



# MONTEREY BAY AIR RESOURCES DISTRICT ADVISORY COMMITTEE MEETING

JANET BRENNAN, CHAIR

THURSDAY, DECEMBER 1, 2022 – 1:30 P.M.

(Following the Special Advisory Committee Meeting)

## REMOTE MEETING ONLY

Link to meeting: <https://us02web.zoom.us/j/81384459949>

Webinar ID: 813 8445 9949

By Phone (audio only, Webinar ID required): 1-669-900-6833

On September 16, 2021, Governor Newsom signed AB 361. This legislation amends the Brown Act to allow meeting bodies subject to the Brown Act to meet via teleconference during a proclaimed state of emergency in accordance with teleconference procedures established by AB 361 rather than under the Brown Act's more narrow standard rules for participation in a meeting by teleconference. The Monterey County Health Officer has issued a recommendation for social distancing in legislative body meetings, so the first meeting after September 30, 2021, may be held without making findings. If the Committee desires to continue to meet remotely via teleconference after that first meeting, the Committee is required to make certain findings under AB 361 no later than 30 days after the first teleconference meeting held pursuant to AB 361, and every 30 days thereafter. Members of the public that wish to participate in a meeting may do so by joining the Zoom Webinar ID. Should you have any questions, please contact Sirie Thongchua, Executive Assistant, at 831-718-8028 or by email at [sirie@mbard.org](mailto:sirie@mbard.org).

**To Provide Public Comment via Zoom teleconference/video conference:** During the meeting live verbal public comments may be made by members of the public joining the meeting via Zoom. Zoom access information is provided above. Use the "raise hand" feature (for those joining by phone, press \*9 to "raise hand") during the public comment period for the agenda item you wish to address. Members of the public participating via Zoom will be muted during the proceedings and may be unmuted to speak during public comment after requesting and receiving recognition by the Chair. Please clearly state your full name for the record at the start of your public comment.

**Before the Meeting:** Persons who wish to address the Committee for public comment of an item not on the agenda are encouraged to submit comments in writing to Sirie Thongchua, Executive Assistant, at [sirie@mbard.org](mailto:sirie@mbard.org) by 5:00 p.m. on Tuesday, November 29, 2022. Comments received will be distributed to the Committee prior to the meeting.

## Summary of Actions

1. Call to Order – **The meeting was called to order by Chair Brennan at 1:38 p.m.**
2. Roll Call - **Present:** Eric Andresen, Janet Brennan, Sandy Coplin, Zane Hatchett, Matthew McCluney, Bob Smith, Caitlyn Turley. Arrived late during Agenda Item #6: Lacey Raak  
**Absent:** David Mack, Scott Storm, Allen Stroh, Sandy Swint.
3. Changes to the Agenda – **None.**
4. Public Comment Period – **None.**
5. **Accepted** and **Filed** Summary of Actions for the Advisory Committee Meeting of September 1, 2022.  
*Action: Accepted and filed by consensus.*
6. **Received** a Presentation on Climate Action Plan  
*Action: Received presentation.*
7. **Received** a Presentation on the Carmel Valley Air Monitoring Station  
*Action: Received presentation.*
8. **Received** an Update on the Electric Vehicle Incentive Program and Electric Bicycle Incentive Program  
*Action: Received update.*
9. **Received** Monthly Oral Report from Air Pollution Control Officer **Richard Stedman, APCO, reported on the following:**  
**Previous Board Meeting**
  - October 19, 2022
    - Remote Meetings
    - Roof Repair/Replacement

### **District Business**

#### **Engineering and Compliance**

- Recently signed Senate Bill 1137 imposes new requirements on oil & gas operations in the state. The California Geologic Energy Management Division (CalGEM) is currently developing an emergency regulation to take effect by January 1, 2023. The CalGEM regulation will implement the bill requirements and lay the groundwork for future regulatory activity. MBARD staff will follow the emergency regulation and consider providing comments as they relate to the existing California Air Resources Board's

(CARB) Oil and Gas Regulation and our responsibilities under the Memorandum of Agreement with CARB to implement the existing regulation.

- MBARD has a request for proposals for services to help us set up an electronic data transfer from our database to the US Environmental Protection Agency's (EPA) Integrated Compliance Information System database. We routinely must manually enter data into EPA's database for our Title V sources. This project will be funded by an EPA Exchange Network Grant.
- On September 28, MBARD received several odor complaints regarding an auto body shop in Santa Cruz. When our inspector arrived less than 30 minutes after we received the complaints, they could not detect an odor. We conducted an additional inspection on October 3, 2022 and did not find any violations of our permit conditions. One complainant has submitted two complaints to the California Air Resources Board (CARB) because they are not satisfied with our findings. CARB refers complaints back to the local air district and we have been in communication with CARB about our findings.
- We received 5 odor complaints from City of Marina residents since the last Board meeting. The odors were described as "acidic/vinegar", "eucalyptus", and "sweet organic odor". In addition, on October 14, we received a public records request for information such as odor complaints which will be used for the Marina Odor Study.
- MBARD has had several inquiries about using air curtain incinerators as an alternative to open pile burning for burning vegetation. Air curtain incinerators operate by forcefully projecting a curtain of air across an open combustion chamber which reduces smoke. However, this method can introduce permit requirements not applicable to open pile burning. For example, a permit may be needed for the engine used to power the air curtain burner. Also, there is a federal Standard of Performance applicable to air curtain incinerators which requires a Title V permit. A Title V permit introduces record-keeping and reporting requirements for the operator and requires MBARD to report data to the US EPA database. Engineering and Planning are working together to coordinate the permit requirement review and communication to potential air curtain incinerator users.

### **Planning and Air Monitoring**

- All computer systems and data loggers at each of the air monitoring stations are in the process of being replaced with updated computers. Only one station, San Juan Bautista, remains to be upgraded. Upgrades are needed to keep up with improvements in air monitoring technology.
- Last year the Air Monitoring Division transitioned all the air monitoring station and equipment logs from a paper to a digital system. The advantages of transitioning to digital logs include ease of data entry and tracking, the ability to review data remotely and generate customizable reports and to reduce the risk of damage or loss. This system was built internally by MBARD staff using, Laserfiche software, a document management system.
- New Air Quality Planner, Eli Lessman.

## Agenda Item No. 6

MBARD Meeting of the Advisory Committee  
Thursday, December 1, 2022

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### Outreach

- October 2, 2022, Salinas EV Ride, Drive, and Display Event - Booth and Sponsor
  - 80 test drives
  - About 500 attendees
  - 280 passports turned in
  - KSBW coverage on the evening news on 10/2 and morning news on 10/3
- Clearing the Air Newsletter October 2022
  - Our October Newsletter is out in English and Spanish. Stay up to date on the latest news on keeping our air clean in Monterey, San Benito and Santa Cruz Counties.

### 10. Future Agenda Items


**McCluney and Raak** – Review Electric Bicycle Incentive Program

### 11. Chairman's Comments – **None.**

### 12. Comments from Committee Members – **None.**

### 13. Order for Adjournment – **The meeting was adjourned at 2:58 p.m.**


*Sirie Thongchua*  
*Executive Assistant*



## Climate Action Planning in the Monterey Bay

December 1<sup>st</sup> MBARD Advisory Committee Meeting  
 Amaury Bertheaud, Sustainability Program Manager  
 Association of Monterey Bay Area Governments (AMBAG)


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### Related Terms

- **Baseline year:** the year against which emissions are tracked over time
- **Greenhouse gases (GHGs):** carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Emissions are expressed in equivalents of carbon dioxide (CO<sub>2</sub>e)
- **Community-wide Greenhouse Gas Inventory:** a calculation of GHG emissions generated as a result of activities within a community
- **Climate Action Plan:** A document that details the different GHG reduction measures that need to be implemented in order for a community to meet a GHG reduction goal


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### AMBAG's Role

- AMBAG is the Metropolitan Planning Organization for Monterey, San Benito, and Santa Cruz Counties, and the Council of Governments for Monterey and Santa Cruz Counties
- AMBAG creates the Metropolitan Transportation Plan and Sustainability Communities Strategy (MTP/SCS) every four years
- The SCS links transportation, housing, and land use to enhance sustainable mobility and reduce per-capita transportation GHG emissions

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### California GHG Reduction Targets



1990 is California's statewide baseline year  
 2005 emissions are 15% higher than 1990 emissions  
 2005 is the year used as a baseline year by most cities


AB 32 2020 target: return to 1990 levels

SB 32 goal: 40% reduction from 1990

AB 1279 goal: 85% reduction from 1990

AB 1279 also set a goal of achieving carbon neutrality by 2045


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### AMBAG's Role

- AMBAG implements sustainability initiatives throughout the region to build capacity for communities to reduce GHG emissions and build resiliency to climate change.
- AMBAG prepared Community-wide GHG inventories for all 21 jurisdictions for the 2005, 2010 and 2015 inventory years through the AMBAG Energy Watch Program
- AMBAG received funding from Central Coast Community Energy (3CE) to prepare 2018, 2019 and 2020 Community-wide for all 3CE members as they start receiving electricity

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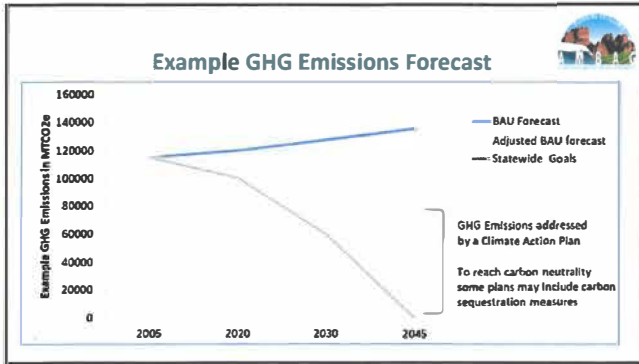


### Steps to Complete a Climate Action Plan

- Complete a GHG inventory
- Conduct a business as usual (BAU) forecast and adjust the BAU forecast to account for statewide mandates which would reduce emissions
- Identify GHG emission reductions still required to meet Statewide GHG reduction targets
- Draft GHG reduction measures (GHG reduction potentials, costs, and funding sources)

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# Agenda Item No. 6



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### Climate Action Plan Implementation

- Implementation is the key to successfully planning for climate change
- In the past, jurisdictions have struggled to implement climate action plans due to lack of funding and staff capacity
- Jurisdictions are eager to collaborate with one another, regional agencies, and community partners to implement recently adopted climate action plans

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### Steps to Complete a Climate Action Plan

- Conduct a public engagement process to identify the needs of the community
- Finalize the GHG reduction measures. Ideally each measure includes specific implementation and monitoring requirements
- Create the draft plan and receive public comments
- If the plan will be qualified as a plan to reduce greenhouse gas emissions under CEQA, obtain CEQA Certification
- Adopt the Climate Action Plan

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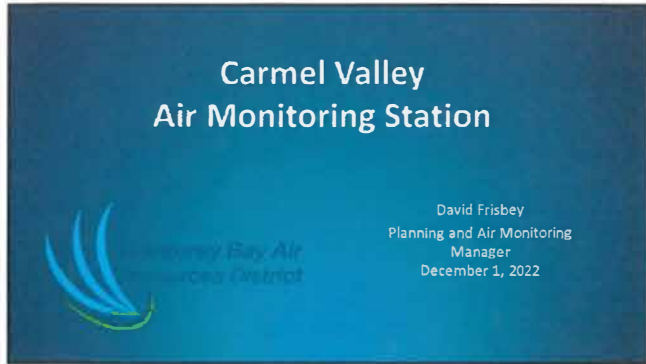
### Questions?

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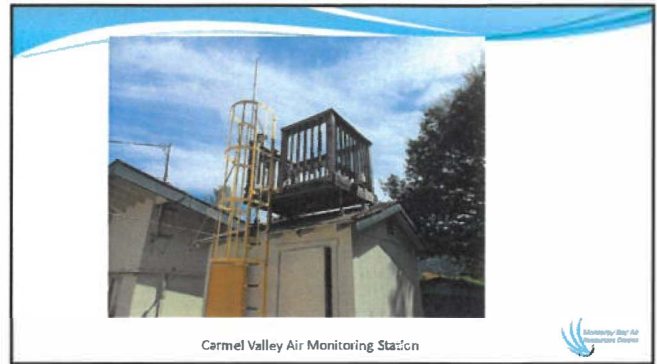
### Climate Action Planning in the Monterey Bay

|   |   |
|---|---|
| <b>Jurisdictions with an adopted CAP:</b> | <b>Jurisdictions with a CAP in Progress</b> |
| - City of Capitola                        | - City of Hollister                         |
| - City of Carmel                          | - City of Salinas                           |
| - City of Gonzales                        | - County of Monterey                        |
| - City of Monterey                        |   |
| - City of Santa Cruz                      |   |
| - City of Watsonville                     |   |
| - County of Santa Cruz                    |   |

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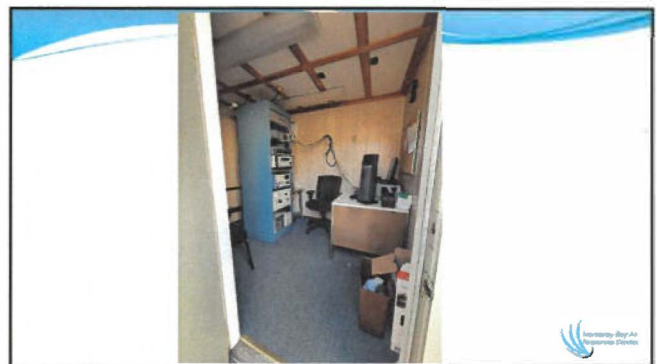
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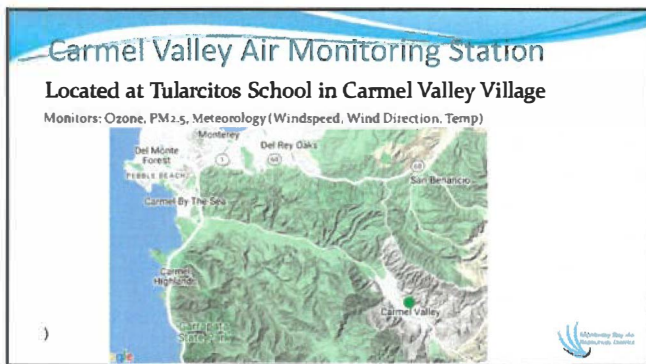
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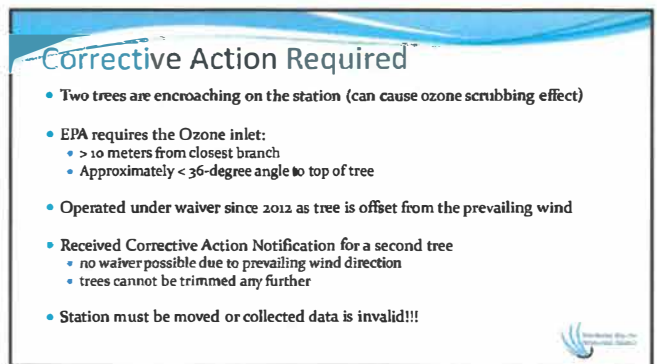
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# Agenda Item No. 6

**Corrective Action Notification** CALIFORNIA AIR RESOURCES BOARD

This form is used to document events that may impact or potentially impact data quality, completeness, storage, or reporting.

**Section II** (to be completed by sender) Initiator: Horacio Reynoldo

Issued to: Bill Chevalier Date: 09-01-2022  
Subject: Siting - Carmel Valley-Ford Road - Tree Agency: Monterey Bay Unified APCO  
within 10m of probe

Reason for Corrective Action Notification (continue on an attachment if needed):  
A tree located west, upwind, of the station has a drip-line less than 10 meters (9 meters). Additionally the tree does not meet the 2:1 siting requirement. This is a different tree from the tree to the south that has an EPA exemption

Start Date/Time: 05-03-2022 End Date/Time: 10-17-2022  
Personnel(s) affected: Siting Expected Completion Date: 10-15-2022  
Supervisor: Manisha Singh Date: 09-06-2022

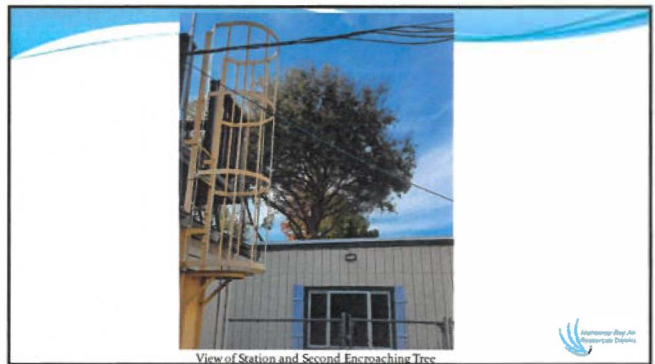
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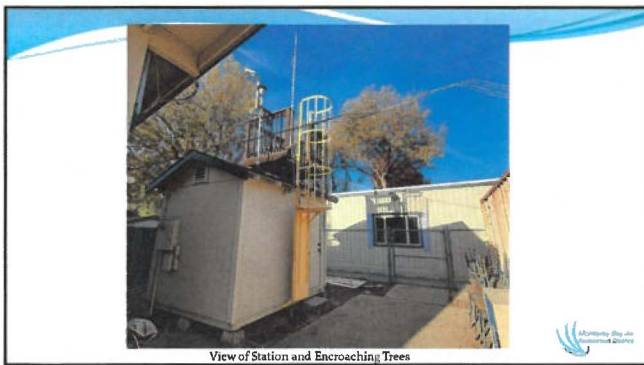
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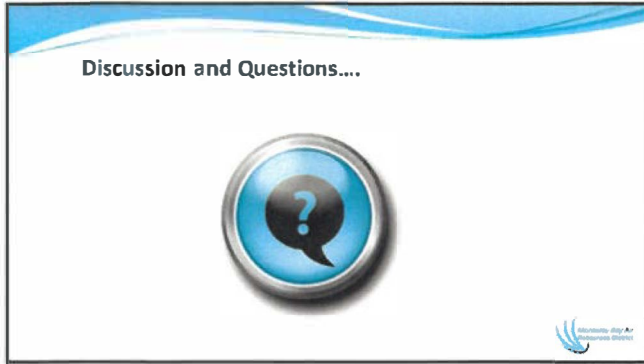
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### Proposed New Location

- Currently Searching for New Sites
- Challenges:
  - EPA/CARB Siting Requirements
  - Available Power
  - Space
  - Security
  - Access
  - Rental Agreement
  - Cost
  - New building or find alternative instrumentation for smaller station footprint
- Proposed location at Carmel Valley Middle School

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# Agenda Item No. 6

## Electric Vehicle and E-bike Incentive Programs Summary

FY21-22 and FY22-23

David Frisbey  
Planning and Air Monitoring Manager  
Advisory Committee Presentation  
December 1, 2022




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## EV Incentive Program (EVIP)

- Incentivizes the purchase of Electric Vehicles and Bicycles:
  - \$400,000 budgeted for 2021-22; \$50,000 for E-Bikes
  - \$350,000 budgeted for 2022-23; \$50,000 for E-Bikes

|              | 2021-22 | 2022-23                 |
|--------------|---------|-------------------------|
| Hydrogen     | \$2,000 | \$2,500                 |
| New Battery  | \$1,500 | \$2,000                 |
| New Plug-In  | \$750   | \$1,000                 |
| Used Battery | \$1,000 | \$1,000                 |
| Used Plug-In | \$500   | \$700                   |
| E-Motorcycle | \$300   | \$1,000                 |
| E-Bikes      | \$1,000 | \$500 (low-income only) |


- Double the incentive for qualified low-income



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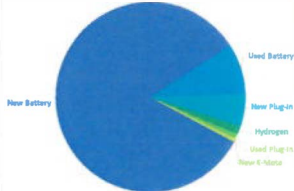
## Electric Vehicle Incentive

- 442 total applicants for both application periods
- \$711,850 total awarded in FY22 & FY23 programs
  - \$135,900 awarded for low-income
    - Percentage of low-income applicants doubled from FY22 to FY23




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## Incentive Type and Total Amount Awarded For FY21-22 and FY22-23



| Incentive Type          | Amount Awarded |
|-------------------------|----------------|
| New Battery             | \$595,500      |
| Used Battery            | \$61,000       |
| New Plug-in Hybrid      | \$39,750       |
| Hydrogen Fuel Cell      | \$10,000       |
| Used Plug-in Hybrid     | \$5,600        |
| New Electric Motorcycle | \$4,500        |




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## Vehicle Models

| Top 5 Car Models per Application Period |                       |
|---|-----------------------|
| FY21-22                                 | FY22-23               |
| 1. Tesla Model 3                        | 1. Chevrolet Bolt EUV |
| 2. Tesla Model Y                        | 2. Ford Mach-E        |
| 3. Hyundai Ioniq 5                      | 3. Chevrolet Bolt EV  |
| 4. Nissan Leaf                          | 4. Hyundai Ioniq 5    |
| 5. Volkswagen ID.4                      | 5. Volkswagen ID.4    |

- FY21-22: Tesla models were 30% of applications and Chevy Bolts were 5% of applications
- FY22-23: Chevy Bolts were 31% of applications and Tesla models were 5% of applications




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## Incentives By Year

- FY 2021-22
 

| \$2000 - Hydrogen | \$1500 - New Battery | \$750 - New Plug-In | \$1000 - Used Battery | \$500 - Used Plug-In | \$300 - E-Moto |
|-------------------|----------------------|---------------------|-----------------------|----------------------|----------------|
| 5                 | 228                  | 36                  | 36                    | 7                    | 5              |
| \$ 10,000.00      | \$ 361,500.00        | \$ 27,750.00        | \$ 46,000.00          | \$ 3,500.00          | \$ 1,500.00    |
- FY 2022-23
 

| \$2500 Hydrogen | \$2000 New Battery | \$1000 New Plug-In | \$1000 Used Battery | \$700 Used Plug-In | \$1000 New E-Moto |
|-----------------|--------------------|--------------------|---------------------|--------------------|-------------------|
| 1               | 130                | 10                 | 16                  | 2                  | 3                 |
| \$ 2,500.00     | \$ 306,000.00      | \$ 12,000.00       | \$ 18,000.00        | \$ 2,100.00        | \$ 3,000.00       |



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"We are very happy with our new car; it has exceeded our expectations. We are also very grateful to MBARD for help with the purchase. Because we are retired seniors living on a fixed income, we would never have been able to buy an EV without this kind of support."  
- Chris B.



"I am absolutely delighted with my new car, which I never could have afforded without all the incentives. It feels so safe and roomy (for the tall men and boys in my family), and easily makes my weekly round trip to Pleasanton without recharging. Thank you!"  
- Nancy O.

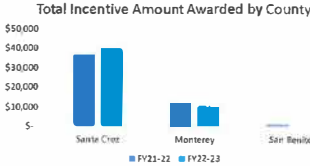



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## Electric Bike Incentive

- 131 total applicants for both application periods
- \$100,000 total awarded in FY21-22 & FY22-23 programs
  - First application period was low-income applicants only
  - 56% of applicants were low-income in FY22-23

Total Incentive Amount Awarded by County



| County     | FY21-22   | FY22-23   |
|------------|-----------|-----------|
| Santa Cruz | ~\$38,000 | ~\$40,000 |
| Monterey   | ~\$10,000 | ~\$10,000 |
| San Benito | ~\$2,000  | ~\$2,000  |




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## Electric Bike Survey Results


For FY21-22 and FY22-23

- 82% of applicants stated they needed the incentive to afford purchasing an E-bike
- 67% of applicants were low-income and stated they needed the incentive to purchase an E-bike
- 56% of applicants responded that their E-bike was replacing a gas vehicle





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"This bike has absolutely been a life changer. It is much cheaper and easier to get around and achieve daily tasks, especially because I am now disabled... this has created a wonderful opportunity for me to be able to live month to month with less financial worry."  
- Eric R.





"I have been an avid bicyclist in the past, but now have two replaced knees. This is making it possible for me to get more exercise, improve my health, and be reducing my carbon footprint from my transportation."  
- Allison G.

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Discussion and Questions....

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