any person, business, or government agency who owns or operates within California any diesel fueled or alternative diesel fueled off-road compression ignition vehicle engine with maximum power of 25 horsepower (hp) or greater that is used in a two-engine crane or to provide motive power in a workover rig or to provide motive power in any other motor vehicle that (1) cannot be registered and driven safely on-road or was not designed to be driven on-road, and (2) is not an implement of husbandry or recreational off-highway vehicle.
- (3) CCR, Title 13, section 2449 (g) sets forth the requirements for reporting all vehicles with engines subject to the regulation.
- (4) CCR, Title 13, section 2449 (f) (1) sets forth the requirements for labeling all vehicles with engines subject to the regulation with an ARB-issued equipment identification number (EIN).
- (5) The ARB, has documented that Matsubu failed to report and label equipment prior to the August 1, 2009 deadline.
- (6) Failure to report and label equipment is a violation of state law resulting in penalties. Health and Safety Code, Section 39674, authorize civil or administrative penalties not to exceed one thousand dollars (\$1,000) or ten thousand dollars (\$10,000) for each day that the violation occurs.

- (7) 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).
- (8) 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.
- (9) 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.
- (10) 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.
- (11) 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."
- (12) The ARB considers testing, measuring, recording, and recordkeeping to be critical components in reducing excessive smoke emissions from these heavy-duty vehicles.
- (13) ARB contends Matsubu 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.
- (14) 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.”

- (15) In order to resolve these alleged violations, Matsubu has taken, or agreed to take, the actions enumerated below under "RELEASE". Further, the ARB accepts this Agreement in termination and settlement of this matter.
- (16) 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, the ARB and Matsubu agree as follows:

II. TERMS AND RELEASE

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

- (1) Upon execution of this Agreement, the sum of four hundred twelve dollars and fifty cents (\$412.50) shall be paid on behalf of Matsubu within seven (7) business days following execution of this agreement, as follows:
 - \$309.37 to the **California Air Pollution Control Fund**
 - \$103.13 to the **Peralta Community College District**

Please submit the signed settlement agreement and checks to:

Mr. Eric Brown, Investigator/Air Pollution Specialist
Air Resources Board, Enforcement Division
P.O. Box 2815
Sacramento, CA 95812

- (2) If the Attorney General files a civil action to enforce this settlement agreement, the prevailing party shall pay all costs of investigating and prosecuting the action, including expert fees, reasonable attorney's fees, and costs.
- (3) Matsubu shall not violate Title 13, CCR sections 2449 et seq., 2180 et seq., 2190 et seq. and 2485.
- (4) Matsubu shall have all staff responsible for compliance with the Periodic Smoke Inspection Program (PSIP) and the Heavy Duty Vehicle Inspection Program (HDVIP) attend the California Council on Diesel Education and

Technology (CCDET) I & II classes, as described on the ARB's webpage at www.arb.ca.gov/msprog/hdvip/hdvip.htm. These classes are conducted by various California Community Colleges and instruct attendees on compliance with the PSIP and the HDVIP, including information about the performance and maintenance of diesel particulate filters. Proof of CCDET I & 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. In case Matsubu uses a contractor to perform the annual smoke opacity testing required under the PSIP, Matsubu shall obtain proof that the contractor's staff conducting the smoke opacity tests completed the CCDET I & II courses within the last four years. This proof of the CCDET I & II completions shall be provided by Matsubu to the ARB within one year of the date of this settlement and shall also be maintained with the annual PSIP records.

- (5) Matsubu shall provide copies of all PSIP compliance records for 2011 and 2012 to the ARB by January 31 of the following year, in accordance with Matsubu's requirements under the law. Copies shall be addressed to the attention of Mr. Eric Brown, ARB, Enforcement Division, 1001 I Street, P.O. Box 2815, Sacramento, CA 95812. The ARB reserves the right to visit any Matsubu fleet location at any time during business hours to conduct compliance audits for the HDVIP and PSIP, or any other applicable ARB program, in accordance with ARB's ability to conduct such audits under the law.
- (6) Matsubu shall complete Low NOx Software Upgrades (reflash) on all applicable heavy duty diesel engines operating in California and report back to the ARB within 45 days of this agreement.
- (7) Each 1974 or newer diesel powered heavy-duty vehicle in the Matsubu fleet shall comply with the emission control label (ECL) requirements set forth in the CCR, Title 13, Section 2183 (c) within 45 days of execution of this agreement.
- (8) No on-road or off-road vehicle or engine subject to the applicable regulation may idle for more than 5 consecutive minutes. The only time a vehicle can idle in excess of 5 consecutive minutes is if one of the exemptions listed in CCR, Title 13, Section 2449(d)(3) or 2485 are in effect.
- (9) This Agreement shall apply to and be binding upon Matsubu, 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 Matsubu concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and Matsubu 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) 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.

Off-Road Violations

The per vehicle penalty for the Off-Road 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 Matsubu's violations involved in this case is \$262.50 for 7 vehicles for an unspecified number of days or \$37.50 per violation. After considering the factors specified in H&SC section 43024 it was determined that Matsubu was an unintentional violator of the Off-road regulation and the company is in severe financial distress.

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 \$150 for four violations or \$37.50 per violation. After considering the factors specified in *H&SC* section 43024 it was determined that Matsubu was an unintentional violator of the Off-road regulation and the company is in severe financial distress.

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

Off-Road Violations

The penalty provision being applied for the In-Use Off-Road Diesel Regulation (Title 13, CCR, section 2449 et seq.) violations (including labeling) is Health and Safety Code section 39674 because the Off-Road rule is a Toxic Air Contaminant Control Measure adopted pursuant to authority contained in Health and Safety Code Section 39660, et seq. and because Matsubu failed to register and label seven vehicles as required by the In-Use Off-Road Diesel Regulation.

PSIP Violations

The penalty provision being applied to the PSIP violations is Health and Safety Code section 43016 because Matsubu failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy duty diesel vehicles for years 2009, and 2010 in violation of the PSIP regulation in Title 13, CCR Sections 2190 et seq, for two 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.

Off-Road Violations

The provisions cited above do not currently prohibit emissions for Off-road vehicles.

PSIP Violations

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 vehicles involved and their individual emission rates are not known, it is not practicable to quantify the excess emissions.

- (16) Matsubu 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.
- (17) Penalties were determined based on the unique circumstances of this matter, specifically Matsubu is in severe financial distress and was unintentionally violating the off-road regulation, 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. Matsubu is a first time violator and cooperated with the investigation and resolution of this matter.
- (18) The penalty was based on confidential settlement communications between ARB and Matsubu 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 Matsubu and reflects ARB's assessment of the relative strength of its case against Matsubu, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that Matsubu may have secured from its actions.
- (19) Now therefore, in consideration of the payment on behalf of Matsubu to the California Air Pollution Control Fund and the Peralta Community College District, the ARB hereby releases Matsubu and their principals, officers, agents, predecessors and successors from any and all claims, the ARB may have or have in the future based on the circumstances described in paragraph (1) through (14) of the Recitals. The undersigned represent that they have the authority to enter into this Agreement

California Air Resources Board

By: [Signature]

Name: James Ryden
Title: Chief, Enforcement Division
Date: 6/20/11

Matsubu Construction Inc.

By: [Signature]

Name: Lisa Matsuba
Title: Secretary Treasurer
Date: 6-10-2011

AIR RESOURCES BOARD
ENFORCEMENT DIVISION

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