



CLEARING THE AIR

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GOOD NEWS FOR A CHANGE

BY RICHARD A. STEDMAN
AIR POLLUTION CONTROL OFFICER

For more than 30 years, the Clean Air Act has provided California with an ability to set standards that control emissions from new motor vehicles or new motor vehicle engines. And since that time, California has worked collectively with the U.S. Environmental Protection Agency to drive life-saving air pollution reductions, while driving invention and investment in technologies (continued next page)

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GOOD NEWS FOR A CHANGE

For more than 30 years, the Clean Air Act has provided California with an ability to set standards that control emissions from new motor vehicles or new motor vehicle engines. And since that time, California has worked collectively with the U.S. Environmental Protection Agency (EPA) to drive life-saving air pollution reductions, while driving invention and investment in technologies...

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and materials that enabled the next generation of motor vehicles. California had been the gold standard in the world for developing these technologies to combat air pollution from motor vehicles.

In 2019, the Trump administration rolled back California's decades-old waiver that allowed it to set its own air pollution standards. Dismantling the waiver also meant that automobile manufacturers would not be required to attain vehicle emissions reductions mandated by California. Even with the roll back in place, Volkswagen, Ford, Honda and BMW went against the Trump administration when they announced a deal to comply with California's existing emissions rules. It seems that these automakers could reason that building and selling cleaner emitting cars was the way to success in the future, even if not required by the government.

On March 9, 2022, EPA reinstated California's authority under the Clean Air Act to implement its own greenhouse gas emission standards for cars and light trucks, which other states can also adopt and enforce. To date, 13 other states have adopted similar standards. With this authority restored, EPA will continue partnering with states to advance the next generation of clean vehicle technologies.

With this action California is back in the driver's seat when it comes to reducing emissions from motor vehicles. While it was frustrating to see opposition from the previous administration in taking a clear and meaningful path towards the protection of public health and the environment, we can all breathe a collective sigh of relief knowing that our way forward, at least for the time being, will now be more productive and beneficial to all.



RICHARD A. STEDMAN
AIR POLLUTION CONTROL OFFICER



AGE IS JUST A NUMBER, SURVEY FIRST!

Remember, age does not matter when it comes to asbestos! You have to know what is in the building materials when conducting a project for worker safety, proper waste disposal, and contamination prevention! Look before you leap! It's the Law! Get the survey!

Did you know any of the following information about asbestos?

- Certain types of asbestos products are still legal to use today in the United States and that asbestos has never been completely banned.
- There are still a countless number of asbestos materials embedded in buildings, infrastructure and other products today which are called as "Legacy Materials".
- The Federal EPA Asbestos National Emissions Standard for Hazardous Air Pollutants (NESHAP) applies to structures and/or facility components. Some examples of these include commercial and industrial buildings, bridges, pipelines, or residential structures such as apartments.
- For any regulated structure and/or facility component, no matter the date or age it was constructed or renovated, the Federal EPA Asbestos NESHAP regulation requires the owner/operator prior to a construction project that will disturb or remove building materials, to conduct a thorough inspection of the affected building materials for asbestos.
- You can get information on asbestos, regulations, and compliance assistance by going to the MBARD asbestos webpage: www.mbard.org/asbestos-renovation-demolition.

PORTABLE DIESEL ENGINE ADVISORY

The purpose of the California Air Resources Board's (CARB) Airborne Toxic Control Measure (ATCM) for portable engines is to reduce diesel particulate (PM) emissions from portable diesel-fueled engines having a rated brake horsepower of 50 and greater.

To comply with the regulation's Tier Phase-out schedule, please be advised that the following portable diesel-fueled engines may not operate at full-use after December 31, 2022.

Tier 2 Engines built prior to January 1, 2009, and rated at 50 to 750 BHP, that are owned by small fleets (cumulative horsepower of up to 750).

This deadline does not apply to portable diesel-fueled engines owned by large fleets (cumulative horsepower of over 750) that are following the fleet average compliance option since 2019, nor to engines designated no later than July 1, 2022, as emergency-use engines or low-use engines. Low-use engines are defined as engines operating 200 hours or less in a calendar year. Please contact the Monterey Bay Air Resources District (MBARD) if you operate a Tier 2 portable diesel engine so we can help you stay in compliance with the State ATCM.

If you elect to change the permitted designation of your prime-use (full-use) engine to either emergency-use or low-use, a permit modification application must be completed and submitted to MBARD, along with the applicable application fee, no later than July 1, 2022. Applications are available on our website: <https://mbard.specialdistrict.org/engines>.

If the exceptions above do not meet the needs of your operational demands, you may replace this engine and install a certified Tier 4 diesel engine by the December 31, 2022 deadline so you can avoid MBARD enforcement action. Continued operation of the portable Tier 2 certified engine after December 31, 2022 constitutes a daily violation and you will be subject to mandatory enforcement action, which may include imposition of significant penalties.

PORTABLE DIESEL ENGINE ADVISORY

If you elect to replace your certified Tier 2 engine with a certified Tier 4 engine, a permit modification application must be completed and submitted to MBARD, along with the applicable application fee, prior to operation of the certified engine. Applications are available on our website: <https://mbard.specialdistrict.org/engines>.

If you elect not to replace your Tier 2 certified engine, or not to modify your current Permit to Operate to accept low-use or emergency-use operating limitations of your Tier 2 certified engine, please submit a letter or a Cancellation Form to the District by December 31, 2022 requesting the cancellation of the Permit to Operate. Cancellation Forms are available on our website: <https://mbard.specialdistrict.org/files/2ee270f80/Request-to-Cancel-Permit-11-29-2018.pdf>.

This action will cease the receipt of the Annual Renewal Fee.



CHECK BEFORE YOU BUY OR SELL A PORTABLE DIESEL ENGINE

As of November 30, 2018, no person shall sell or offer for sale to an end user in California a portable diesel-fueled engine beyond the dates listed in the table below. The sale of engines for resale outside of California is not prohibited. Noncertified (Tier 0) and Tier 1 portable diesel-fueled engines cannot be sold in California.

Engine Certification	Engines rated 50 to 750 bhp	Engines rated >750 bhp
Tier 1	1/1/2020	1/1/2022
Tier 2 built prior to 1/1/2009	1/1/2023	1/1/2025
Tier 2 built on or after 1/1/2009	NA	1/1/2027
Tier 3 built prior to 1/1/2009	1/1/2027	NA
Tier 3 built on or after 1/1/2009	1/1/2029	NA
Tier 1, 2, and 3 flexibility engines	December 31 of the year 17 years after the date of manufacture. This provision shall not apply to any sale of an engine before the effective date of this regulation.	

Before you buy a portable diesel engine make sure it is legal to operate in California. Portable prime-use diesel engines that have not been permitted or registered prior to November 30, 2018, shall not be permitted within MBARD's jurisdiction, with a few exceptions, unless they are certified to the following non-road emission standards:

Engine Rating	Emission Standards for Non-Road Engines ¹
50 bhp to 750 bhp	Tier 4 Final, Tier 4 Interim Flex, or Tier 3 Flex
Greater than 750 bhp	Tier 4 Final, Tier 4 Interim Flex, or Tier 2 Flex

MOTOR VEHICLE EMISSION REDUCTION GRANT PROGRAMS

MBARD does not directly limit emissions from motor vehicles which account for about half of the nitrogen oxide emissions in MBARD's jurisdiction the North Central Coast Air Basin. We can, however, achieve substantial emission reductions through incentive programs which promote projects that reduce traffic congestion and support the electrification of on-road vehicles.

California Assembly Bill 2766 (AB2766), signed into law in 1990, permits MBARD to allocate a \$4.00 per vehicle DMV registration surcharge fee towards grant projects that reduce motor vehicle emissions such as roundabouts, adaptive traffic signal control systems, medium to heavy-duty vehicle electrification, and light-duty zero emission vehicle incentives. Funds may also be used for related planning, monitoring, enforcement, and technical studies pursuant to the California Clean Air Act. Funds are available to public and private agencies as well as residents in Monterey, San Benito, and Santa Cruz Counties.

To date, MBARD has awarded over \$39.2 million to fund over 604 projects designed to yield effective and measurable vehicle emission reduction benefits. The following is a brief description of the programs funded by AB2766. Applications for the Advanced Clean Transportation Program and Light-Duty Electric Vehicle Voucher Incentive Replacement Program will be opened on March 18, 2022. Please see the MBARD website here for AB2766 program information and applications.

- **Light-Duty Electric Vehicle (EV) Voucher Incentive Replacement Program:** Vouchers will be available for light-duty public agency fleets under this program. Recipients must replace the existing public agency fleet vehicle with a battery electric vehicle (BEV).
- **Monterey Bay Light-Duty EV Incentive Program:** Incentives are available to the general public (no public agencies or private businesses) beginning on July 1, 2022, and may be used to purchase or lease new or used light-duty BEV and plug-in hybrid electric vehicles (PHEV). The existing owned vehicle does not need to be replaced.

MOTOR VEHICLE EMISSION REDUCTION GRANT PROGRAMS

- **Monterey Bay Light-Duty EV Incentive Program (continued):**

- o New hydrogen fuel cell vehicles will be eligible for a \$2,500 incentive.
- o New BEVs and PHEVs are eligible for incentives of \$2,000 and \$1,000 respectively.
- o Used BEVs and PHEVs are eligible for incentives of \$1,000 and \$700 respectively.
- o All new electric motorcycles will be eligible for a \$1,000 incentive.
- o New electric bicycles will be eligible for a \$500 incentive. An additional \$500 is available for low-income qualified applicants.
- o The incentive program will offer additional funds based on eligibility as a low-income household verified by a certified third-party organization.

- **Advanced Clean Transportation Program:**

- o A maximum award of \$400,000 for public agencies will be available for direct emission reduction projects such as:
 - Roundabout design and construction
 - Adaptive traffic signal control
- o New electric medium to heavy replacement vehicles
 - For public agency and private medium to heavy-duty fleets to replace existing internal combustion engine (ICE) vehicles with fully electric vehicles

AIR MONITORING NETWORKS

The Monterey Bay Air Resources District (MBARD) has historically maintained a regulatory network of air monitoring sites in the counties of Monterey, Santa Cruz, and San Benito. The data collected at these sites meet specific requirements for monitoring pollutants to be evaluated using state and federal ambient air quality standards. MBARD's ambient air monitoring network currently includes seven sites. Three monitoring sites in Monterey County are in Salinas, Carmel Valley, and King City. Santa Cruz County has two sites in Santa Cruz and Felton, and sites in Hollister and San Juan Bautista make up the San Benito County monitors. There is an eighth monitoring site at the Pinnacles National Park which is maintained by the National Park Service for the purpose of monitoring visibility. The pollutants monitored at all these sites include dust (PM10), smoke (PM2.5), Ozone (O3), Carbon Monoxide (CO), and Oxides of Nitrogen (NOx). A complete description of the ambient air monitoring network is available in MBARD's Annual Air Monitoring Network Plan.

In the past ten years or so, monitoring needs within MBARD have evolved. MBARD now operates three additional monitoring networks, each with their own unique purposes. One of these networks is owned by the Hollister Hills State Recreational Vehicle Area, which is part of the California State Parks Department. This network includes three dust monitors (E-BAMs) located in different areas around the park to measure dust generation and transport from off-road vehicles. Another monitoring network operated by MBARD includes three PM2.5 monitors (E-BAMs) located in the San Lorenzo Valley in Santa Cruz County. This network runs seasonally from October to April to monitor smoke from wood burning in fireplaces and outdoor burns during the winter months.

MBARD's fourth network has evolved from the need to monitor wildfire smoke, but can also be useful during large-scale controlled burns. The problem with using a regulatory network (described above) during fire events is that the data is collected hourly, takes another hour to process, and is combined into a running 24-hour average. This means that regulatory data cannot respond quickly to rapidly changing environmental conditions typically found during wildfire events. The wildfire smoke monitoring network will provide immediate hourly, or even shorter time frame, data to the public so they can make quick decisions on how to respond to smokey conditions. This network will include 30 sites to cover populated areas within Monterey, Santa Cruz, and San Benito Counties. For more information on our air quality monitoring networks, please visit <http://air.mbard.org/>.

EMPLOYEE SPOTLIGHT

- EDDIE BALLARON -



Welcome Eddie Ballaron, Air Monitoring Specialist

This past year has been challenging for the air monitoring group as we worked understaffed for most of 2021 after the retirement of a valued member of our team. It is with great pleasure that I introduce Eddie Ballaron as the latest member of Air Monitoring. He comes to us from UC Santa Cruz with backgrounds in anthropology and earth science. He has a strong foundation of analytical laboratory work towards his work in air pollution monitoring, and has certifications required for asbestos work. Eddie comes to us well qualified.

Eddie is training on all aspects of air monitoring and is in the process of taking over responsibility for EBAM monitoring operations for winter woodsmoke monitoring in the San Lorenzo Valley, and dust monitoring at the Hollister Hills State Recreational Vehicle Area. He has also taken over the submittal of Hollister Hills reporting to the State Parks department. Eddie is also tracking data collected by our new Smoke Monitoring Network using Clarity sensors as well as setup and deployment of these sensors. He is also spending time out in the field learning about operations, maintenance, and calibrations of the District's regulatory network towards becoming a station operator. During Eddie's time here, he has already got us caught up with Hollister Hills Reporting, and has greatly helped with the instrument repair backlog, and has already shown himself to be an asset to the Division. Welcome, Eddie!

EMPLOYEE SPOTLIGHT

-TYRONE BELL-



Tyrone "Ty" Bell Promoted to Air Quality Planner I

We are pleased to announce the promotion of Tyrone Bell to Air Quality Planner I to fill one of two staff positions recently opened up. Ty has been with MBARD for the past 2-1/2 years working in the Planning Division as an Air Quality Technician. Ty went to college at North Carolina State University and graduated from Defense Language Institute where he studied Farsi. Prior to his work here at MBARD, Ty worked at the US Army Veterinary Corps. as a Veterinary Food Inspection Specialist.

In his position as Air Quality Technician, Ty has helped make significant improvements to the grant and smoke management programs by assisting with producing on-line application forms and document management systems. In his new role as Air Quality Planner I, Ty will be expanding his involvement in the MBARD grant programs such as the Electric Vehicle and e-Bike incentive programs and the Community Air Protection Program. We're certain that Ty will continue to make major improvements on MBARD's grant programs as he moves into his new role. Congratulations, Ty!

EMPLOYEE SPOTLIGHT

-IRENE MIRANDA-



Welcome Irene Miranda, Air Quality Planner I

MBARD is pleased to announce the hiring of our newest Planner I, Irene Miranda. Irene has a B.S. in Biology and a Ph.D. in Environmental Health Science from UCLA. Early in her career she worked with the California Department of Fish and Wildlife to help with developing Marine Protected Areas. More recently, she worked as an Air Pollution Control Specialist at Siskiyou County Air Pollution Control District where she wore many hats, gaining experience in grants administration, compliance, air monitoring, and smoke management for prescribed fires.

As she moves into her new position in the MBARD Planning Division, Irene will be assisting with various Planning programs including the Electric Vehicle and e-Bike incentive programs as well as the backyard and agricultural burn permitting systems. We're looking forward to Irene's valuable perspective and contributions as she becomes familiar with these programs. Welcome, Irene!

EMPLOYEE SPOTLIGHT -FERNANDO PENA-



Welcome to Our New Engineer Fernando Pena

The District is pleased to have Fernando Pena join the Engineering Division as an Air Quality Engineer I.

Fernando obtained a B.S. degree in Chemical Engineering from Cal Poly Pomona, a M.S. degree in Environmental Engineering from Cal State Fullerton, and an MBA from Cal State Dominguez Hills.

Fernando has engineering experience in wastewater treatment and oil drilling and has served as a chemist for an electronic manufacturing company. Welcome, Fernando!



VISIT OUR WEBSITE FOR GRANTS & INCENTIVES:

[HTTPS://WWW.MBARD.ORG/GRANTS-INCENTIVES](https://www.mbard.org/grants-incentives)

- SERVING MONTEREY, SAN BENITO & SANTA CRUZ COUNTIES
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**MONTEREY BAY AIR RESOURCES DISTRICT
BOARD OF DIRECTORS**

NAME AND INFORMATION	AREA OF REPRESENTATION
Steve McShane, Chair Councilmember, City of Salinas Budget Committee Chair	City of Salinas
Ryan Coonerty, Vice Chair Supervisor, District 3 - Santa Cruz County Budget Committee Vice Chair	Santa Cruz County
Kollin Kosmicki Supervisor, District 2 - San Benito County	San Benito County
Mary Ann Carbone Mayor, Sand City Budget Committee Member	Monterey Peninsula Cities
Zach Friend Supervisor, District 2 - Santa Cruz County Budget Committee Member (alt.)	Santa Cruz County
Sandy Brown Councilmember, City of Santa Cruz	Santa Cruz County Cities
Mike LeBarre Mayor, City of King City	South Monterey County Cities
Chris Lopez Supervisor – District 3, Monterey County District Budget Committee Member	Monterey County
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Sam Storey Mayor, City of Capitola Budget Committee Member	San Benito County Cities (Rotates every two years with Santa Cruz County Cities)

Richard A. Stedman, Air Pollution Control Officer