



APR 20 2010

Mr. Larry Landis
Chevron USA
P.O. Box 1392
Bakersfield, CA 93302

**Re: Notice of Preliminary Decision - ATC / Certificate of Conformity
Facility # S-2010
Project # S-1095486**

Dear Mr. Landis:

Enclosed for your review and comment is the District's analysis of an application for Authorities to Construct for Chevron USA Light Oil Western stationary source, CA. The project is for the installation of seven diesel-fired emergency standby IC engines each powering an electrical generator.

After addressing all comments made during the 30-day public notice and the 45-day EPA comment periods, the Authorities to Construct will be issued to the facility with Certificates of Conformity. Prior to operating with modifications authorized by the Authorities to Construct, the facility must submit an application to modify the Title V permit as an administrative amendment, in accordance with District Rule 2520, Section 11.5.

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

If you have any questions, please contact Mr. Leonard Scandura, Permit Services Manager, at (661) 392-5500.

Thank you for your cooperation in this matter.

Sincerely,



David Warner
Director of Permit Services

DW: DG/cm

Enclosures

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6476

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585



APR 20 2010

Gerardo C. Rios, Chief
Permits Office
Air Division
U.S. EPA - Region IX
75 Hawthorne St.
San Francisco, CA 94105

**Re: Notice of Preliminary Decision - ATC / Certificate of Conformity
Facility # S-2010
Project # S-1095486**

Dear Mr. Rios:

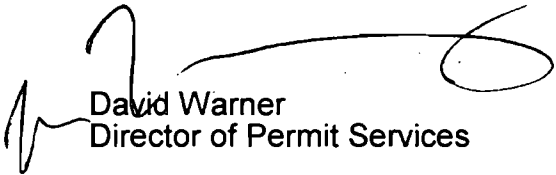
Enclosed for your review is the District's engineering evaluation of an application for Authorities to Construct for Chevron USA Light Oil Western stationary source, CA, which has been issued a Title V permit. Chevron USA is requesting that Certificates of Conformity, with the procedural requirements of 40 CFR Part 70, be issued with this project. The project is for the installation of seven diesel-fired emergency standby IC engines each powering an electrical generator.

Enclosed is the engineering evaluation of this application and proposed Authorities to Construct # S-2010-300-0, '-301-0, '-302-0, '-303-0, '-304-0, '-305-0 and '-306-0 with Certificates of Conformity. After demonstrating compliance with the Authority to Construct, the conditions will be incorporated into the facility's Title V permit through an administrative amendment.

Please submit your written comments on this project within the 45-day comment period that begins on the date you receive this letter. If you have any questions, please contact Mr. Leonard Scandura, Permit Services Manager, at (661) 392-5500.

Thank you for your cooperation in this matter.

Sincerely,



David Warner
Director of Permit Services

DW: DG/cm

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APR 20 2010

Mike Tollstrup, Chief
Project Assessment Branch
Air Resources Board
P O Box 2815
Sacramento, CA 95812-2815

Re: **Notice of Preliminary Decision - ATC / Certificate of Conformity**
Facility # S-2010
Project # S-1095486

Dear Mr. Tollstrup:

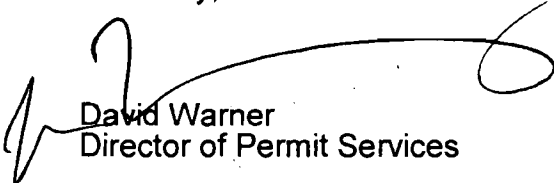
Enclosed for your review and comment is the District's analysis of an application for Authorities to Construct for Chevron USA Light Oil Western stationary source, CA. The project is for the installation of seven diesel-fired emergency standby IC engines each powering an electrical generator.

The public notice will be published approximately three days from the date of this letter. Please submit your written comments 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, please contact Mr. Leonard Scandura, Permit Services Manager, at (661) 392-5500.

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Sincerely,



David Warner
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Bakersfield Californian

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

NOTICE IS HEREBY GIVEN that the San Joaquin Valley Air Pollution Control District solicits public comment on the proposed issuance of Authority To Construct to Chevron USA for its light oil Light Oil Western stationary source, California. The project is for the installation of seven diesel-fired emergency standby IC engines each powering an electrical generator.

The analysis of the regulatory basis for these proposed actions, Project #S-1095486, is available for public inspection at http://www.valleyair.org/notices/public_notices_idx.htm and the District office at the address below. Written comments on the proposed initial permit must be submitted within 30 days of the publication date of this notice to **DAVID WARNER, DIRECTOR OF PERMIT SERVICES, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, 34946 Flyover Court, Bakersfield, CA 93308.**

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 proposed engines will be located primarily at the Cahn 3 oil and natural gas processing plant on the SW ¼ Section 3, T27S, R21E in the Lost Hills oilfield. Multiple engines may be used at the same time at one location within Chevron's Light Oil Western stationary source (Appendix A – Equipment Location Map).

The District has verified that the engines will not be 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 engines will be used to power electrical generators. In the event of emergency, any three of the seven engines may be operated at the same time. Other than emergency standby operation, each engine may be operated up to 50 hours per year for maintenance and testing purposes.

V. Equipment Listing

- S-2010-300-0: 1490 BHP CUMMINS MODEL QST3Q-G5NR2 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR
- S-2010-301-0 1502 BHP CATERPILLAR MODEL C32 (SN #S4C00932) TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR
- S-2010-302-0 1502 BHP CATERPILLAR MODEL C32 (SN #S4C00997) TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR
- S-2010-303-0 2206 BHP CATERPILLAR MODEL 3512CGD TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

- S-2010-304-0 2220 BHP CUMMINS MODEL QSK50-G4NR2 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR
- S-2010-305-0 3251 BHP CUMMINS MODEL QSKTA60-GE TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR
- S-2010-306-0 3251 BHP CUMMINS MODEL QSK60-B6 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

VI. Emission Control Technology Evaluation

The engines are all 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_x Control of Stationary Diesel Engines*, by Don Koeberlein, CARB.

The turbocharger reduces the NO_x emission rate from the engine by approximately 10% by increasing the efficiency and promoting more complete burning of the fuel.

The PCV system reduces crankcase VOC and PM₁₀ emissions by at least 90% over an uncontrolled crankcase vent.

The use of very low-sulfur diesel fuel (0.0015% by weight sulfur maximum) reduces SO_x 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%
 PM₁₀ fraction of diesel exhaust: 0.96 (CARB, 1988)

- The applicant has only supplied an emissions factor for NO_x and VOC emissions combined. Therefore the District will use data from the EPA document "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling – Compressions Ignition", dated November 2002, as presented in the following table to estimate NO_x and VOC emissions (District assumption).

Tier 2 and Tier 3 Diesel-Fired IC Engines NO _x and VOC Estimated Emissions						
Horsepower Range (bhp)	Combined Standard, NO _x + VOC (g/bhp-hr)		Estimated NO _x Emissions (g/bhp-hr)		Estimated VOC Emissions (g/bhp-hr)	
	Tier 2	Tier 3	Tier 2	Tier 3	Tier 2	Tier 3
≥ 50 to < 100	5.6	3.5	5.2	3.3	0.4	0.2
≥ 100 to < 175	4.9	3.0	4.5	2.8	0.4	0.2
≥ 175 to < 300	4.9	3.0	4.5	2.8	0.4	0.2
≥ 300 to < 600	4.8	3.0	4.5	2.8	0.3	0.2
≥ 600 to < 750	4.8	3.0	4.5	2.8	0.3	0.2
≥ 750	4.8	N/A	4.5	N/A	0.3	N/A

Using the ARB/EPA certified NO_x + VOC emissions factor supplied by the applicant, the NO_x and VOC emissions factors are calculated as follows:

S-1141-597 (1490 bhp Tier 2 with ARB/EPA certified NO_x + VOC emissions factor of 6.2 g/kw-hr (4.6 g/bhp-hr):

$$\text{NO}_x \text{ (g/bhp-hr)} = \text{NO}_x + \text{VOC (g/bhp-hr)} \times (4.5 \text{ g/bhp-hr} \div 4.8 \text{ g/bhp-hr})$$

$$\text{NO}_x \text{ g/bhp-hr} = 4.6 \text{ g/bhp-hr} \times (4.5 \text{ g/bhp-hr} \div 4.8 \text{ g/bhp-hr})$$

$$\text{NO}_x = 4.3 \text{ g/bhp-hr}$$

$$\text{VOC (g/bhp-hr)} = \text{NO}_x + \text{VOC (g/bhp-hr)} \times (0.3 \text{ g/bhp-hr} \div 4.8 \text{ g/bhp-hr})$$

$$\text{VOC g/bhp-hr} = 4.6 \text{ g/bhp-hr} \times (0.3 \text{ g/bhp-hr} \div 4.8 \text{ g/bhp-hr})$$

$$\text{VOC} = 0.29 \text{ g/bhp-hr}$$

The NO_x and VOC emission factors for the other units in this project are calculated similarly and the calculated emission factors are shown in the table below.

B. Emission Factors

Emission Factors (g/bhp-hr)					
Permit	NOx	SOx	PM10	CO	VOC
S-2010-300-0	4.3	0.0051	0.08	0.5	0.3
S-2010-301-0	4.0	0.0051	0.10	1.2	0.3
S-2010-302-0	4.0	0.0051	0.10	1.2	0.3
S-2010-303-0	3.8	0.0051	0.10	1.2	0.2
S-2010-304-0	4.2	0.0051	0.06	0.9	0.3
S-2010-305-0	3.8	0.0051	0.07	0.4	0.2
S-2010-306-0	3.8	0.0051	0.07	0.4	0.2
	ARB/EPA Cert	Mass balance	ARB/EPA Cert	ARB/EPA Cert	ARB/EPA Cert

$$\frac{0.000015 \text{ lb} - S}{\text{lb} - \text{fuel}} \times \frac{7.1 \text{ lb} - \text{fuel}}{\text{gallon}} \times \frac{2 \text{ lb} - SO_2}{1 \text{ lb} - S} \times \frac{1 \text{ gal}}{137,000 \text{ Btu}} \times \frac{1 \text{ bhp input}}{0.35 \text{ bhp out}} \times \frac{2,542.5 \text{ Btu}}{\text{bhp} - \text{hr}} \times \frac{453.6 \text{ g}}{\text{lb}} = 0.0051 \frac{\text{g} - SO_x}{\text{bhp} - \text{hr}}$$

C. Calculations

1. Pre-Project Emissions (PE1)

Since these are new emissions units, PE1 = 0.

2. Post Project PE (PE2)

The daily and annual PE2 are calculated using the following equation and summarized in the table below:

$$\text{Pollutant (lb/time)} = [\text{EF (g/bhp-hr)} \times \text{Rating (bhp)} \times \text{Op (hr/day or hr/yr)}] / 453.6 \text{ g/lb}$$

Permit	NOx	SOx	PM10	CO	VOC	Units
S-2010-300 1490 bhp	4.3	0.0051	0.08	0.5	0.3	g/bhp-hr
	14.1	0.0	0.3	1.6	1.0	lb/hr
	339.0	0.4	6.3	39.4	23.7	lb/day
	706	1	13	82	49	lb/yr
S-2010-301 1502 bhp	4.0	0.0051	0.10	1.2	0.3	g/bhp-hr
	13.2	0.0	0.3	4.0	1.0	lb/hr
	317.9	0.4	7.9	95.4	23.8	lb/day
	662	1	17	199	50	lb/yr

S-2010-302 1502 bhp	4.0	0.0051	0.10	1.2	0.3	g/bhp-hr
	13.2	0.0	0.3	4.0	1.0	lb/hr
	317.9	0.4	7.9	95.4	23.8	lb/day
	662	1	17	199	50	lb/yr
S-2010-303 2206 bhp	3.8	0.0051	0.10	1.2	0.2	g/bhp-hr
	18.5	0.0	0.5	5.8	1.0	lb/hr
	443.5	0.6	11.7	140.1	23.3	lb/day
	924	1	24	292	49	lb/yr
S-2010-304 2220 bhp	4.2	0.0051	0.06	0.9	0.3	g/bhp-hr
	20.6	0.0	0.3	4.4	1.5	lb/hr
	493.3	0.6	7.0	105.7	35.2	lb/day
	1028	1	15	220	73	lb/yr
S-2010-305 3251 bhp	3.8	0.0051	0.07	0.4	0.2	g/bhp-hr
	27.2	0.0	0.5	2.9	1.4	lb/hr
	653.6	0.9	12.0	68.8	34.4	lb/day
	1362	2	25	143	72	lb/yr
S-2010-306 3251 bhp	3.8	0.0051	0.07	0.4	0.2	g/bhp-hr
	27.2	0.0	0.5	2.9	1.4	lb/hr
	653.6	0.9	12.0	68.8	34.4	lb/day
	1362	2	25	143	72	lb/yr
Total	6,706	9	135	1,278	414	lb/yr

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.

Facility emissions are above the Offset and Major Source Thresholds for VOCs. Since emergency IC engines are exempt from Offset requirements of Rule 2201, tabulation of the SSPE1 is not necessary.

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.

For this project the change in emissions for the facility is due to the installation of the new emergency standby IC engines. Since this project is exempt from Offset requirements of Rule 2201, tabulation of the SSPE2 is not necessary

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."

CUSA's Light Oil Western stationary source is an existing Major Source for VOCs and will remain so. No change in Major Source status is proposed or expected 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 these are new emissions units and meet the latest ARB/EPA certification level appropriate for size engine, they can be assumed to be clean emissions units; therefore, 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 an existing Major Source for VOC; however, the project by itself would need to be a significant increase in order to trigger a Major Modification. The new emissions units within this project do not have a total potential to emit which is greater than Major Modification thresholds (see the following table). Therefore, the project cannot be a significant increase and the project does not constitute a Major Modification.

Major Modification Thresholds for Existing Major Sources			
Pollutant	Annual Emissions for the 7 units combined (lb/yr)	Threshold (lb/yr)	Major Modification?
NO _x	6,706	50,000	No
SO _x	9	80,000	No
PM ₁₀	135	30,000	No
VOC	414	50,000	No

As seen in the table above, this project is not 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 D.

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 the engines are new emissions units, the daily emissions are compared to the BACT thresholds in the following table:

New Emissions BACT Applicability					
	NO _x	SO _x	PM ₁₀	CO	VOC
S-2010-300-0	339.0	0.4	6.3	39.4	23.7
S-2010-301-0	317.9	0.4	7.9	95.4	23.8
S-2010-302-0	317.9	0.4	7.9	95.4	23.8
S-2010-303-0	443.5	0.6	11.7	140.1	23.3
S-2010-304-0	493.3	0.6	7.0	105.7	35.2
S-2010-305-0	653.6	0.9	12.0	68.8	34.4
S-2010-306-0	653.6	0.9	12.0	68.6	34.4
BACT Threshold (lb/day)	>2.0	>2.0	>2.0	>2.0 and SSPE2 ≥ 200,000 lb/yr	>2.0

As shown in the table, BACT will be triggered for NO_x, PM₁₀ and VOC emissions from the engines for this project.

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

As discussed previously in Section I, the engines are 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, the engines are 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 3.1.1, which appears in Appendix B of this report, covers diesel-fired emergency IC engines.

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 B of this report, BACT is satisfied with:

- NO_x: Latest EPA Tier Certification level for applicable horsepower range
- VOC: 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)

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

As shown in Section VII(C), all the engines for this project have a PE > 100 lb/day for NOx; therefore, public noticing for new emissions unit with a Potential to Emit greater than 100 lb/day for any one pollutant is required.

d. Offset Threshold

CUSA is currently above the offset thresholds for VOCs. The offset thresholds for the other criteria pollutants are not exceeded as a result of 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. As shown in Section VII(C), the increase in emissions for all the criteria pollutants is less than 20,000 lb/yr; therefore, the SSIPE cannot exceed 20,000 lb/yr public notification threshold and public noticing is not required.

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_x 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.

In addition, this facility is a Title V facility and has requested that the ATC issued as a result of this project be issued with a COC (as discussed previously in Section I). Therefore, COC notice documents will be submitted to the Environmental Protection Agency (EPA) 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 will be listed on the ATC to ensure compliance:

- Emissions from this IC engine shall not exceed any of the following limits: **X.X** g-NO_x/bhp-hr, **X.X** g-CO/bhp-hr, or **X.X** g-VOC/bhp-hr. [District Rule 2201 and 13 CCR 2423 and 17 CCR 93115]
- Emissions from this IC engine shall not exceed **X.XX** 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]

In addition, the DEL for SO_x 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 ATCs 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 table. Refer to Appendix C of this document for the AAQA summary.

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 _x	Pass ²	N/A	N/A	N/A	Pass
SO _x	Pass	Pass	N/A	Pass	Pass

PM ₁₀	N/A	N/A	N/A	Pass ¹	Pass ¹
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¹ The criteria pollutants are below EPA's level of significance as found in 40 CFR Part 51.165 (b)(2).

² PVMRM was required for the NO_x 1-hr value.

The proposed location of installation of the diesel-fired IC engines is in an attainment area for NO_x, CO, PM₁₀ and SO_x. As shown by the preceding table of AAQA results, the proposed installation of the diesel-fired IC engines will not cause a violation of National ambient air quality standard for NO_x, CO, PM₁₀ or SO_x.

Rule 2520 Federally Mandated Operating Permits

This facility is subject to this Rule, and has received their Title V Operating Permit. The proposed modification is a Minor Modification to the Title V Permit pursuant to Section 3.20 of this rule. As discussed previously in the proposal section, the facility has applied for a Certificate of Conformity (COC). Therefore, the following conditions will be listed on the ATC to ensure compliance:

- {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule]
- {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4]

In addition, the facility must apply to modify their Title V permit with an administrative amendment, prior to operating with the proposed modifications. Continued compliance with this rule is expected.

Rule 4001 New Source Performance Standards (NSPS)

40 CFR 60 Subpart IIII – 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.

Prioritization was not performed since it has been determined that all diesel-fired IC engines will result in prioritization scores greater than 1.0. Therefore, pursuant to the policy, a risk management review has been performed for this project to analyze the impact of toxic emissions. For projects where the increase in cancer risk is greater than one per million, Toxic Best Available Control Technology (T-BACT) is required.

The HRA results for this project are shown below (see the HRA Summary in Appendix B):

RMR Summary									
Categories	Emergency Diesel ICEs (Units 597-0 thru 603-0)							Project Totals	Facility Totals
	Prioritization Score	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹		
Acute Hazard Index	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	0.25
Chronic Hazard Index	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	0.06
Maximum Individual Cancer Risk (10E-6)	0.0196	0.0235	0.0235	0.0262	0.0158	0.027	0.027	1.63E-07	1.63E-07
T-BACT Required?	No	No	No	No	No	No	No		
Special Permit Conditions?	Yes	Yes	Yes	Yes	Yes	Yes	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.

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 ATCs 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]
- {3396} 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]]

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:

Based on the HRA, the highest PM10 emissions rate allowable is 0.1 g/hp-hr for S-2010-302 and -303. The certified PM10 emission rate for the engines ranges from 0.06 to 0.10 g/hp-hr. To evaluate compliance with this rule, the maximum rate of 0.1 g/hp-hr is used.

$$0.1 \frac{g - PM_{10}}{bhp - hr} \times \frac{1g - PM}{0.96g - PM_{10}} \times \frac{1bhp - hr}{2,542.5 Btu} \times \frac{10^6 Btu}{9,051 dscf} \times \frac{0.35 Btu_{out}}{1 Btu_{in}} \times \frac{15.43 grain}{g} = 0.024 \frac{grain - PM}{dscf}$$

Since 0.024 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, these diesel-fired emergency IC engines 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_x), 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 engines 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]
- {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]

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 SO₂) 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 (standard temperature) = 60 °F or 520 °R

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

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

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)

Particulate Matter and VOC + NO_x 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 0.15 g/bhp-hr (with 1.341 bhp/kW, equivalent to 0.20 g/kW-hr) for 2006 and later 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_x 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 2006 model engine. The following table compares the requirements of Title 13 CCR, Section 2423 to the emissions factors for the >751 diesel-fired emergency standby IC engines as given by the manufacturer (for NO_x + VOC and PM emissions) and CARB/EPA certification.

Requirements of Title 13 CCR Section 2423							
Source	Maximum Rated Power	Model Year	NO _x	VOC	NO _x + 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 QST3Q-G5NR2	1490 bhp	2006	--	--	4.6 g/bhp-hr (6.2 g/kW-hr)	0.5 g/bhp-hr (0.7 g/kW-hr)	0.08 g/bhp-hr (0.11 g/kW-hr)
Caterpillar C32	1502 bhp	2006	--	--	4.3 g/bhp-hr (5.7 g/kW-hr)	1.2 g/bhp-hr (1.6 g/kW-hr)	0.10 g/bhp-hr (0.13 g/kW-hr)
Caterpillar C32	1502 bhp	2006	--	--	4.3 g/bhp-hr (5.7 g/kW-hr)	1.2 g/bhp-hr (1.6 g/kW-hr)	0.10 g/bhp-hr (0.13 g/kW-hr)
Caterpillar 3512CGD	2206 bhp	2006	--	--	4.0 g/bhp-hr (5.3 g/kW-hr)	1.2 g/bhp-hr (1.6 g/kW-hr)	0.10 g/bhp-hr (0.14 g/kW-hr)
Cummins QSK50-G4NR2	2220 bhp	2006	--	--	4.5 g/bhp-hr (6.1 g/kW-hr)	0.9 g/bhp-hr (1.2 g/kW-hr)	0.06 g/bhp-hr (0.08 g/kW-hr)
Cummins QSKTA60-GE	3251 bhp	2006	--	--	4.0 g/bhp-hr (5.4 g/kW-hr)	0.4 g/bhp-hr (0.5 g/kW-hr)	0.07 g/bhp-hr (0.09 g/kW-hr)
Cummins QSK60-B6	3251 bhp	2006	--	--	4.0 g/bhp-hr (5.4 g/kW-hr)	0.4 g/bhp-hr (0.5 g/kW-hr)	0.07 g/bhp-hr (0.09 g/kW-hr)
Meets Standard?			N/A	N/A	Yes	Yes	Yes

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

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

- {edited 3485} Emissions from this IC engine shall not exceed any of the following limits: X.XX g-NO_x/bhp-hr, X.XX g-CO/bhp-hr, or X.XX 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 X.XX 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]

Right of the District to Establish More Stringent Standards:

This regulation also stipulates that the District:

1. May establish more stringent diesel PM, NO_x + VOC, VOC, NO_x, 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 PM₁₀ 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 engines are 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 engines associated with this project are new emergency standby engines powering electrical generators. 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 New Diesel Engines:

This regulation stipulates that as of January 1, 2005, no person shall operate any new stationary emergency standby diesel-fueled CI engine that has a rated brake horsepower greater than 50, unless it meets all of 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; or
2. Meets the current model year diesel PM standard specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (Title 13 CCR, Section 2423), whichever is more stringent; and
3. Does not operate more than 50 hours per year for maintenance and testing purposes. 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 X.XX 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.

Consistent with California Environmental Quality Act (CEQA) and CEQA Guidelines requirements, the San Joaquin Valley Air Pollution Control District (District) has adopted procedures and guidelines for implementing CEQA. The District's Environmental Review Guidelines (ERG) establishes procedures for avoiding unnecessary delay during the District's permitting process while ensuring that significant environmental impacts are thoroughly and consistently addressed. The ERG includes policies and procedures to be followed when processing permits for projects that are exempt under CEQA.

The State Legislature granted a number of exemptions from CEQA, including projects that require only ministerial approval. Based upon analysis of its own laws and consideration of CEQA provisions, the District has identified a limited number of District permitting activities considered to be ministerial approvals. As set forth in §4.2.1 of the ERG, projects permitted consistent with the District's *Guidelines for Expedited Application Review* (GEAR) are standard application reviews in which little or no discretion is used in issuing Authority to Construct (ATC) documents.

For the proposed project, the District performed an Engineering Evaluation (this document) and determined that the project qualifies for processing under the procedures set forth in the District's Permit Services Procedures Manual in the Guidelines for Expedited Application Review (GEAR). Thus, as discussed above, this issuance of such ATC(s) is a ministerial approval for the District and is not subject to CEQA provisions.

On December 17, 2009, the District's Governing Board adopted the first comprehensive regional policy and guidance on addressing and mitigating GHG emission impacts caused by industrial, commercial, and residential development in the San Joaquin Valley. The adopted District policy – *Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* applies to projects for which the District has discretionary approval authority over the project and serves as the lead agency for CEQA purposes. The policy relies on the use of performance based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. However, consistent with the District's objective to achieve the GHG emission reduction targets established pursuant to AB 32, BPS will be incorporated into the District's GEAR application review process. In the interim, projects meeting the existing GEAR requirements will continue to be processed as ministerial approvals.

IX. Recommendation

Pending a successful NSR Public Noticing period, issue Authority to Construct S-2010-300-0, '-301-0, '-302-0, '-303-0, '-304-0, '-305-0 and '-306-0 subject to the permit conditions on the attached draft Authority to Construct in Appendix E.

X. Billing Information

Billing Schedule			
Permit Number	Fee Schedule	Fee Description	Fee Amount
S-2010-300-0	3020-10-F	1490 bhp IC engine	\$749.00
S-2010-301-0	3020-10-F	1502 bhp IC engine	\$749.00
S-2010-302-0	3020-10-F	1502 bhp IC engine	\$749.00
S-2010-303-0	3020-10-F	2206 bhp IC engine	\$749.00
S-2010-304-0	3020-10-F	2020 bhp IC engine	\$749.00
S-2010-305-0	3020-10-F	3251 bhp IC engine	\$749.00
S-2010-306-0	3020-10-F	3251 bhp IC engine	\$749.00

Appendices

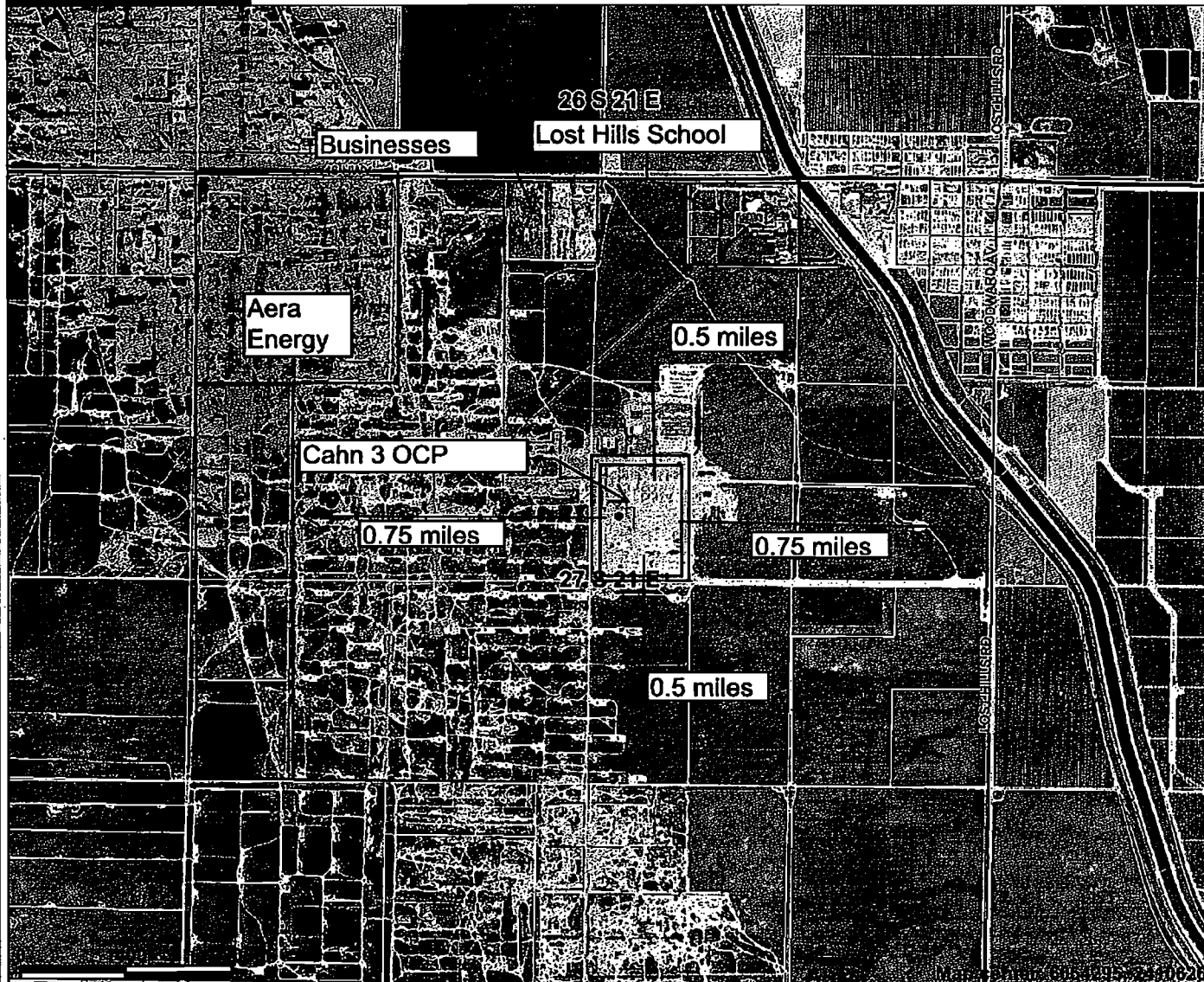
- A. Equipment Location Map
- B. BACT Guideline and BACT Analysis
- C. HRA Summary and AAQA
- D. QNEC Calculations
- E. Draft ATCs and Emissions Profile
- F. Title V Compliance Certification

Appendix A

Equipment Location Map

Lost Hills Cahn 3

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Legend

- Roads
 - Arterial
 - Collector
 - Highway
 - Local
 - Ramp
 - Unpaved
- County of Kern
- Assessment Parcels
- Townships
- Aerial Photography 2006

Scale: 1:24,205

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Appendix B

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.

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

1. BACT Analysis for NO_x Emissions:

a. Step 1 - Identify all control technologies

The SJVUAPCD BACT Clearinghouse guideline 3.1.1 identifies achieved in practice BACT for NO_x emissions from emergency diesel IC engines as follows:

- 1) Latest EPA Tier Certification level for applicable horsepower range

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 only one control option is listed in Step 1.

d. Step 4 - Cost Effectiveness Analysis

The applicant has proposed the only control option. Therefore, a cost effectiveness analysis is not required.

e. Step 5 - Select BACT

BACT for NO_x emissions from this emergency standby diesel IC engine is the latest EPA Tier Certification level for the applicable horsepower range. The applicant has proposed to install Tier II certified emergency standby diesel IC engines with ratings ranging from 1450 bhp to 3251 bhp, which is the latest Tier Certification for an engine this size as shown in the attached Tier Certification table at the end of this Appendix; therefore, BACT for NO_x emissions is satisfied.

2. BACT Analysis for PM₁₀ Emissions:

a. Step 1 - Identify all control technologies

The SJVUAPCD BACT Clearinghouse guideline 3.1.1 identifies achieved in practice BACT for PM₁₀ emissions from emergency diesel IC engines as follows:

- 1) 0.15 g/hp-hr or the Latest EPA Tier Certification level for applicable horsepower range, whichever is more stringent. (ATCM)

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 only one control option is listed in Step 1.

d. Step 4 - Cost Effectiveness Analysis

The applicant has proposed the only control option. Therefore, a cost effectiveness analysis is not required.

e. Step 5 - Select BACT

BACT for PM₁₀ emissions from this emergency standby diesel IC engine is having PM₁₀ emissions of 0.15 g/hp-hr, or the latest EPA Tier Certification level for applicable horsepower range, whichever is more stringent. The applicant has proposed to install a Tier II certified emergency standby diesel IC engines (1490 to 3251 bhp), which is the latest Tier Certification for an engine this size as shown in the attached Tier Certification table at the end of this Appendix; therefore BACT for PM₁₀ emissions is satisfied.

BACT Analysis for VOC Emissions:

3. BACT Analysis for VOC Emissions:

a. Step 1 - Identify all control technologies

The SJVUAPCD BACT Clearinghouse guideline 3.1.1 identifies achieved in practice BACT for VOC emissions from emergency diesel IC engines as follows:

- 1) EPA Tier Certification level for applicable horsepower range

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 only one control option is listed in Step 1.

d. Step 4 - Cost Effectiveness Analysis

The applicant has proposed the only control option. Therefore, a cost effectiveness analysis is not required.

e. Step 5 - Select BACT

BACT for VOC emissions from this emergency standby diesel IC engine is the latest EPA Tier Certification level for the applicable horsepower range. The applicant has proposed to install Tier II certified emergency standby diesel IC engines (1490 to 3251 bhp) which is the latest Tier Certification for an engine this size as shown in the attached Tier Certification table at the end of this Appendix; therefore BACT for VOC emissions is satisfied.

Title 13 CCR 2423
(December 2005)
Tier Certification & Exhaust Emission Standards
(grams per brake horsepower-hour)

Power Rating (hp)	Tier	Model Year	NO _x	HC	NMHC + NO _x	CO	PM
50 ≤ hp < 75	1	1998 – 2003	6.9	-	-	3.7	-
	2	2004 - 2007	-		5.6		0.3
	3	2008 - 2011			3.5		
	4*	2008 – 2012 (Interim)			3.5		3.7
75 ≤ hp < 100	1	1998 – 2003	6.9	-	-	3.7	-
	2	2004 – 2007	-		5.6		0.3
	3	2008 – 2011			3.5		
100 ≤ hp < 175	1	1997 – 2002	6.9	-	-	3.7	-
	2	2003 – 2006	-		4.9		0.22
	3	2007 – 2011			3.0		
175 ≤ hp < 300	1	1996 – 2002	6.9	1.0	-	8.5	0.4
	2	2003 – 2005	-	-	4.9	2.6	0.15
	3	2006 - 2010			3.0		
300 ≤ hp < 600	1	1996 – 2000	6.9	1.0	-	8.5	0.4
	2	2001 – 2005	-	-	4.8	2.6	0.15
	3	2006 – 2010			3.0		
600 ≤ hp ≤ 750	1	1996 – 2001	6.9	1.0	-	8.5	0.4
	2	2002 – 2005	-	-	4.8	2.6	0.15
	3	2006 – 2010			3.0		
> 750	1	2000 – 2005	6.9	1.0	-	8.5	0.4
	2	2006 – 2010	-	-	4.8	2.6	0.15

* Manufacturers may optionally certify engine families to the interim Tier 4 for this power category through 2012.

Appendix C

HRA Summary and AAQA

San Joaquin Valley Air Pollution Control District Risk Management Review

To: Dolores Gough – Permit Services
 From: Cheryl Lawler – Technical Services
 Date: March 25, 2010
 Facility Name: Chevron USA
 Location: Light Oil
 Application #(s): S-2010-300-0 thru 306-0
 Project #: S-1095486

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 Southern Region

A. RMR SUMMARY

RMR Summary									
Categories	Emergency Diesel ICEs (Units 300-0 thru 306-0)							Project Totals	Facility Totals
Prioritization Score	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹	N/A ¹
Acute Hazard Index	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	0.25
Chronic Hazard Index	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	N/A ²	0.06
Maximum Individual Cancer Risk (10E-6)	0.0196	0.0235	0.0235	0.0262	0.0158	0.027	0.027	1.63E-07	1.63E-07
T-BACT Required?	No	No	No	No	No	No	No		
Special Permit Conditions?	Yes	Yes	Yes	Yes	Yes	Yes	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 #300-0

1. Modified {1901} The PM10 emissions rate shall not exceed 0.08 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, 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

Unit #301-0 & 302-0

1. Modified {1901} The PM10 emissions rate shall not exceed 0.1 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, 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

Unit #303-0

1. Modified {1901} The PM10 emissions rate shall not exceed 0.1 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, 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

Unit #304-0

1. Modified {1901} The PM10 emissions rate shall not exceed 0.06 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, 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

Unit #305-0

1. Modified {1901} The PM10 emissions rate shall not exceed 0.07 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, 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

Unit #306-0

1. Modified {1901} The PM10 emissions rate shall not exceed **0.07 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, 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

B. RMR REPORT

I. Project Description

Technical Services received a request on March 10, 2010, to perform an Ambient Air Quality Analysis and a Risk Management Review for 7 emergency diesel IC engines driving electrical generators. This project was recently run under the wrong facility ID of S-1141. This request is to correctly run the engines under S-2010 (same project number). Everything remains the same as the original request; no changes are being made except for the facility ID and unit numbers.

II. Analysis

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

The following parameters were used for the review:

Analysis Parameters						
Unit #	Hp-hr	PM₁₀ g/hp-hr	Receptor (m)	Quad	Hours/Year	Load%
300-0	1490	0.08	2133.6	2	50	100
301-0	1502	0.1	2133.6	2	50	100
302-0	1502	0.1	2133.6	2	50	100
303-0	2206	0.1	2133.6	2	50	100
304-0	2220	0.06	2133.6	2	50	100
305-0	3251	0.07	2133.6	2	50	100
306-0	3251	0.07	2133.6	2	50	100
Location Type		Rural	Receptor Type		Business	

Technical Services also performed modeling for criteria pollutants CO, NO_x, SO_x, and PM₁₀; as well as the RMR. The emission rates used for criteria pollutant modeling follow. Note that the Permit ID and unit numbers are incorrect and should reflect S-2010-300-0 thru 306-0.

Project S-1095486 (Revised Emissions 1/27/2010)

Permit	NOx	SOx	PM10	CO	VOC	Units
S-1141-597 1490 bhp	4.3	0.0051	0.08	0.5	0.3	g/bhp-hr
	14.1	0.0	0.3	1.6	1.0	lb/hr
	339.0	0.4	6.3	39.4	23.7	lb/day
	706	1	13	82	49	lb/yr
S-1141-598 1502 bhp	4.0	0.0051	0.10	1.2	0.3	g/bhp-hr
	13.2	0.0	0.3	4.0	1.0	lb/hr
	317.9	0.4	7.9	95.4	23.8	lb/day
	662	1	17	199	50	lb/yr
S-1141-599 1502 bhp	4.0	0.0051	0.10	1.2	0.3	g/bhp-hr
	13.2	0.0	0.3	4.0	1.0	lb/hr
	317.9	0.4	7.9	95.4	23.8	lb/day
	662	1	17	199	50	lb/yr
S-1141-600 2206 bhp	3.8	0.0051	0.10	1.2	0.2	g/bhp-hr
	18.5	0.0	0.5	5.8	1.0	lb/hr
	443.5	0.6	11.7	140.1	23.3	lb/day
	924	1	24	292	49	lb/yr
S-1141-601 2220 bhp	4.2	0.0051	0.08	0.9	0.3	g/bhp-hr
	20.6	0.0	0.3	4.4	1.5	lb/hr
	493.3	0.6	7.0	105.7	35.2	lb/day
	1028	1	15	220	73	lb/yr
S-1141-602 3251 bhp	3.8	0.0051	0.07	0.4	0.2	g/bhp-hr
	27.2	0.0	0.5	2.9	1.4	lb/hr
	653.6	0.9	12.0	68.8	34.4	lb/day
	1362	2	25	143	72	lb/yr
S-1141-603 3251 bhp	3.8	0.0051	0.07	0.4	0.2	g/bhp-hr
	27.2	0.0	0.5	2.9	1.4	lb/hr
	653.6	0.9	12.0	68.8	34.4	lb/day
	1362	2	25	143	72	lb/yr

The results from the Criteria Pollutant Modeling are as follows:

Criteria Pollutant Modeling Results*
Values are in µg/m³

Diesel ICEs	1 Hour	3 Hours	8 Hours	24 Hours	Annual
CO	Pass	X	Pass	X	X
NO _x	Pass	X	X	X	Pass
SO _x	Pass	Pass	X	Pass	Pass
PM ₁₀	X	X	X	Pass	Pass

*Results were taken from the attached PSD spreadsheets.

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

²PVMRM was required for the NO_x 1-hr value.

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 engines is **1.63E-07**, which is less than the 1 in a million threshold. In accordance with the District's Risk Management Policy, the project 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 Pages 1 - 3 of this report must be included for the proposed units.

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 D
QNEC Calculations

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_{quarterly} and BE_{quarterly} can be calculated as follows:

$$\text{QNEC (lb/qtr)} = (\text{PE2} - \text{BE1})/4, \text{ where: BE1} = \text{PE1}$$

QNEC (S-2010-300-0)					
	NOx	SOx	PM ₁₀	CO	VOC
PE2 (lb/yr)	706	1	13	82	49
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	177	0.2	3	21	12

QNEC (S-2010-301-0)					
	NOx	SOx	PM ₁₀	CO	VOC
PE2 (lb/yr)	662	1	17	199	50
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	166	0.2	4	50	12

QNEC (S-2010-302-0)					
	NOx	SOx	PM ₁₀	CO	VOC
PE2 (lb/yr)	662	1	17	199	50
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	166	0.2	4	50	12

QNEC (S-2010-303-0)					
	NOx	SOx	PM₁₀	CO	VOC
PE2 (lb/yr)	924	1	24	292	49
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	231	0.2	6	73	12

QNEC (S-2010-304-0)					
	NOx	SOx	PM₁₀	CO	VOC
PE2 (lb/yr)	1028	1	15	220	73
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	257	0.2	4	55	18

QNEC (S-2010-305-0)					
	NOx	SOx	PM₁₀	CO	VOC
PE2 (lb/yr)	1362	2	25	143	72
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	341	0.2	6	36	18

QNEC (S-2010-306-0)					
	NOx	SOx	PM₁₀	CO	VOC
PE2 (lb/yr)	1362	2	25	143	72
PE1 (lb/yr)	0	0	0	0	0
QNEC (lb/qtr)	341	0.2	6	36	18

Appendix E

Draft ATCs and Emissions Profile

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-300-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
1490 BHP CUMMINS MODEL QST3Q-G5NR2 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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

DAVID WARNER, Director of Permit Services

S-2010-300-0 : Apr 13 2010 2:04PM - GOUGH : Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 4.3 g-NOx/bhp-hr, 0.5 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.08 g-PM10/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

DRAFT

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-301-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
1502 BHP CATERPILLAR MODEL C32 (SN #S4C00932) TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE
POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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-2010-301-0 : Apr 13 2010 2:04PM - GOUHID : Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 4.0 g-NOx/bhp-hr, 1.2 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.1 g-PM10/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

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San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-302-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
1502 BHP CATERPILLAR MODEL C32 (SN #S4C00997) TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE
POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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

DAVID WARNER, Director of Permit Services

S-2010-302-0 : Apr 13 2010 2:04PM - GOUJHD : Joint Inspection NOT Required

8. {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]
9. {3408} 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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 4.0 g-NO_x/bhp-hr, 1.2 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.1 g-PM₁₀/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

DRAFT

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-303-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
2206 BHP CATERPILLAR MODEL 3512CGD TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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-2010-303-0 : Apr 13 2010 2:04PM - GOUGH: Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 3.8 g-NO_x/bhp-hr, 1.2 g-CO/bhp-hr, or 0.2 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.1 g-PM₁₀/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

DRAFT

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-304-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
2220 BHP CUMMINS MODEL QSK50-G4NR2 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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-2010-304-0 : Apr 13 2010 2:05PM - GOUGH : Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 4.2 g-NO_x/bhp-hr, 0.9 g-CO/bhp-hr, or 0.3 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.06 g-PM₁₀/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

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San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-305-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
3251 BHP CUMMINS MODEL QSKTA60-GE TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
2. {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
5. {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]
6. {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]
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]

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-2010-305-0 : Apr 13 2010 2:05PM - GOUHID : Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 3.8 g-NO_x/bhp-hr, 0.4 g-CO/bhp-hr, or 0.2 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.07 g-PM₁₀/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

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San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-2010-306-0

LEGAL OWNER OR OPERATOR: CHEVRON USA INC
MAILING ADDRESS: PO BOX 1392
BAKERSFIELD, CA 93302

LOCATION: LIGHT OIL WESTERN STATIONARY SOURCE

SECTION: SW3 TOWNSHIP: 27S RANGE: 21E

EQUIPMENT DESCRIPTION:
3251 BHP CUMMINS MODEL QSK60-B6 TIER 2 DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

- {1830} This Authority to Construct serves as a written certificate of conformity with the procedural requirements of 40 CFR 70.7 and 70.8 and with the compliance requirements of 40 CFR 70.6(c). [District NSR Rule] Federally Enforceable Through Title V Permit
- {1831} Prior to operating with modifications authorized by this Authority to Construct, the facility shall submit an application to modify the Title V permit with an administrative amendment in accordance with District Rule 2520 Section 5.3.4. [District Rule 2520, 5.3.4] Federally Enforceable Through Title V Permit
- {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
- {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
- {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]
- {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]
- {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]

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

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DAVID WARNER, Director of Permit Services

9-2010-306-0 : Apr 13 2010 2:05PM - GOUGHID : Joint Inspection NOT Required

8. {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]
9. {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]
10. {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]
11. {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]
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. {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]
15. {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]
16. Emissions from this IC engine shall not exceed any of the following limits: 3.8 g-NO_x/bhp-hr, 0.4 g-CO/bhp-hr, or 0.2 g-VOC/bhp-hr. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]
17. Emissions from this IC engine shall not exceed 0.07 g-PM₁₀/bhp-hr based on US EPA certification using ISO 8178 test procedure. [District Rule 2201, 13CCR 2423 and 17 CCR 93115]

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Permit #: S-2010-300-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGHD

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	706.0	1.0	13.0	82.0	49.0
Daily Emis. Limit (lb/Day)	339.0	0.4	6.6	39.4	23.7
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	177.0	0.0	3.0	21.0	12.0
Q2:	177.0	0.0	3.0	21.0	12.0
Q3:	177.0	0.0	3.0	21.0	12.0
Q4:	177.0	0.0	3.0	21.0	12.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-301-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGHD

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	662.0	1.0	17.0	199.0	50.0
Daily Emis. Limit (lb/Day)	317.9	0.4	7.9	95.4	23.8
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	166.0	0.0	4.0	50.0	12.0
Q2:	166.0	0.0	4.0	50.0	12.0
Q3:	166.0	0.0	4.0	50.0	12.0
Q4:	166.0	0.0	4.0	50.0	12.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-302-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGH

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	662.0	1.0	17.0	199.0	50.0
Daily Emis. Limit (lb/Day)	317.0	0.4	7.9	95.4	23.8
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	166.0	0.0	4.0	50.0	12.0
Q2:	166.0	0.0	4.0	50.0	12.0
Q3:	166.0	0.0	4.0	50.0	12.0
Q4:	166.0	0.0	4.0	50.0	12.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-303-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGHD

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	924.0	1.0	24.0	292.0	49.0
Daily Emis. Limit (lb/Day)	443.5	0.6	11.7	140.1	23.3
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	231.0	0.0	6.0	73.0	12.0
Q2:	231.0	0.0	6.0	73.0	12.0
Q3:	231.0	0.0	6.0	73.0	12.0
Q4:	231.0	0.0	6.0	73.0	12.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-304-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGHD

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	1028.0	1.0	15.0	220.0	73.0
Daily Emis. Limit (lb/Day)	493.3	0.6	7.0	105.7	35.2
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	257.0	0.0	4.0	55.0	18.0
Q2:	257.0	0.0	4.0	55.0	18.0
Q3:	257.0	0.0	4.0	55.0	18.0
Q4:	257.0	0.0	4.0	55.0	18.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-305-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGH

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	1362.0	2.0	25.0	143.0	72.0
Daily Emis. Limit (lb/Day)	653.6	0.9	12.0	68.8	34.4
Quarterly Net Emissions Change (lb/Qtr)					
Q1:	341.0	1.0	6.0	36.0	18.0
Q2:	341.0	1.0	6.0	36.0	18.0
Q3:	341.0	1.0	6.0	36.0	18.0
Q4:	341.0	1.0	6.0	36.0	18.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Permit #: S-2010-306-0	Last Updated
Facility: CHEVRON USA INC	03/30/2010 GOUGHD

Equipment Pre-Baselined: NO

	<u>NOX</u>	<u>SOX</u>	<u>PM10</u>	<u>CO</u>	<u>VOC</u>
Potential to Emit (lb/Yr):	1362.0	2.0	25.0	143.0	72.0
Daily Emis. Limit (lb/Day)	653.6	0.9	12.0	68.8	34.4
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Q1:	341.0	1.0	6.0	36.0	18.0
Q2:	341.0	1.0	6.0	36.0	18.0
Q3:	341.0	1.0	6.0	36.0	18.0
Q4:	341.0	1.0	6.0	36.0	18.0
Check if offsets are triggered but exemption applies	N	N	N	N	Y
Offset Ratio					
Quarterly Offset Amounts (lb/Qtr)					
Q1:					
Q2:					
Q3:					
Q4:					

Appendix F
Title V Compliance Certification

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San Joaquin Valley
Unified Air Pollution Control District

RECEIVED
NOV 25 2009
SJVAPCD
Southern Region

TITLE V MODIFICATION - COMPLIANCE CERTIFICATION FORM

I. TYPE OF PERMIT ACTION (Check appropriate box)

- SIGNIFICANT PERMIT MODIFICATION ADMINISTRATIVE
 MINOR PERMIT MODIFICATION AMENDMENT

COMPANY NAME: CHEVRON U.S.A. INC.	FACILITY ID: S-2010
1. Type of Organization: <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Sole Ownership <input type="checkbox"/> Government <input type="checkbox"/> Partnership <input type="checkbox"/> Utility	
2. Owner's Name:	
3. Agent to the Owner:	

II. COMPLIANCE CERTIFICATION (Read each statement carefully and initial all circles for confirmation):

- Based on information and belief formed after reasonable inquiry, the equipment identified in this application will continue to comply with the applicable federal requirement(s).
- Based on information and belief formed after reasonable inquiry, the equipment identified in this application will comply with applicable federal requirement(s) that will become effective during the permit term, on a timely basis.
- Corrected information will be provided to the District when I become aware that incorrect or incomplete information has been submitted.
- Based on information and belief formed after reasonable inquiry, information and statements in the submitted application package, including all accompanying reports, and required certifications are true accurate and complete.

I declare, under penalty of perjury under the laws of the state of California, that the forgoing is correct and true:



Signature of Responsible Official

11/24/09

Date

Michael W. Casey

Name of Responsible Official (please print)

General Manager, Operations

Title of Responsible Official (please print)