



NOV 30 2009

Mike Tollstrup, Chief  
Project Assessment Branch  
Stationary Source Division  
California Air Resources Board  
PO Box 2815  
Sacramento, CA 95812-2815

**Re: Notice of Preliminary Decision - Authority to Construct**  
**Project Number: S-1094844**

Dear Mr. Tollstrup:

Enclosed for your review and comment is the District's analysis of Langer Farms, LLC's application for an Authority to Construct for correcting horsepower rating from 510 bhp to 1490 bhp of a diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator, at 19300 Copus Road in Bakersfield, CA.

The notice of preliminary decision for this project will be published approximately three days from the date of this letter. Please submit your written comments on this project within the 30-day public comment period which begins on the date of publication of the public notice.

Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Ms. Gurpreet Brar of Permit Services at (559) 230-5926.

Sincerely,

David Warner  
Director of Permit Services

DW:gb

Enclosure

**Seyed Sadredin**  
Executive Director/Air Pollution Control Officer

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**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

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1990 E. Gettysburg Avenue  
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34946 Flyover Court  
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**San Joaquin Valley**  
AIR POLLUTION CONTROL DISTRICT



NOV 30 2009

Shane Hanna  
Langer Farms, LLC  
19300 Copus Road  
Bakersfield, CA 93311

**Re: Notice of Preliminary Decision - Authority to Construct**  
**Project Number: S-1094844**

Dear Mr. Hanna:

Enclosed for your review and comment is the District's analysis of Langer Farms, LLC's application for an Authority to Construct for correcting horsepower rating from 510 bhp to 1490 bhp of a diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator, at 19300 Copus Road in Bakersfield, CA.

The notice of preliminary decision for this project will be published approximately three days from the date of this letter. Please submit your written comments on this project within the 30-day public comment period which begins on the date of publication of the public notice.

Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Ms. Gurpreet Brar of Permit Services at (559) 230-5926.

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Bakersfield Californian  
Bakersfield Californian

**NOTICE OF PRELIMINARY DECISION  
FOR THE PROPOSED ISSUANCE OF  
AN AUTHORITY TO CONSTRUCT**

NOTICE IS HEREBY GIVEN that the San Joaquin Valley Unified Air Pollution Control District solicits public comment on the proposed issuance of Authority to Construct to Langer Farms, LLC for correcting horsepower rating from 510 bhp to 1490 bhp of a diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator, at 19300 Copus Road in Bakersfield, CA.

The analysis of the regulatory basis for this proposed action, Project #S-1094844, is available for public inspection at [http://www.valleyair.org/notices/public\\_notices\\_idx.htm](http://www.valleyair.org/notices/public_notices_idx.htm) and the District office at the address below. Written comments on this project must be submitted within 30 days of the publication date of this notice to **DAVID WARNER, DIRECTOR OF PERMIT SERVICES, SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT, 1990 EAST GETTYSBURG AVENUE, FRESNO, CA 93726.**

**San Joaquin Valley Air Pollution Control District  
Authority to Construct Application Review  
Diesel-Fired Emergency Standby IC Engine**

Facility Name:	Langer Farms, LLC	Date:	November 13, 2009
Mailing Address:	19300 Copus Road Bakersfield, CA 93311	Engineer:	Gurpreet Brar
Contact Person:	Shane Hanna	Lead Engineer:	Martin Keast
Telephone:	(661) 858-2440		
Application #:	S-6807-4-1		
Project #:	S-1094844		
Complete:	October 1, 2009		

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## **I. Proposal**

Langer Farms is proposing to correct horsepower rating from 510 bhp to 1490 bhp of a diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator, and also remove the maximum daily usage limit of 10 hours during emergency. The facility had received NOV on April 15, 2009 for installing engine of different horsepower rating than proposed on ATC S-6807-4-0. Since this engine was installed in 2005, BACT will be evaluated at the time of installation and limited to the types of controls that can be applied to equipment pursuant to District policy FYI-98.

## **II. Applicable Rules**

Rule 2201 New and Modified Stationary Source Review Rule (9/21/06)  
Rule 2520 Federally Mandated Operating Permits (6/21/01)  
Rule 4001 New Source Performance Standards (4/14/99)  
Rule 4101 Visible Emissions (2/17/05)  
Rule 4102 Nuisance (12/17/92)  
Rule 4201 Particulate Matter Concentration (12/17/92)  
Rule 4701 Stationary Internal Combustion Engines – Phase 1 (8/21/03)  
Rule 4702 Stationary Internal Combustion Engines – Phase 2 (1/18/07)  
Rule 4801 Sulfur Compounds (12/17/92)  
CH&SC 41700 Health Risk Assessment  
CH&SC 42301.6 School Notice  
Title 13 California Code of Regulations (CCR), Section 2423 – Exhaust Emission Standards and Test Procedures, Off-Road Compression-Ignition Engines and Equipment  
Title 17 CCR, Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines

California Environmental Quality Act (CEQA)  
Public Resources Code 21000-21177: California Environmental Quality Act (CEQA)  
California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387:  
CEQA Guidelines

### III. Project Location

The facility is located at 19300 Copus Road in Bakersfield, CA. The District has verified that equipment is not located within 1,000 feet of the outer boundary of a K-12 school. Therefore, the public notification requirement of California Health and Safety Code 42301.6 is not applicable to this project.

### IV. Process Description

The emergency standby engine powers an electrical generator. Other than emergency standby operation, the engine may be operated up to 50, hours per year for maintenance and testing purposes.

### V. Equipment Listing

**S-6807-4-1:** 1490 BHP CUMMINS MODEL QST30-G5 SERIAL #37199011 TIER  
1 CERTIFIED DIESEL-FIRED EMERGENCY STANDBY IC ENGINE  
POWERING AN ELECTRICAL GENERATOR

### VI. Emission Control Technology Evaluation

The engine is equipped with:

- Turbocharger
- Intercooler/aftercooler
- Injection timing retard (or equivalent per District Policy SSP-1805, dated 8/14/1996)
- Positive Crankcase Ventilation (PCV) or 90% efficient control device
- This engine is required to be, and is UL certified
- Catalytic particulate filter
- Very Low (0.0015%) sulfur diesel

The emission control devices/technologies and their effect on diesel engine emissions detailed below are from *Non-catalytic NO<sub>x</sub> Control of Stationary Diesel Engines*, by Don Koeberlein, CARB.

The turbocharger reduces the NO<sub>x</sub> emission rate from the engine by approximately 10% by increasing the efficiency and promoting more complete burning of the fuel.

The intercooler/aftercooler functions in conjunction with the turbocharger to reduce the inlet air temperature. By reducing the inlet air temperature, the peak combustion temperature is lowered, which reduces the formation of thermal NO<sub>x</sub>. NO<sub>x</sub> emissions are reduced by approximately 15% with this control technology.

The use of very low-sulfur diesel fuel (0.0015% by weight sulfur maximum) reduces SO<sub>x</sub> emissions by over 99% from standard diesel fuel.

## VII. General Calculations

### A. Assumptions

Emergency operating schedule:	24 hours/day
Non-emergency operating schedule:	50 hours/year
Density of diesel fuel:	7.1 lb/gal
EPA F-factor (adjusted to 60 °F):	9,051 dscf/MMBtu
Fuel heating value:	137,000 Btu/gal
BHP to Btu/hr conversion:	2,542.5 Btu/bhp-hr
Thermal efficiency of engine:	commonly ≈ 35%
PM <sub>10</sub> fraction of diesel exhaust:	0.96 (CARB, 1988)

### B. Emission Factors

Emission Factors		
Pollutant	Emission Factor (g/bhp-hr)	Source
NO <sub>x</sub>	5.59	ARB/EPA Certification
SO <sub>x</sub>	0.0051	Mass Balance Equation Below
PM <sub>10</sub>	0.127	ARB/EPA Certification
CO	0.45	ARB/EPA Certification
VOC	0.3	ARB/EPA Certification

$$\frac{0.000015 \text{ lb-S}}{\text{lb-fuel}} \times \frac{7.1 \text{ lb-fuel}}{\text{gallon}} \times \frac{2 \text{ lb-SO}_2}{1 \text{ lb-S}} \times \frac{1 \text{ gal}}{137,000 \text{ Btu}} \times \frac{1 \text{ bhp input}}{0.35 \text{ bhp out}} \times \frac{2,542.5 \text{ Btu}}{\text{bhp-hr}} \times \frac{453.6 \text{ g}}{\text{lb}} = 0.0051 \frac{\text{g-SO}_x}{\text{bhp-hr}}$$

### C. Calculations

#### 1. Pre-Project Emissions (PE1)

Since this is a new emissions unit, PE1 = 0.

## 2. Post Project PE (PE2)

The daily and annual PE are calculated as follows:

Daily Post Project Emissions					
Pollutant	Emissions Factor (g/bhp-hr)	Rating (bhp)	Daily Hours of Operation (hrs/day)	Conversion (g/lb)	PE2 Total (lb/day)
NO <sub>x</sub>	5.59	1490	24	453.6	440.7
SO <sub>x</sub>	0.0051	1490	24	453.6	0.4
PM <sub>10</sub>	0.127	1490	24	453.6	10.0
CO	0.45	1490	24	453.6	35.5
VOC	0.3	1490	24	453.6	23.7

Annual Post Project Emissions					
Pollutant	Emissions Factor (g/bhp-hr)	Rating (bhp)	Annual Hours of Operation (hrs/yr)	Conversion (g/lb)	PE2 Total (lb/yr)
NO <sub>x</sub>	5.59	1490	50	453.6	918
SO <sub>x</sub>	0.0051	1490	50	453.6	1
PM <sub>10</sub>	0.127	1490	50	453.6	21
CO	0.45	1490	50	453.6	74
VOC	0.3	1490	50	453.6	49

## 3. Pre-Project Stationary Source Potential to Emit (SSPE1)

Pursuant to Section 4.9 of District Rule 2201, the Pre-Project Stationary Source Potential to Emit (SSPE1) is the Potential to Emit (PE) from all units with valid ATCs or PTOs at the Stationary Source and the quantity of Emission Reduction Credits (ERCs) which have been banked since September 19, 1991 for Actual Emissions Reductions that have occurred at the source, and which have not been used on-site.

Since this is an existing facility, SSPE1 is equal to the PE<sub>1 Total Pre-Project</sub> from all units for all criteria pollutants.

There are two existing permit units and no banked ERCs at this facility. In this situation the worst-case scenario for the facility will be used for the SSPE1 and the calculations done for the facility are obtained from project# S-1062683, as given below. Thus:

SSPE1					
Permit Unit	NO <sub>x</sub> (lb/yr)	SO <sub>x</sub> (lb/yr)	PM <sub>10</sub> (lb/yr)	CO (lb/yr)	VOC (lb/yr)
S-6807-1-0	1,260	197	526	5,114	381
S-6807-2-0	1,260	197	526	5,114	381
<b>SSPE1 Total</b>	<b>2,520</b>	<b>394</b>	<b>1,052</b>	<b>10,228</b>	<b>762</b>

#### 4. Post Project Stationary Source Potential to Emit (SSPE2)

Pursuant to Section 4.10 of District Rule 2201, the Post Project Stationary Source Potential to Emit (SSPE2) is the Potential to Emit (PE) from all units with valid ATCs or PTOs, except for emissions units proposed to be shut down as part of the Stationary Project, at the Stationary Source and the quantity of Emission Reduction Credits (ERCs) which have been banked since September 19, 1991 for Actual Emissions Reductions that have occurred at the source, and which have not been used on-site.

Since this is a modification to an existing facility, SSPE2 is equal to the PE<sub>2Total Post Project</sub> from all units for all criteria pollutants.

For this project the change in emissions for the facility is due to the installation of the new emergency standby IC engine, permit unit -4-1. Thus:

SSPE2					
Permit Unit	NO <sub>x</sub> (lb/yr)	SO <sub>x</sub> (lb/yr)	PM <sub>10</sub> (lb/yr)	CO (lb/yr)	VOC (lb/yr)
S-6807-1-0	1,260	197	526	5,114	381
S-6807-2-0	1,260	197	526	5,114	381
S-6807-4-1	918	1	21	74	49
<b>SSPE2 Total</b>	<b>3,438</b>	<b>395</b>	<b>1073</b>	<b>10,302</b>	<b>811</b>

#### 5. Major Source Determination

Pursuant to Section 3.24 of District Rule 2201, a Major Source is a stationary source with post project emissions or a Post Project Stationary Source Potential to Emit (SSPE2), equal to or exceeding one or more of the following threshold values. However, Section 3.24.2 states, "for the purposes of determining major source status, the SSPE2 shall not include the quantity of emission reduction credits (ERC) which have been banked since September 19, 1991 for Actual Emissions Reductions that have occurred at the source, and which have not been used on-site."



This facility does not contain ERCs which have been banked at the source; therefore, no adjustment to SSPE2 is necessary.

Major Source Determination					
Pollutant	SSPE1 (lb/yr)	SSPE2 (lb/yr)	Major Source Threshold (lb/yr)	Existing Major Source?	Becoming a Major Source?
NO <sub>x</sub>	2,520	3,438	50,000	No	No
SO <sub>x</sub>	394	395	140,000	No	No
PM <sub>10</sub>	1,052	1,073	140,000	No	No
CO	10,228	10,302	200,000	No	No
VOC	762	811	50,000	No	No

As seen in the table above, the facility is not an existing Major Source and also is not becoming a Major Source as a result of this project.

#### 6. Baseline Emissions (BE)

BE = Pre-project Potential to Emit for:

- Any unit located at a non-Major Source,
- Any Highly-Utilized Emissions Unit, located at a Major Source,
- Any Fully-Offset Emissions Unit, located at a Major Source, or
- Any Clean Emissions Unit, located at a Major Source.

otherwise,

BE = Historic Actual Emissions (HAE), calculated pursuant to Section 3.22

Since this is a new emissions unit, BE = PE1 = 0 for all criteria pollutants.

#### 7. Major Modification

Major Modification is defined in 40 CFR Part 51.165 as "*any physical change in or change in the method of operation of a major stationary source that would result in a significant net emissions increase of any pollutant subject to regulation under the Act.*"

As discussed in Section VII.C.5 previously, the facility is not a Major Source for any criteria pollutant; therefore, the project does not constitute a Major Modification.

## **8. Federal Major Modification**

As shown in the previous section, this project does not constitute a Major Modification. Therefore, in accordance with District Rule 2201, Section 3.17, this project does not constitute a Federal Major Modification and no further discussion is required.

## **9. Quarterly Net Emissions Change (QNEC)**

The QNEC is calculated solely to establish emissions that are used to complete the District's PAS emissions profile screen. Detailed QNEC calculations are included in Appendix C.

# **VIII. Compliance**

## **Rule 2201 New and Modified Stationary Source Review Rule**

### **A. Best Available Control Technology (BACT)**

#### **1. BACT Applicability**

BACT requirements are triggered on a pollutant-by-pollutant basis and on an emissions unit-by-emissions unit basis for the following\*:

- a) Any new emissions unit with a potential to emit exceeding two pounds per day,
- b) The relocation from one Stationary Source to another of an existing emissions unit with a potential to emit exceeding two pounds per day,
- c) Modifications to an existing emissions unit with a valid Permit to Operate resulting in an AIPE exceeding two pounds per day, and/or
- d) Any new or modified emissions unit, in a stationary source project, which results in a Major Modification.

\*Except for CO emissions from a new or modified emissions unit at a Stationary Source with an SSPE2 of less than 200,000 pounds per year of CO.

#### **a. New emissions units – PE > 2 lb/day**

Since this engine is a new emissions unit, the daily emissions are compared to the BACT thresholds in the following table:

New Emissions Unit BACT Applicability				
Pollutant	Daily Emissions for unit 4-1 (lb/day)	BACT Threshold (lb/day)	SSPE2 (lb/yr)	BACT Triggered?
NO <sub>x</sub>	440.7	> 2.0	n/a	Yes
SO <sub>x</sub>	0.4	> 2.0	n/a	No
PM <sub>10</sub>	10.0	> 2.0	n/a	Yes
CO	35.5	> 2.0 and SSPE2 ≥ 200,000 lb/yr	10,272	No
VOC	23.7	> 2.0	n/a	Yes

Thus BACT will be triggered for NO<sub>x</sub>, PM<sub>10</sub> and VOC emissions from the engine for this project.

**b. Relocation of emissions units – PE > 2 lb/day**

As discussed previously in Section I, this engine is not being relocated from one stationary source to another as a result of this project. Therefore, BACT is not triggered for the relocation of emissions units with a PE > 2 lb/day.

**c. Modification of emissions units – Adjusted Increase in Permitted Emissions (AIPE) > 2 lb/day**

As discussed previously in Section I, this engine is not being modified as a result of this project. Therefore, BACT is not triggered for the modification of emissions units with an AIPE > 2 lb/day.

**d. Major Modification**

As discussed previously in Section VII.C.7, this project does not constitute a Major Modification. Therefore, BACT is not triggered for a Major Modification.

**2. BACT Guideline**

BACT Guideline 3.1.3, 1<sup>st</sup> quarter 2005, which appears in Appendix A of this report, covers a diesel-fired emergency IC engine that was applicable at the time of installation. The current BACT Guideline 3.1.1, (Appendix A) lists the latest Tier certified level as achieved in practice. There are no add-on controls identified under Tech feasible or alternate basic equipment. Therefore BACT is being met without any add-on controls and no additional analysis is necessary.

**3. Top Down BACT Analysis**

Per District Policy APR 1305, Section IX, "A top-down BACT analysis shall be performed as a part of the Application Review for each application subject to the BACT requirements pursuant to the District's NSR Rule for source categories or classes covered in the BACT Clearinghouse, relevant information under each of the following steps may be simply cited from the Clearinghouse without further analysis."

Pursuant to the attached Top-Down BACT Analysis, which appears in Appendix A of this report, BACT is satisfied with:

- NO<sub>x</sub>: Certified NO<sub>x</sub> emissions of 6.9 g/bhp-hr or less
- VOC: Positive crankcase ventilation
- PM<sub>10</sub>: PM<sub>10</sub> emissions of 0.4 g/bhp-hr or less

Therefore, the following conditions will be listed on the ATC to ensure compliance:

- {edited 3485} Emissions from this IC engine shall not exceed any of the following limits: 5.59 g-NO<sub>x</sub>/bhp-hr, 0.45 g-CO/bhp-hr, or 0.30 g-VOC/bhp-hr. [District Rule 2201 and 13 CCR 2423 and 17 CCR 93115]
- {edited 3486} Emissions from this IC engine shall not exceed 0.127 g-PM<sub>10</sub>/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115]
- This engine shall be equipped with a positive crankcase ventilation (PCV) system which recirculates crankcase emissions into the air intake system for combustion. [District Rule 2201]

## **B. Offsets**

Since emergency IC engines are exempt from the offset requirements of Rule 2201, per Section 4.6.2, offsets are not required for this engine, and no offset calculations are required.

## **C. Public Notification**

### **1. Applicability**

Public noticing is required for:

- a. New Major Sources, which is a new facility that is also a Major Source,
- b. Major Modifications,
- c. Any new emissions unit with a Potential to Emit greater than 100 pounds during any one day for any one pollutant,
- d. Any project which results in the offset thresholds being surpassed, and/or
- e. Any project with an SSIPE of greater than 20,000 lb/year for any pollutant.

#### **a. New Major Source**

A New Major Source is a new facility, which is also a major source. Since this is not a new facility, public noticing is not required for this project for New Major Source purposes.

**b. Major Modification**

As demonstrated previously in Section VII.C.7, this project does not constitute a Major Modification; therefore, public noticing for Major Modification purposes is not required.

**c. PE > 100 lb/day**

The Daily PE for this new emissions unit is compared to the daily PE Public Notice Thresholds in the following table:

PE > 100 lb/day Public Notice Thresholds			
Pollutant	Daily PE for unit 4-1 (lb/day)	Public Notice Threshold (lb/day)	Public Notice Triggered?
NO <sub>x</sub>	440.7	100	Yes
SO <sub>x</sub>	0.4	100	No
PM <sub>10</sub>	10.2	100	No
CO	35.5	100	No
VOC	23.7	100	No

As detailed in the preceding table, the NO<sub>x</sub> 100 lb/day threshold was surpassed with this project. Therefore, public noticing is required for daily emissions greater than 100 lb/day for a new emissions unit.

**d. Offset Threshold**

The following table compares the SSPE1 with the SSPE2 to the offset thresholds in order to determine if any offset thresholds have been surpassed with this project.

Offset Threshold				
Pollutant	SSPE1 (lb/yr)	SSPE2 (lb/yr)	Offset Threshold (lb/yr)	Public Notice Required?
NO <sub>x</sub>	2,520	3,438	20,000	No
SO <sub>x</sub>	394	395	54,750	No
PM <sub>10</sub>	1,052	1,073	29,200	No
CO	10,228	10,302	200,000	No
VOC	762	811	20,000	No

As detailed in the preceding table, there were no offset thresholds surpassed with this project. Therefore, public noticing is not required for this project for surpassing the SSPE2 offset thresholds.

**e. SSIPE > 20,000 lb/year**

Public notification is required for any permitting action that results in a Stationary Source Increase in Permitted Emissions (SSIPE) of more than 20,000 lb/year of any affected pollutant. According to District policy, the SSIPE is calculated as the Post Project Stationary Source Potential to Emit (SSPE2) minus the Pre-Project Stationary Source Potential to Emit (SSPE1), i.e.  $SSIPE = SSPE2 - SSPE1$ . The values for SSPE2 and SSPE1 are calculated according to Rule 2201, Sections 4.9 and 4.10, respectively. The SSIPE is compared to the SSIPE Public Notice thresholds in the following table:

SSIPE Public Notice Threshold					
Pollutant	SSPE2 (lb/yr)	SSPE1 (lb/yr)	SSIPE (lb/yr)	SSIPE Threshold (lb/yr)	Public Notice Required?
NO <sub>x</sub>	3,438	2,520	920	20,000	No
SO <sub>x</sub>	395	394	1	20,000	No
PM <sub>10</sub>	1,073	1,052	21	20,000	No
CO	10,302	10,228	74	20,000	No
VOC	811	762	49	20,000	No

As detailed in the preceding table, there were no SSIPE thresholds surpassed with this project. Therefore, public noticing is not required for exceeding the SSIPE thresholds.

**2. Public Notice Action**

As discussed above, public noticing is required for this project for surpassing the PE > 100 lb/day for a new emissions unit threshold for NO<sub>x</sub> emissions. Therefore, public notice documents will be submitted to the California Air Resources Board (CARB) and a public notice will be published in a local newspaper of general circulation prior to the issuance of the ATC for this equipment.

## **D. Daily Emissions Limits**

Daily Emissions Limitations (DELs) and other enforceable conditions are required by Section 3.15 to restrict a unit's maximum daily emissions, to a level at or below the emissions associated with the maximum design capacity. Per Sections 3.15.1 and 3.15.2, the DEL must be contained in the latest ATC and contained in or enforced by the latest PTO and enforceable, in a practicable manner, on a daily basis. DELs are also required to enforce the applicability of BACT. For this emergency standby IC engine, the DELs are stated in the form of emission factors, the maximum engine horsepower rating, and the maximum operational time of 24 hours per day. Therefore, the following conditions (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {edited 3485} Emissions from this IC engine shall not exceed any of the following limits: 5.59 g-NO<sub>x</sub>/bhp-hr, 0.45 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201 and 13 CCR 2423 and 17 CCR 93115]
- {edited 3486} Emissions from this IC engine shall not exceed 0.127 g-PM<sub>10</sub>/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115]

In addition, the DEL for SO<sub>x</sub> is established by the sulfur content of the fuel being combusted in the engine. Therefore, the following condition will be listed on the ATC to ensure compliance:

- {3395} Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801 and 17 CCR 93115]

## **E. Compliance Assurance**

### **1. Source Testing**

Pursuant to District Policy APR 1705, source testing is not required for emergency standby IC engines to demonstrate compliance with Rule 2201.

### **2. Monitoring**

No monitoring is required to demonstrate compliance with Rule 2201.

### 3. Recordkeeping

Recordkeeping is required to demonstrate compliance with the offset, public notification, and daily emission limit requirements of Rule 2201. As required by District Rule 4702, *Stationary Internal Combustion Engines - Phase 2*, this IC engine is subject to recordkeeping requirements. Recordkeeping requirements, in accordance with District Rule 4702, will be discussed in Section VIII, *District Rule 4702*, of this evaluation.

### 4. Reporting

No reporting is required to ensure compliance with Rule 2201.

## F. Ambient Air Quality Analysis

Section 4.14.1 of this Rule requires that an ambient air quality analysis (AAQA) be conducted for the purpose of determining whether a new or modified Stationary Source will cause or make worse a violation of a State or National ambient air quality standard. An AAQA is required to be performed for all New Source Review (NSR) public notice projects. As previously discussed in Section VIII.C this project requires that a public notice be performed before issuance of the ATC for this project. Therefore, the District is required to perform an AAQA for this project.

The Technical Services Division of the SJVAPCD conducted the required AAQA for this project. The results of the AAQA are presented in the following two tables. Refer to Appendix B of this document for the AAQA summary and the PM<sub>10</sub> 24 hour and annual emissions contribution levels for this project.

AAQA Results Summary					
Pollutant	1 hr Average	3 hr Average	8 hr Average	24 hr Average	Annual Average
CO	Pass	N/A	Pass	N/A	N/A
NO <sub>x</sub>	Pass	N/A	N/A	N/A	Pass
SO <sub>x</sub>	Pass	Pass	N/A	Pass	Pass
PM <sub>10</sub>	N/A	N/A	N/A	Pass <sup>1</sup>	Pass <sup>1</sup>

<sup>1</sup>The criteria pollutants are below EPA's level of significance as found in 40 CFR Part 51.165 (b)(2).



The proposed location of installation of the diesel-fired IC engine is in an attainment area for NO<sub>x</sub>, CO, and SO<sub>x</sub>. As shown by the preceding table of AAQA results the proposed installation of the diesel-fired IC engine will not cause a violation of a State or National ambient air quality standard for NO<sub>x</sub>, CO, or SO<sub>x</sub>. The proposed location for installation of the diesel-fired IC engine is in a non-attainment area for PM<sub>10</sub> (this is because the ambient concentration of PM<sub>10</sub> exceeds the National ambient air quality standard). Therefore, the increase in the ambient PM<sub>10</sub> concentration due to the installation of the proposed equipment will be compared to the EPA PM<sub>10</sub> level of significance, from 40 CFR Part 51.165 (b)(2). This comparison is presented in the following table.

EPA PM <sub>10</sub> Significance Level and the Calculated Contribution for this Project					
	Calculated Contributions (µg/m <sup>3</sup> )				
	1 hr Average	3 hr Average	8 hr Average	24 hr Average	Annual Average
EPA PM <sub>10</sub> Significance Level	N/A	N/A	N/A	5.0	1.0
Project Total PM <sub>10</sub> Concentration	N/A	N/A	N/A	3.41	0.0059
Does this project exceed the EPA PM <sub>10</sub> significance level?	N/A	N/A	N/A	No	No

As shown in the preceding table, the calculated contribution of PM<sub>10</sub> from the proposed installation of the diesel-fired IC engine will not exceed the EPA PM<sub>10</sub> significance level.

#### **Rule 2520 Federally Mandated Operating Permits**

Since this facility's potential to emit does not exceed any major source thresholds of Rule 2201, this facility is not a major source, and Rule 2520 does not apply.

## **Rule 4001 New Source Performance Standards (NSPS)**

### **40 CFR 60 Subpart III – Standards of Performance for Stationary Compression Ignition Internal Combustion Engines**

#### §60.4200 - Applicability

This subpart is applicable to owners and operators of stationary compression ignited internal combustion engines that commence construction after July 11, 2005, where the engines are:

- 1) Manufactured after April 1, 2006, if not a fire pump engine.
- 2) Manufactured as a National Fire Protection Association (NFPA) fire pump engine after July 1, 2006.

Since the proposed engine will be installed after July 11, 2005 and will be manufactured after April 1, 2006, this subpart applies.

All of the applicable standards of this subpart are less restrictive than current District requirements. This engine will comply with all current District standards so no further discussion is required.

## **Rule 4101 Visible Emissions**

Rule 4101 states that no air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than three minutes in any one hour which is as dark as, or darker than, Ringelmann 1 or 20% opacity. Therefore, the following condition will be listed on the ATC to ensure compliance:

- {15} No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than three minutes in any one hour which is as dark as, or darker than, Ringelmann 1 or 20% opacity. [District Rule 4101]

## **Rule 4102 Nuisance**

Rule 4102 states that no air contaminant shall be released into the atmosphere which causes a public nuisance. Public nuisance conditions are not expected as a result of these operations, provided the equipment is well maintained. Therefore, the following condition will be listed on the ATC to ensure compliance:

- {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]

**California Health & Safety Code 41700 (Health Risk Assessment)**

District Policy APR 1905 - Risk Management Policy for Permitting New and Modified Sources (dated 3/2/01) specifies that for an increase in emissions associated with a proposed new source or modification, the District perform an analysis to determine the possible impact to the nearest resident or worksite.

An HRA is not required for a project with a total facility prioritization score of less than one. According to the Technical Services Memo for this project (Appendix B), the total facility prioritization score including this project was greater than one. Therefore, a health risk assessment was required to determine the short-term acute and long-term chronic exposure from this project.

The cancer risk for this project is shown below:

HRA Summary		
Unit	Cancer Risk	T-BACT Required
S-6807-4-1	0.0247 per million	No

**Discussion of T-BACT**

As demonstrated previously, T-BACT is not required for this project because the HRA indicates that the risk is not above the District's thresholds for triggering T-BACT requirements; therefore, compliance with the District's Risk Management Policy is expected.

District policy APR 1905 also specifies that the increase in emissions associated with a proposed new source or modification not have acute or chronic indices, or a cancer risk greater than the District's significance levels (i.e. acute and/or chronic indices greater than 1 and a cancer risk greater than 10 in a million). As outlined by the HRA Summary in Appendix B of this report, the emissions increases for this project was determined to be less than significant.

Therefore, the following conditions will be listed on the ATC to ensure compliance:

- {1898} The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap, roof overhang, or any other obstruction. [District Rule 4102]
- {edited 3486} Emissions from this IC engine shall not exceed 0.127 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115].
- The engine shall be operated only for maintenance, testing, and required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per year. [District Rules 2201, and 4702 and 17 CCR 93115]
- The engine's stack release height shall be no less than 32 feet. [District Rule 4102]

#### Rule 4201 Particulate Matter Concentration

Particulate matter emissions from the engine will be less than or equal to the rule limit of 0.1 grain per cubic foot of gas at dry standard conditions as shown by the following:

$$0.13 \frac{g-PM_{10}}{bhp-hr} \times \frac{1g-PM}{0.96g-PM_{10}} \times \frac{1bhp-hr}{2,542.5 Btu} \times \frac{10^6 Btu}{9,051 dscf} \times \frac{0.35 Btu_{out}}{1 Btu_{in}} \times \frac{15.43 grain}{g} = 0.0317 \frac{grain-PM}{dscf}$$

Since 0.00317 grain-PM/dscf is  $\leq$  to 0.1 grain per dscf, compliance with Rule 4201 is expected.

Therefore, the following condition will be listed on the ATC to ensure compliance:

- {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]

#### Rule 4701 Internal Combustion Engines – Phase 1

Pursuant to Section 7.5.2.3 of District Rule 4702, as of June 1, 2006 District Rule 4701 is no longer applicable to diesel-fired emergency standby or emergency IC engines. Therefore, this diesel-fired emergency IC engine will comply with the requirements of District Rule 4702 and no further discussion is required.

## **Rule 4702 Internal Combustion Engines – Phase 2**

The purpose of this rule is to limit the emissions of nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), and volatile organic compounds (VOC) from internal combustion engines.

This rule applies to any internal combustion engine with a rated brake horsepower greater than 50 horsepower.

Pursuant to Section 4.2, except for the requirements of Sections 5.7 and 6.2.3, the requirements of this rule shall not apply to an internal combustion engine that meets the following condition:

- 1) An emergency standby engine as defined in Section 3.0 of this rule, and provided that it is operated with a nonresettable elapsed operating time meter. In lieu of a nonresettable time meter, the owner of an emergency engine may use an alternative device, method, or technique, in determining operating time provided that the alternative is approved by the APCO. The owner of the engine shall properly maintain and operate the time meter or alternative device in accordance with the manufacturer's instructions.

Section 3.15 defines an "Emergency Standby Engine" as an internal combustion engine which operates as a temporary replacement for primary mechanical or electrical power during an unscheduled outage caused by sudden and reasonably unforeseen natural disasters or sudden and reasonably unforeseen events beyond the control of the operator. An engine shall be considered to be an emergency standby engine if it is used only for the following purposes: (1) periodic maintenance, periodic readiness testing, or readiness testing during and after repair work; (2) unscheduled outages, or to supply power while maintenance is performed or repairs are made to the primary power supply; and (3) if it is limited to operate 100 hours or less per calendar year for non-emergency purposes.

An engine shall not be considered to be an emergency standby engine if it is used: (1) to reduce the demand for electrical power when normal electrical power line service has not failed, or (2) to produce power for the utility electrical distribution system, or (3) in conjunction with a voluntary utility demand reduction program or interruptible power contract.

Therefore, the emergency standby IC engine involved with this project will only have to meet the requirements of Sections 5.7 and 6.2.3 of this Rule.

Section 5.7 of this Rule requires that the owner of an emergency standby engine shall comply with the requirements specified in Section 5.7.2 through Section 5.7.5 below:

- 1) Properly operate and maintain each engine as recommended by the engine manufacturer or emission control system supplier.
- 2) Monitor the operational characteristics of each engine as recommended by the engine manufacturer or emission control system supplier.
- 3) Install and operate a nonresettable elapsed operating time meter. In lieu of installing a nonresettable time meter, the owner of an engine may use an alternative device, method, or technique, in determining operating time provided that the alternative is approved by the APCO and is allowed by Permit-to-Operate or Stationary Equipment Registration condition. The owner of the engine shall properly maintain and operate the time meter or alternative device in accordance with the manufacturer's instructions.

Therefore, the following conditions will be listed on the ATC to ensure compliance:

- {3405} This engine shall be operated and maintained in proper operating condition as recommended by the engine manufacturer or emissions control system supplier. [District Rule 4702]
- {3478} During periods of operation for maintenance, testing, and required regulatory purposes, the permittee shall monitor the operational characteristics of the engine as recommended by the manufacturer or emission control system supplier (for example: check engine fluid levels, battery, cables and connections; change engine oil and filters; replace engine coolant; and/or other operational characteristics as recommended by the manufacturer or supplier). [District Rule 4702]
- {3403} This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rule 4702 and 17 CCR 93115]
- {3807} An emergency situation is an unscheduled electrical power outage caused by sudden and reasonably unforeseen natural disasters or sudden and reasonably unforeseen events beyond the control of the permittee. [District Rule 4702]
- {3808} This engine shall not be used to produce power for the electrical distribution system, as part of a voluntary utility demand reduction program, or for an interruptible power contract. [District Rule 4702]

- {3811} This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 30 hours per calendar year. [District Rule 4702 and 17 CCR 93115]

Section 6.2.3 requires that an owner claiming an exemption under Section 4.2 or Section 4.3 shall maintain annual operating records. This information shall be retained for at least five years, shall be readily available, and submitted to the APCO upon request and at the end of each calendar year in a manner and form approved by the APCO. Therefore, the following conditions will be listed on the ATC to ensure compliance:

- {3479} The permittee shall maintain monthly records of emergency and non-emergency operation. Records shall include the number of hours of emergency operation, the date and number of hours of all testing and maintenance operations, the purpose of the operation (for example: load testing, weekly testing, rolling blackout, general area power outage, etc.) and records of operational characteristics monitoring. For units with automated testing systems, the operator may, as an alternative to keeping records of actual operation for testing purposes, maintain a readily accessible written record of the automated testing schedule. [District Rule 4702 and 17 CCR 93115]
- {3475} All records shall be maintained and retained on-site for a minimum of five (5) years, and shall be made available for District inspection upon request. [District Rule 4702 and 17 CCR 93115]

### Rule 4801 Sulfur Compounds

Rule 4801 requires that sulfur compound emissions (as SO<sub>2</sub>) shall not exceed 0.2% by volume. Using the ideal gas equation, the sulfur compound emissions are calculated as follows:

$$\text{Volume SO}_2 = (n \times R \times T) \div P$$

$$n = \text{moles SO}_2$$

$$T (\text{standard temperature}) = 60 \text{ }^\circ\text{F or } 520 \text{ }^\circ\text{R}$$

$$R (\text{universal gas constant}) = \frac{10.73 \text{ psi} \cdot \text{ft}^3}{\text{lb} \cdot \text{mol} \cdot \text{ }^\circ\text{R}}$$

$$\frac{0.000015 \text{ lb} - \text{S}}{\text{lb} - \text{fuel}} \times \frac{7.1 \text{ lb}}{\text{gal}} \times \frac{64 \text{ lb} - \text{SO}_2}{32 \text{ lb} - \text{S}} \times \frac{1 \text{ MMBtu}}{9,051 \text{ scf}} \times \frac{1 \text{ gal}}{0.137 \text{ MMBtu}} \times \frac{\text{lb} - \text{mol}}{64 \text{ lb} - \text{SO}_2} \times \frac{10.73 \text{ psi} \cdot \text{ft}^3}{\text{lb} - \text{mol} \cdot \text{ }^\circ\text{R}} \times \frac{520^\circ\text{R}}{14.7 \text{ psi}} \times 1,000,000 = 1.0 \text{ ppmv}$$

Since 1.0 ppmv is  $\leq$  2,000 ppmv, this engine is expected to comply with Rule 4801. Therefore, the following condition (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {3395} Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801 and 17 CCR 93115]

### **California Health & Safety Code 42301.6 (School Notice)**

The District has verified that this site is not located within 1,000 feet of a school. Therefore, pursuant to California Health and Safety Code 42301.6, a school notice is not required.

### **Title 13 California Code of Regulations (CCR), Section 2423 – Exhaust Emission Standards and Test Procedures, Off-Road Compression-Ignition Engines and Equipment (Required by Title 17 CCR, Section 93115 for New Emergency Standby Diesel IC Engines)**

This application does not involve a new engine, an engine that was manufactured after 2001 but was installed without first getting an ATC from the District, or an in-use engine being retrofitted with a PM<sub>10</sub> control device to meet the ATCM requirements. Therefore, the engine involved with this application is not required to meet the requirements of Title 13 California Code of Regulations (CCR), Section 2423 and no further discussion is required.

### Particulate Matter and VOC + NO<sub>x</sub>, and CO Exhaust Emissions Standards:

This regulation stipulates that off-road compression-ignition engines shall not exceed the following applicable emissions standards.

Title 13 CCR, Section 2423 lists a diesel particulate emission standard of 0.40 g/bhp-hr (with 1.341 bhp/kW, equivalent to 0.54 g/kW-hr) for 2000 - 2005 model year engines with maximum power ratings of  $\geq$  751.1 bhp (equivalent to  $\geq$  560 kW). Therefore, the PM standards given in Title 13 CCR, Section 2423 are less stringent than ATCM, and thus the ATCM standards are the required standards and will be discussed in the following section.

Title 17 CCR, Section 93115, (e)(2)(A)(3)(b) stipulates that new stationary emergency standby diesel-fueled CI engines (> 50 bhp) must meet the VOC + NO<sub>x</sub>, and CO standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression-Ignition Engine Standards (Title 13 CCR, Section 2423) or the Tier 1 standards for an off-road engine if no standards have been established for an off-road engine of the same model year and maximum rated power.



The engine involved with this project is a certified 2001 model engine. The following table compares the requirements of Title 13 CCR, Section 2423 to the emissions factors for the 1490 bhp Cummins model #QST30-G5 diesel-fired emergency standby IC engine as given by CARB/EPA certification (Engine Family 1CEXL030.ABA) for NO<sub>x</sub>, VOC CO and PM emissions).

Requirements of Title 13 CCR, Section 2423							
Source	Maximum Rated Power	Model Year	NO <sub>x</sub>	VOC	NO <sub>x</sub> + VOC	CO	PM
Title 13 CCR, §2423	≥ 751.0 bhp (≥ 560 kW)	2000-2005 (Tier 1)	6.9 g/bhp-hr (9.2 g/kW-hr)	1.0 g/bhp-hr (1.3 g/kW-hr)	--	8.5 g/bhp-hr (11.4 g/kW-hr)	0.40 g/bhp-hr (0.54 g/kW-hr)
Title 13 CCR, §2423	≥ 751.0 bhp (≥ 560 kW)	2006 and later (Tier 2)	--	--	4.8 g/bhp-hr (6.4 g/kW-hr)	2.6 g/bhp-hr (3.5 g/kW-hr)	0.15 g/bhp-hr (0.20 g/kW-hr)
Cummins, QST30-G5	1490 bhp	2001	5.6 g/bhp-hr (7.5 g/kW-hr)	0.3 g/bhp-hr (0.4 g/kW-hr)	--	0.45 g/bhp-hr (0.6 g/kW-hr)	0.13 g/bhp-hr (0.17 g/kW-hr)
Meets Standard?			Yes	Yes	N/A	Yes	Yes

As presented in the table above, the proposed engine will satisfy the requirements of this section and compliance is expected.

The CARB/EPA engine certification for this engine lists a NO<sub>x</sub> emissions factor of 5.6 g/bhp-hr, a VOC emissions factor of 0.3 g/bhp-hr, a NO<sub>x</sub> + VOC emission factor of 5.9 g/bhp-hr, a CO emission factor of 0.45 g/bhp-hr, and a PM<sub>10</sub> emissions factor of 0.13 g/bhp-hr, all of which satisfy the requirements of 13 CCR, Section 2423. Therefore, the following conditions (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {edited 3485} Emissions from this IC engine shall not exceed any of the following limits: 5.6 g-NO<sub>x</sub>/bhp-hr, 0.45 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201 and 13 CCR 2423 and 17 CCR 93115]
- {edited 3486} Emissions from this IC engine shall not exceed 0.13 g-PM<sub>10</sub>/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115]

Right of the District to Establish More Stringent Standards:

This regulation also stipulates that the District:

1. May establish more stringent diesel PM, NO<sub>x</sub> + VOC, VOC, NO<sub>x</sub>, and CO emission rate standards; and
2. May establish more stringent limits on hours of maintenance and testing on a site-specific basis; and
3. Shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with other District rules and initial start-up testing

The District has not established more stringent standards at this time. Therefore, the standards previously established in this Section will be utilized.

**Title 17 California Code of Regulations (CCR), Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines**

Emergency Operating Requirements:

This regulation stipulates that no owner or operator shall operate any new or in-use stationary diesel-fueled compression ignition (CI) emergency standby engine, in response to the notification of an impending rotating outage, unless specific criteria are met.

This section applies to emergency standby IC engines that are permitted to operate during non-emergency conditions for the purpose of providing electrical power. However, District Rule 4702 states that emergency standby IC engines may only be operated during non-emergency conditions for the purposes of maintenance and testing. Therefore, this section does not apply and no further discussion is required.

Fuel and Fuel Additive Requirements:

This regulation also stipulates that as of January 1, 2006 an owner or operator of a new or in-use stationary diesel-fueled CI emergency standby engine shall fuel the engine with CARB Diesel Fuel.

Since the engine involved with this project is a new or in-use stationary diesel-fueled CI emergency standby engine, these fuel requirements are applicable. Therefore, the following condition (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {3395} Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801 and 17 CCR 93115]

At-School and Near-School Provisions:

This regulation stipulates that no owner or operator shall operate a new stationary emergency standby diesel-fueled CI engine, with a PM<sub>10</sub> emissions factor > than 0.01 g/bhp-hr, for non-emergency use, including maintenance and testing, during the following periods:

1. Whenever there is a school sponsored activity, if the engine is located on school grounds, and
2. Between 7:30 a.m. and 3:30 p.m. on days when school is in session, if the engine is located within 500 feet of school grounds.

The District has verified that the engine is not located within 500 feet of a K-12 school. Therefore, conditions prohibiting non-emergency usage of the engine during school hours will not be placed on the permit.

Recordkeeping Requirements:

This regulation stipulates that as of January 1, 2005, each owner or operator of an emergency standby diesel-fueled CI engine shall keep a monthly log of usage that shall list and document the nature of use for each of the following:

- a. Emergency use hours of operation;
- b. Maintenance and testing hours of operation;
- c. Hours of operation for emission testing;
- d. Initial start-up hours; and
- e. If applicable, hours of operation to comply with the testing requirements of National Fire Protection Association (NFPA) 25 — "Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems," 1998 edition;
- f. Hours of operation for all uses other than those specified in sections 'a' through 'd' above; and
- g. For in-use emergency standby diesel-fueled engines, the fuel used. The owner or operator shall document fuel use through the retention of fuel purchase records that account for all fuel used in the engine and all fuel purchased for use in the engine, and, at a minimum, contain the following information for each individual fuel purchase transaction:
  - I. Identification of the fuel purchased as either CARB Diesel, or an alternative diesel fuel that meets the requirements of the Verification Procedure, or an alternative fuel, or CARB Diesel fuel used with additives that meet the requirements of the Verification Procedure, or any combination of the above;
  - II. Amount of fuel purchased;
  - III. Date when the fuel was purchased;
  - IV. Signature of owner or operator or representative of owner or operator who received the fuel; and
  - V. Signature of fuel provider indicating fuel was delivered.

The engine associated with this project is a new emergency standby engine powering an electrical generator. Therefore, the following conditions (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {3479} The permittee shall maintain monthly records of emergency and non-emergency operation. Records shall include the number of hours of emergency operation, the date and number of hours of all testing and maintenance operations, the purpose of the operation (for example: load testing, weekly testing, rolling blackout, general area power outage, etc.) and records of operational characteristics monitoring. For units with automated testing systems, the operator may, as an alternative to keeping records of actual operation for testing purposes, maintain a readily accessible written record of the automated testing schedule. [District Rule 4702 and 17 CCR 93115]
- {3475} All records shall be maintained and retained on-site for a minimum of five (5) years, and shall be made available for District inspection upon request. [District Rule 4702 and 17 CCR 93115]

PM Emissions and Hours of Operation Requirements for Modified "In-Use" Diesel Engines:

Engines that have a signed purchase agreement prior to January 1, 2005 are considered to be "in-use" engines per the ATCM. The engine involved with this project has a signed purchase agreement dated 2001 and will be considered "in-use" engines for compliance with the ATCM.

This regulation stipulates that as of January 1, 2008, no person that owns three or fewer in-use engines shall operate any in-use stationary emergency standby diesel-fueled CI engine that has a rated brake horsepower greater than 50, is being physically modified, and that was manufactured from 1995 to current, unless it meets the following applicable emission standards and operating requirements.

1. Emits diesel PM at a rate greater than 0.01 g/bhp-hr or less than or equal to 0.15 g/bhp-hr; and
2. Does not operate more than 31 to 50 hours per year for maintenance and testing purposes after January 1, 2008. Engine operation is not limited during emergency use and during emissions source testing to show compliance with the ATCM.

Therefore, the following conditions (previously proposed in this engineering evaluation) will be listed on the ATC to ensure compliance:

- {edited 3486} Emissions from this IC engine shall not exceed 0.13 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115]
- {3810} This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per calendar year. [District Rule 4702 and 17 CCR 93115]

### **California Environmental Quality Act (CEQA)**

The California Environmental Quality Act (CEQA) requires each public agency to adopt objectives, criteria, and specific procedures consistent with CEQA Statutes and the CEQA Guidelines for administering its responsibilities under CEQA, including the orderly evaluation of projects and preparation of environmental documents. The San Joaquin Valley Unified Air Pollution Control District (District) adopted its *Environmental Review Guidelines* (ERG) in 2001. The basic purposes of CEQA are to:

- Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The District performed an Engineering Evaluation (this document) for the proposed project and determined that the project qualifies for ministerial approval under the District's Guideline for Expedited Application Review (GEAR). Section 21080 of the Public Resources Code exempts from the application of CEQA those projects over which a public agency exercises only ministerial approval. Therefore, the District finds that this project is exempt from the provisions of CEQA.

**IX. Recommendation**

Compliance with all applicable rules and regulations is expected. Issue Authority to Construct S-6807-4-1 subject to the permit conditions on the attached draft Authority to Construct, in Appendix D.

**X. Billing Information**

<b>Billing Schedule</b>			
<b>Permit Number</b>	<b>Fee Schedule</b>	<b>Fee Description</b>	<b>Fee Amount</b>
S-6807-4-1	3020-10-F	1490 bhp IC engine	\$749.00

**Appendixes**

- A. BACT Guideline and BACT Analysis
- B. HRA Summary and AAQA
- C. QNEC Calculations
- D. Draft ATC

## Appendix A

### BACT Guideline and BACT Analysis

## San Joaquin Valley Unified Air Pollution Control District

**Best Available Control Technology (BACT) Guideline 3.1.1**  
**Last Update: 7/10/2009**  
**Emergency Diesel IC Engine**

Pollutant	Achieved in Practice or in the SIP	Technologically Feasible	Alternate Basic Equipment
CO	Latest EPA Tier Certification level for applicable horsepower range		
NOX	Latest EPA Tier Certification level for applicable horsepower range		
PM10	0.15 g/hp-hr or the Latest EPA Tier Certification level for applicable horsepower range, whichever is more stringent. (ATCM)		
SOX	Very low sulfur diesel fuel (15 ppmw sulfur or less)		
VOC	Latest EPA Tier Certification level for applicable horsepower range		

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a state implementation plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.



San Joaquin Valley  
Unified Air Pollution Control District

**Best Available Control Technology (BACT) Guideline 3.1.3\***

Last Update: 6/30/2001

**Emergency Diesel I.C. Engine = or > 400 hp**

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
CO	2.0 grams/brake horsepower-hour	= or < 1.4 grams/bhp-hr	
NOx	Certified emissions of 6.9 g/bhp-hr or less		
PM10	0.1 grams/bhp-hr (if TBACT is triggered) 0.4 grams/bhp-hr (if TBACT is not triggered)		
SOx	Low-sulfur diesel fuel (500 ppmw sulfur or less) or Very Low-sulfur diesel fuel (15 ppmw sulfur or less), where available.		
VOC	Positive crankcase ventilation		

1. Any engine model included in the ARB or EPA diesel engine certification lists and identified as having a PM10 emission rate of 0.149 grams/bhp-hr or less, based on ISO 8178 test procedure, shall be deemed to meet the 0.1 grams/bhp-hr requirement.

2. A site-specific Health Risk Analysis is used to determine if TBACT is triggered. (Clarification added 05/07/01)

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a state implementation plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

**\*This is a Summary Page for this Class of Source - Permit Specific BACT Determinations on Next Page(s)**

## **Top Down BACT Analysis for the Emergency IC Engine(s)**

Oxides of nitrogen (NO<sub>x</sub>) are generated from the high temperature combustion of the diesel fuel. A majority of the NO<sub>x</sub> emissions are formed from the high temperature reaction of nitrogen and oxygen in the inlet air. The rest of the NO<sub>x</sub> emissions are formed from the reaction of fuel-bound nitrogen with oxygen in the inlet air.

### **1. BACT Analysis for NO<sub>x</sub> Emissions:**

#### **a. Step 1 - Identify all control technologies**

The SJVUAPCD BACT Clearinghouse guideline 3.1.3, 1<sup>st</sup> quarter 2005, identifies achieved in practice BACT for NO<sub>x</sub> emissions from emergency diesel IC engines ≥400 bhp as follows:

- 1) Certified emissions of 6.9 g-NO<sub>x</sub>/bhp-hr or less

No technologically feasible alternatives or control alternatives identified as alternate basic equipment for this class and category of source are listed.

#### **b. Step 2 - Eliminate technologically infeasible options**

There are no technologically infeasible options to eliminate from step 1.

#### **c. Step 3 - Rank remaining options by control effectiveness**

No ranking needs to be done because the applicant has proposed the achieved in practice option.

#### **d. Step 4 - Cost Effectiveness Analysis**

The applicant has proposed the only control achieved in practice in the ranking list from Step 3. Therefore, per SJVUAPCD BACT policy, the cost effectiveness analysis is not required.

#### **e. Step 5 - Select BACT**

BACT for NO<sub>x</sub> emissions from this emergency standby diesel IC engine ≥400 bhp is having certified emissions of 6.9 g-NO<sub>x</sub>/bhp-hr or less. The applicant has proposed to install a 1490 bhp emergency standby diesel IC engine with certified emissions of 5.59 g-NO<sub>x</sub>/bhp-hr or less; therefore BACT for NO<sub>x</sub> emissions is satisfied.

## **2. BACT Analysis for PM<sub>10</sub> Emissions:**

Particulate matter (PM<sub>10</sub>) emissions occur from the reaction of various elements in the diesel fuel including fuel sulfur.

### **a. Step 1 - Identify all control technologies**

The SJVUAPCD BACT Clearinghouse guideline 3.1.3, 1<sup>st</sup> quarter 2005, identifies achieved in practice BACT for PM<sub>10</sub> emissions from emergency diesel IC engines  $\geq$  400 bhp as follows:

- 1) Certified emissions of 0.4 g-PM<sub>10</sub>/bhp-hr since T-BACT is not triggered for this project or less

No technologically feasible alternatives or control alternatives identified as alternate basic equipment for this class and category of source are listed.

### **b. Step 2 - Eliminate technologically infeasible options**

There are no technologically infeasible options to eliminate from step 1.

### **c. Step 3 - Rank remaining options by control effectiveness**

No ranking needs to be done because the applicant has proposed the achieved in practice option.

### **d. Step 4 - Cost Effectiveness Analysis**

The applicant has proposed the only control achieved in practice in the ranking list from Step 3. Therefore, per SJVUAPCD BACT policy, the cost effectiveness analysis is not required.

### **e. Step 5 - Select BACT**

BACT for PM<sub>10</sub> emissions from this emergency standby diesel IC engine  $\geq$  400 bhp is having certified emissions of (0.4 g-PM<sub>10</sub>/bhp-hr) or less. The applicant has proposed to install a 1490 bhp emergency standby diesel IC engine with certified emissions of 0.127 g-PM<sub>10</sub>/bhp-hr; therefore BACT for PM<sub>10</sub> emissions is satisfied.

### **3. BACT Analysis for VOC Emissions:**

Volatile organic compounds (VOC) are emitted from the crankcase of the engine as a result of piston ring blow-by.

#### **a. Step 1 - Identify all control technologies**

The SJVUAPCD BACT Clearinghouse guideline 3.1.3, 1<sup>st</sup> quarter 2005, identifies achieved in practice BACT for VOC emissions from emergency diesel IC engines  $\geq$  400 bhp as follows:

- 1) Positive crankcase ventilation (or 90% efficient control device)

No technologically feasible alternatives or control alternatives identified as alternate basic equipment for this class and category of source are listed.

#### **b. Step 2 - Eliminate technologically infeasible options**

There are no technologically infeasible options to eliminate from step 1.

#### **c. Step 3 - Rank remaining options by control effectiveness**

No ranking needs to be done because the applicant has proposed the achieved in practice option.

#### **d. Step 4 - Cost effectiveness analysis**

The applicant has proposed the only control achieved in practice in the ranking list from Step 3. Therefore, per SJVUAPCD BACT policy, the cost effectiveness analysis is not required.

#### **e. Step 5 - Select BACT**

BACT for VOC emissions from this emergency standby diesel IC engine  $\geq$  400 bhp is having positive crankcase ventilation (or 90% efficient control device). The applicant has proposed to install a 1490 bhp emergency standby diesel IC engine with positive crankcase ventilation; therefore BACT for VOC emissions is satisfied.

## Appendix B

### HRA Summary and AAQA

# San Joaquin Valley Air Pollution Control District Risk Management Review

To: Gurpreet Brar – Permit Services  
 From: Cheryl Lawler – Technical Services  
 Date: November 12, 2009  
 Facility Name: Langer Farms, LLC  
 Location: 19300 Copus Road, Bakersfield  
 Application #(s): S-6807-4-1  
 Project #: S-1094844

## A. RMR SUMMARY

RMR Summary			
Categories	Emergency Diesel ICE (Unit 4-1)	Project Totals	Facility Totals
Prioritization Score	N/A <sup>1</sup>	>1	>1
Acute Hazard Index	N/A <sup>2</sup>	N/A	N/A
Chronic Hazard Index	N/A <sup>2</sup>	N/A	N/A
Maximum Individual Cancer Risk	2.47E-08	2.47E-08	2.47E-08
T-BACT Required?	No		
Special Permit Conditions?	Yes		

- 1 Prioritization for this unit was not conducted since it has been determined that all diesel-fired IC engines will result in prioritization scores greater than 1.0.
- 2 Acute and Chronic Hazard Indices were not calculated since there is no risk factor or the risk factor is so low that it has been determined to be insignificant for these types of units.

### Proposed Permit Conditions

To ensure that human health risks will not exceed District allowable levels; the following permit conditions must be included for:

#### Unit #4-1

1. Modified {1901} The PM10 emissions rate shall not exceed **0.127 g/hp-hr** based on US EPA certification using ISO 8178 test procedure. [District Rule 2201]
2. {1898} The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rule 4102] N
3. Modified {1344} The engine shall be operated only for maintenance, testing, and required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed **50 hours** per year. [District NSR Rule and District Rule 4701] N
4. The engine's stack release height shall be no less than 32 feet.

## B. RMR REPORT

### I. Project Description

Technical Services received a request on October 5, 2009, to perform a Risk Management Review and Ambient Air Quality Analysis for a 1490 bhp emergency diesel IC engine powering an electrical generator.

### II. Analysis

Technical Services performed a screening level health risk assessment using the District's Diesel Exhaust Risk Screening spreadsheet.

The following parameters were used for the review:

Analysis Parameters						
Unit #	bhp-hr	PM <sub>10</sub> g/hp-hr	Receptor (m)	Quad	Hours/Year	Load%
4-1	1490	0.127	8047	2	50	100
Location Type			Rural	Receptor Type		Residence & Business

Technical Services also performed modeling for criteria pollutants CO, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>10</sub>, as well as the RMR. The emission rates used for criteria pollutant modeling were 1.48 lb/hr CO, 18.36 lb/hr NO<sub>x</sub>, 0.02 lb/hr SO<sub>x</sub>, and 0.42 lb/hr PM<sub>10</sub>. The engineer supplied the maximum fuel rate for the IC engine used during the analysis.

The results from the Criteria Pollutant Modeling are as follows:

#### Criteria Pollutant Modeling Results\*

Values are in µg/m<sup>3</sup>

Diesel ICE	1 Hour	3 Hours	8 Hours	24 Hours	Annual
CO	Pass	X	Pass	X	X
NO <sub>x</sub>	Pass	X	X	X	Pass
SO <sub>x</sub>	Pass	Pass	X	Pass	Pass
PM <sub>10</sub>	X	X	X	Pass	Pass

\*Results were taken from the attached PSD spreadsheets.

<sup>1</sup>The criteria pollutants are below EPA's level of significance as found in 40 CFR Part 51.165 (b)(2).

### III. Conclusion

The criteria modeling runs indicate the emissions from the proposed equipment will not cause or significantly contribute to a violation of a State or National AAQS.

The cancer risk associated with the operation of the proposed emergency diesel IC engine is **2.47E-08**, which is less than the 1 in a million threshold. In accordance with the District's Risk Management Policy, the engine is approved **without** Toxic Best Available Control Technology (T-BACT).

To ensure that human health risks will not exceed District allowable levels; the permit conditions listed on Page 1 of this report must be included for the proposed unit.

These conclusions are based on the data provided by the applicant and the project engineer. Therefore, this analysis is valid only as long as the proposed data and parameters do not change.



Appendix C  
QNEC Calculations

### Quarterly Net Emissions Change (QNEC)

The Quarterly Net Emissions Change is used to complete the emission profile screen for the District's PAS database. The QNEC shall be calculated as follows:

QNEC = PE2 - BE, where:

- QNEC = Quarterly Net Emissions Change for each emissions unit, lb/qtr.
- PE2 = Post Project Potential to Emit for each emissions unit, lb/qtr.
- BE = Baseline Emissions (per Rule 2201) for each emissions unit, lb/qtr.

Using the values in Sections VII.C.2 and VII.C.6 in the evaluation above, PE2<sub>quarterly</sub> and BE<sub>quarterly</sub> can be calculated as follows:

Quarterly Post Project Emissions		
Pollutant	PE2 Total (lb/yr)	Quarterly PE2 (lb/qtr)
NO <sub>x</sub>	920	230.0
SO <sub>x</sub>	1	0.3
PM <sub>10</sub>	21	5.3
CO	74	18.5
VOC	49	12.3

$$\begin{aligned}
 BE_{\text{quarterly}} &= BE_{\text{annual}} \div 4 \text{ quarters/year} \\
 &= 0 \text{ lb/year} \div 4 \text{ qtr/year} \\
 &= 0 \text{ lb/qtr (for all criteria pollutants)}
 \end{aligned}$$

QNEC			
Pollutant	Quarterly PE2 (lb/qtr)	Quarterly BE (lb/qtr)	QNEC (lb/qtr)
NO <sub>x</sub>	230.0	0	230.0
SO <sub>x</sub>	0.3	0	0.3
PM <sub>10</sub>	5.3	0	5.3
CO	18.5	0	18.5
VOC	12.3	0	12.3

Appendix D

Draft ATC

San Joaquin Valley  
Air Pollution Control District

**AUTHORITY TO CONSTRUCT**

ISSUANCE DATE: DRAFT  
**DRAFT**

PERMIT NO: S-6807-4-1

LEGAL OWNER OR OPERATOR: LANGERS FARMS  
MAILING ADDRESS: 16195 STEPHENS STREET  
CITY OF INDUSTRY, CA 91745

LOCATION: 19300 COPUS ROAD  
BAKERSFIELD, CA

EQUIPMENT DESCRIPTION:  
1490 BHP CUMMINS MODEL QST30-G5 SERIAL #37199011 TIER 1 CERTIFIED DIESEL-FIRED EMERGENCY  
STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

**CONDITIONS**

1. This Authority to Construct (ATC) cancels and supersedes ATC S-6807-4-0. [District Rule 2201]
2. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
3. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
4. {15} No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than three minutes in any one hour which is as dark as, or darker than, Ringelmann 1 or 20% opacity. [District Rule 4101]
5. {1898} The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rule 4102]
6. The engine's stack release height shall be no less than 32 feet. [District Rule 4102]
7. {3403} This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rule 4702 and 17 CCR 93115]
8. {3395} Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801 and 17 CCR 93115]
9. Emissions from this IC engine shall not exceed any of the following limits: 5.59 g-NOx/bhp-hr, 0.45 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201 and 13 CCR 2423 and 17 CCR 93115]

CONDITIONS CONTINUE ON NEXT PAGE

YOU **MUST** NOTIFY THE DISTRICT COMPLIANCE DIVISION AT (661) 392-5500 WHEN CONSTRUCTION IS COMPLETED AND PRIOR TO OPERATING THE EQUIPMENT OR MODIFICATIONS AUTHORIZED BY THIS AUTHORITY TO CONSTRUCT. This is NOT a PERMIT TO OPERATE. Approval or denial of a PERMIT TO OPERATE will be made after an inspection to verify that the equipment has been constructed in accordance with the approved plans, specifications and conditions of this Authority to Construct, and to determine if the equipment can be operated in compliance with all Rules and Regulations of the San Joaquin Valley Unified Air Pollution Control District. Unless construction has commenced pursuant to Rule 2050, this Authority to Construct shall expire and application shall be cancelled two years from the date of issuance. The applicant is responsible for complying with all laws, ordinances and regulations of all other governmental agencies which may pertain to the above equipment.

Seyed Sadredin, Executive Director APCO

**DRAFT**

DAVID WARNER, Director of Permit Services  
S-6807-4-1: Nov 13 2009 2:38PM - BRARG : Joint Inspection NOT Required

10. Emissions from this IC engine shall not exceed 0.127 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102 and 13 CCR 2423 and 17 CCR 93115]
11. This engine shall be equipped with a positive crankcase ventilation (PCV) system that recirculates crankcase emissions into the air intake system for combustion. [District Rule 2201]
12. {3405} This engine shall be operated and maintained in proper operating condition as recommended by the engine manufacturer or emissions control system supplier. [District Rule 4702]
13. {3478} During periods of operation for maintenance, testing, and required regulatory purposes, the permittee shall monitor the operational characteristics of the engine as recommended by the manufacturer or emission control system supplier (for example: check engine fluid levels, battery, cables and connections; change engine oil and filters; replace engine coolant; and/or other operational characteristics as recommended by the manufacturer or supplier). [District Rule 4702]
14. {3810} This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per calendar year. [District Rule 4702 and 17 CCR 93115]
15. {3807} An emergency situation is an unscheduled electrical power outage caused by sudden and reasonably unforeseen natural disasters or sudden and reasonably unforeseen events beyond the control of the permittee. [District Rule 4702]
16. {3808} This engine shall not be used to produce power for the electrical distribution system, as part of a voluntary utility demand reduction program, or for an interruptible power contract. [District Rule 4702]
17. {3479} The permittee shall maintain monthly records of emergency and non-emergency operation. Records shall include the number of hours of emergency operation, the date and number of hours of all testing and maintenance operations, the purpose of the operation (for example: load testing, weekly testing, rolling blackout, general area power outage, etc.) and records of operational characteristics monitoring. For units with automated testing systems, the operator may, as an alternative to keeping records of actual operation for testing purposes, maintain a readily accessible written record of the automated testing schedule. [District Rule 4702 and 17 CCR 93115]
18. {3475} All records shall be maintained and retained on-site for a minimum of five (5) years, and shall be made available for District inspection upon request. [District Rule 4702 and 17 CCR 93115]

DRAFT