

CHRISTOPHER D. BROWN AICP  
Air Pollution Control Officer

DONNA ROBERTS NASH  
Office Manager



306 East Gobbi Street  
Ukiah, Ca. 95482  
(707) 463-4354  
Fax: (707) 463-5707  
mcaqmd@co.mendocino.ca.us  
www.co.mendocino.ca.us/aqmd

**MENDOCINO COUNTY**  
AIR QUALITY MANAGEMENT DISTRICT

Monday, July 02, 2007

California Air Resources Board  
1001 I Street  
Sacramento, Ca

Comments submitted via internet

Chairman Riordan and members of the Board,

Mendocino County Air Quality Management District has the following comments to the 15-day notice for the PERP Regulation. These comments should not be read to imply District support of the PERP program as it currently stands – these are narrowly focused comments to address the proposed amendments.

The District looks forward to working with ARB to improve the PERP program, particularly the problems with “Home Districting<sup>1</sup>” and low reimbursement rates to local Districts.

Item (KK) Comments

The current proposal defines a rental business as a business that rents “registered” engines, I believe the staff intent was to define a rental business as a business that rents equipments that is eligible for registration, regardless of if they actually hold valid registrations (see edits below).

*Page 7 item (KK)*

***“Rental Business” means a business which rents or leases, registered engines or equipment units eligible for registration.***

Item (MM) Comments

“Resident Engines” should be defined as those which have a valid District permit, or operated within California in conformance with state and local regulations between 3/1/04 and 10/1/06

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<sup>1</sup> MCAQMD is home to many equipment retail yards, however this equipment is all “home districted” in other Air Districts despite the fact it rarely leaves Mendocino County. Frequently the “Home District” is based on original sale location or a corporate administrative office – not the home base of the equipment.

MCAQMD permits (like most Districts) are renewed annually, therefore it would be impossible to hold a "current, valid permit" issued before January 1, 2006. The oldest permit possible in our District is July 1<sup>st</sup>, 2007. In addition if an engine lost its permit formal District actions (such as an inability to operate within permit conditions, providing false information) then that engine should NOT be eligible for the "Resident Engine" exemption.

Finally the list of acceptable documentation should not include maintenance records or usage records. These documents are easily created after the fact, if the Executive Officer wishes to accept these documents she is free to do so under the proposed edit below, however she will not be forced to accept them.

*Page 7 and 8 Item (MM)*

***"Resident Engine"*** means either of the following:

*(1) a portable engine that at the time of applying for registration, has a current, valid district permit or registration. ~~issued in accordance with district requirements that was issued prior to January 1, 2006, or an engine that lost a permit to operate exemption through a formal district action.~~ Moving an engine from a district that provides a permit to operate exemption to a district that requires a permit to operate or registration does not qualify for consideration as a resident engine.; or*

*(2) a certified compression-ignition engine that operated in conformance with local District and ARB regulations in California at any time between March 1, 2004 and October 1, 2006. The responsible official shall provide sufficient documentation to prove the engine's residency to the satisfaction of the Executive Officer. Examples of adequate documentation include but are not limited to: District Permits, tax records and purchase records. ~~maintenance records, or usage records.~~*

Thank you for the opportunity to provide these comments. Please contact the District at (707) 463-4354 with any questions.

Sincerely,

Christopher D. Brown AICP  
Air Pollution Control Officer