



MAR 09 2017

George De Boer
Southern Cross Dairy
PO Box 757
Buttonwillow, CA 93206

Re: Notice of Preliminary Decision - Authority to Construct
Facility Number: S-4697
Project Number: S-1170034

Dear Mr. De Boer:

Enclosed for your review and comment is the District's analysis of Southern Cross Dairy's application for an Authority to Construct for the installation of a 1,207 bhp diesel-fired emergency standby IC engine powering an electrical generator, at the SW corner of Rowlee Rd and Lerdo Hwy, Buttonwillow, CA.

The notice of preliminary decision for this project will be published approximately three days from the date of this letter. After addressing all comments made during the 30-day public notice period, the District intends to issue the Authority to Construct. Please submit your written comments on this project within the 30-day public comment period, as specified in the enclosed public notice.

Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Mr. Tim Bush of Permit Services at (559) 230-5913.

Sincerely,

Arnaud Marjollet
Director of Permit Services

AM:tb

Enclosures

cc: Tung Le, CARB (w/ enclosure) via email
Blythe Romo, Innovative Ag Services, LLC (w/ enclosure) via email

Seyed Sadredin
Executive Director/Air Pollution Control Officer

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

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

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

www.healthyliving.com

San Joaquin Valley Air Pollution Control District
Authority to Construct
Application Review

Diesel-Fired Emergency Standby IC Engine

Facility Name:	Southern Cross Dairy	Date:	February 27, 2017
Mailing Address:	PO Box 757 Buttonwillow, CA 93206	Engineer:	Tim Bush
Contact Person:	George De Boer	Lead Engineer:	Dustin Brown
Telephone:	(661) 243-5604		
Application #:	S-4697-11-0		
Project #:	S-1170034		
Deemed Complete:	January 23, 2017		

I. Proposal

Southern Cross Dairy is proposing to install a 1,207 bhp (intermittent) diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator that will replace an 800 KW diesel-fired emergency standby turbine powering an electrical generator permitted under C-4697-9-0.

The following condition will be placed on the ATC:

Within 90 days of startup of the equipment authorized by this Authority to Construct, Permit to Operate S-4697-9-0 shall be surrendered to the District and the associated equipment shall be removed or rendered inoperable. [District Rule 2201]

II. Applicable Rules

Rule 1070 Inspections (12/17/92)
Rule 2201 New and Modified Stationary Source Review Rule (2/18/16)
Rule 2410 Prevention of Significant Deterioration (6/16/11)
Rule 2520 Federally Mandated Operating Permits (6/21/01)
Rule 4001 New Source Performance Standards (4/14/99)
Rule 4002 National Emission Standards for Hazardous Air Pollutants (5/20/04)
Rule 4101 Visible Emissions (2/17/05)
Rule 4102 Nuisance (12/17/92)
Rule 4201 Particulate Matter Concentration (12/17/92)
Rule 4701 Internal Combustion Engines - Phase 1 (8/21/03)
Rule 4702 Internal Combustion Engines (11/14/13)
Rule 4801 Sulfur Compounds (12/17/92)
CH&SC 41700 Health Risk Assessment
CH&SC 42301.6 School Notice

Title 17 CCR, Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines
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 equipment will be located on the SW corner of Rowlee Rd and Lerdo Hwy, in Kern County.

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

IV. Process Description

The emergency standby engine powers an electrical generator. Other than emergency standby operation, the engine may be operated up to 100 hours per year for maintenance and testing purposes.

V. Equipment Listing

S-4697-11-0: 1,207 BHP (INTERMITTENT) MITSUBISHI MODEL S12A2Y2PTAW2 TIER 2 CERTIFIED DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

VI. Emission Control Technology Evaluation

The applicant has proposed to install a Tier 2 certified diesel-fired IC engine that is fired on very low-sulfur diesel fuel.

The proposed engine meets the latest Tier Certification requirements for emergency standby engines; therefore, the engine meets the latest ARB/EPA emissions standards for diesel particulate matter, hydrocarbons, nitrogen oxides, and carbon monoxide (see Appendix C for a copy of the ARB/EPA executive order).

The use of CARB certified 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: 100 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)
 Conversion factor: 1.34 bhp/kw

The engine has certified NO_x + VOC emissions of 5.7 g/kw-hr (4.25 g/bhp-hr). It will be assumed the NO_x + VOC emission factor is split 95% NO_x and 5% VOC (per the Carl Moyer program).

B. Emission Factors

Emission Factors			
Pollutant	Emission Factor (g/bhp-hr)	Emission Factor (g/kw-hr)	Source
NO _x	4.04	5.41	ARB/EPA Certification
SO _x	0.0051	0.0068	Mass Balance Equation Below
PM ₁₀	0.13	0.17	ARB/EPA Certification
CO	0.45	0.6	ARB/EPA Certification
VOC	0.21	0.29	ARB/EPA Certification

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

C. Calculations

1. Pre-Project Potential to Emit (PE1)

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

2. Post-Project Potential to Emit (PE2)

The daily and annual PE2 are calculated as follows:

$$\text{Daily PE2 (lb-pollutant/day)} = \text{EF (g-pollutant/bhp-hr)} \times \text{rating (bhp)} \times \text{operation (hr/day)} / 453.6 \text{ g/lb}$$

$$\text{Annual PE2 (lb-pollutant/yr)} = \text{EF (g-pollutant/bhp-hr)} \times \text{rating (bhp)} \times \text{operation (hr/yr)} / 453.6 \text{ g/lb}$$

Post Project Emissions (PE2)						
Pollutant	Emissions Factor (g/bhp-hr)	Rating (bhp)	Daily Hours of Operation (hrs/day)	Annual Hours of Operation (hrs/year)	Daily PE2 (lb/day)	Annual PE2 (lb/yr)
NO _x	4.04	1,207	24	100	258.0	1,075
SO _x	0.0051	1,207	24	100	0.3	1
PM ₁₀	0.13	1,207	24	100	8.3	35
CO	0.45	1,207	24	100	28.7	120
VOC	0.21	1,207	24	100	13.4	56

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

Pursuant to District Rule 2201, the SSPE1 is the Potential to Emit (PE) from all units with valid Authorities to Construct (ATCs) or Permits to Operate (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 (AER) that have occurred at the source, and which have not been used on-site.

SSPE1 is summarized in the following table. See Appendix F for detailed SSPE1 calculations.

Pre-Project Stationary Source Potential to Emit (SSPE1)							
Permit Unit	NO_x (lb/yr)	SO_x (lb/yr)	PM₁₀ (lb/yr)	CO (lb/yr)	VOC (lb/yr)	NH₃ (lb/yr)	H₂S (lb/yr)
S-4697-2-2 Cow Housing	0	0	80,898	0	87,600	182,151	0
S-4697-3-2 Liquid Manure	0	0	0	0	21,040	59,225	927
S-4697-4-2 Solid Manure	0	0	0	0	4,086	22,160	0
S-4697-8-0 Milking Parlor	0	0	0	0	2,400	821	0
S-4697-9-0 Emergency Turbine	930	2	13	1,842	0	0	0
S-4697-10-1 Feed Handling	0	0	0	0	109,679	0	0
SSPE1:	930	2	80,911	1,842	224,805	264,357	927

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

Pursuant to District Rule 2201, the Post-Project Stationary Source Potential to Emit (SSPE2) is the 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 ERCs which have been banked since September 19, 1991 for AER 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 engine and the removal of permit unit S-4697-9.

SSPE2 is summarized in the following table:

SSPE2 (lb/year)							
	NO _x	SO _x	PM ₁₀	CO	VOC	NH ₃	H ₂ S
SSPE1	930	2	80,911	1,842	224,805	264,357	927
S-4697-9-0 (Deleted)	-930	-2	-13	-1,842	0	0	0
S-4697-11-0 (New Engine)	1,075	1	35	120	56	0	0
SSPE2	1,075	1	80,933	120	224,861	264,357	927

5. Major Source Determination

Rule 2201 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.

Since emissions at a dairy are not actually collected, a determination of whether emissions could be reasonably collected must be made by the permitting authority. The California Air Pollution Control Association (CAPCOA) prepared guidance in 2005 for estimating potential to emit of Volatile Organic Compounds from dairy farms. The guidance states that "VOC emissions from the milking centers, cow housing areas, corrals, common manure storage areas, and land application of manure are not physically contained and could not reasonably pass through a stack, chimney, vent, or other functionally-equivalent opening. No collection technologies currently exist for VOC emissions from these

emissions units. Therefore, the VOC emissions from these sources are considered fugitive.” The guidance also concludes that, because VOC collection technologies do exist for liquid waste systems at dairies, “... *the VOC emissions from waste lagoons and storage ponds are considered non-fugitive.*” The District has researched this issue and concurs with the CAPCOA assessment, as discussed in more detail below.

Milking Center: The mechanical system for the milking parlors can be utilized to capture the gases emitted from the milking parlors; however in order to capture all of the gases, and to keep an appropriate negative pressure throughout the system, the holding area would also need to be entirely enclosed. No facility currently encloses the holding area since cows are continuously going in and out of the barn throughout the day. The capital required to enclose this large area would also be significant. Since the holding area is primarily kept open, the District cannot reasonably demonstrate that emissions can pass through a stack, chimney, vent, or other functionally equivalent opening.

Cow Housing: Although there are smaller dairy farms that have partially enclosed freestall barns, these barns are not fully enclosed and none of the barns have been found to vent the exhaust through a collection device. The airflow requirements through dairy barns are extremely high, primarily for herd health purposes. The airflow requirements will be even higher in the San Joaquin valley, where temperatures reach in excess of 110 degrees in the hot summer. Collection and control of the exhaust including the large amounts of airflow have not yet been achieved by any facility. Due to this difficulty, the District cannot reasonably demonstrate that emissions can pass through a stack, chimney, vent, or other functionally equivalent opening.

It must also be noted that EPA has determined that emissions from open-air cattle feedlots are fugitive in nature.¹ In the District’s judgment, this determination for emissions from open feedlots necessitates a similar determination for the open-sided freestalls (usually with open access to corrals or pens and free movement of cattle in and out of the covered area) typical of the San Joaquin Valley since the typical open freestall barn in the San Joaquin Valley bears a far greater resemblance to an extensive shade structure located in a large open lot than an actual enclosed building. Therefore, emissions from open freestall barns are most appropriately treated as fugitive.

¹ Letter from William Wehrum, EPA Acting Administrator, to Terry Stokes, Chief Executive Officer – National Cattlemen’s Beef Association (November 2, 2006)
(<http://www.epa.gov/Region7/programs/artd/air/nsr/nsrmemos/cowdust.pdf>)

Manure Storage Areas: Many dairies have been found to cover dry manure piles. Covering dry manure piles is also a mitigation measure included in District Rule 4570. However, the District was not able to find any facility, which currently captures the emissions from the storage or handling of manure piles. Although some of these piles are covered, the emissions cannot reasonably be captured. Therefore, the District cannot reasonably demonstrate that these emissions can pass through a stack, chimney, vent, or other functionally equivalent opening. In addition, emissions from manure piles have been shown to be insignificant in recent studies.

Land Application: Emissions generated from the application of manure on land cannot reasonably be captured due to the extremely large areas, in some cases thousands of acres, of cropland at dairies. Therefore, the District cannot reasonably demonstrate that these emissions can pass through a stack, chimney, vent, or other functionally equivalent opening.

Feed Handling and Storage: The majority of dairies store the silage piles underneath a tarp or in an Ag-bag. The entire pile is covered except for the face of the pile. The face of the pile is kept open due to the continual need to extract the silage for feed purposes. The silage pile is disturbed 2-3 times per day. Because of the ongoing disturbance to these piles, it makes it extremely difficult to design a system to capture the emissions from these piles. In fact, as far as the District is aware, no system has been designed to successfully extract the gases from the face of the pile to capture them, and, as important, no study has assessed the potential impacts on silage quality of a continuous air flow across the silage pile, as would be required by such a collection system. Therefore, the District cannot demonstrate that these emissions can be reasonably expected to pass through a stack, chimney, vent, or other functionally equivalent opening.

As discussed above, the VOC emissions from the milking center, cows housing, manure storage areas, land application of manure and feed handling and storage are considered fugitive. The District has determined that control technology to capture emissions from lagoons (biogas collection systems, for instance) is in use; therefore, these emissions can be reasonably collected and are not fugitive. Therefore, only emissions from the non-fugitive sources, such as lagoons, storage ponds, IC engines, and gasoline tanks, will be used to determine if dairies are major sources. See Appendix F for major source emissions for units S-4697-2 through -4, -8 and -10.

Rule 2201 Major Source Determination (lb/year)						
	NO_x	SO_x	PM₁₀	PM_{2.5}	CO	VOC
SSPE1	930	2	13	13	1,842	10,125
SSPE2	1,075	1	35	35	120	10,181
Major Source Threshold	20,000	140,000	140,000	140,000	200,000	20,000
Major Source?	No	No	No	No	No	No

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

Rule 2410 Major Source Determination:

The facility is not an existing Major Source for PSD for at least one pollutant. Therefore the facility is not an existing Major Source for PSD.

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 District Rule 2201

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

7. SB 288 Major Modification

SB 288 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."

Since this facility is not a major source for any of the pollutants addressed in this project, this project does not constitute an SB 288 major modification.

8. Federal Major Modification

District Rule 2201 states that a Federal Major Modification is the same as a "Major Modification" as defined in 40 CFR 51.165 and part D of Title I of the CAA.

Since this facility is not a Major Source for any pollutants, this project does not constitute a Federal Major Modification.

9. Rule 2410 - Prevention of Significant Deterioration (PSD) Applicability Determination

The project potential to emit, by itself, will not exceed any PSD major source thresholds. Therefore Rule 2410 is not applicable and no further discussion is required.

10. 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 E.

VIII. Compliance

Rule 1070 Inspections

This rule applies to any source operation, which emits or may emit air contaminants.

This rule allows the District to perform inspections for the purpose of obtaining information necessary to determine whether air pollution sources are in compliance with applicable rules and regulations. The rule also allows the District to require record keeping, to make inspections and to conduct tests of air pollution sources. Therefore, the following conditions will be listed on the permit to ensure compliance:

- {3215} Upon presentation of appropriate credentials, a permittee shall allow an authorized representative of the District to enter the permittee's premises where a permitted source is located or emissions related activity is conducted, or where records must be kept under condition of the permit. [District Rule 1070]
- {3216} Upon presentation of appropriate credentials, a permittee shall allow an authorized representative of the District to have access to and copy, at reasonable times, any records that must be kept under the conditions of the permit. [District Rule 1070]

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 following²:

- 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 an SB288 Major Modification or a Federal Major Modification, as defined by the rule.

As discussed in Section I, the facility is proposing to install a new emergency standby IC engine. Additionally, as determined in Sections VII.C.7 and VII.C.8, this project does not result in an SB288 Major Modification or a Federal Major Modification, respectively. Therefore, BACT can only be triggered if the daily emissions exceed 2.0 lb/day for any pollutant.

The daily emissions from the new engine are compared to the BACT threshold levels in the following table:

New Emissions Unit BACT Applicability				
Pollutant	Daily Emissions for the new unit (lb/day)	BACT Threshold (lb/day)	SSPE2 (lb/yr)	BACT Triggered?
NO _x	258.0	> 2.0	n/a	Yes
SO _x	0.3	> 2.0	n/a	No
PM ₁₀	8.3	> 2.0	n/a	Yes
CO	28.7	> 2.0 and SSPE2 ≥ 200,000 lb/yr	120	No
VOC	13.4	> 2.0	n/a	Yes

² 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.

As shown above, BACT will be triggered for NO_x, PM₁₀, and VOC emissions from the engine for this project.

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 Available Tier Certification level for applicable horsepower*
VOC: Latest Available Tier Certification level for applicable horsepower*
PM₁₀: 0.15 g/bhp-hr

*Note: The certification requirements for emergency engines are as follows:
50 ≤ bhp < 75 – Tier 4I; 75 ≤ bhp < 750 – Tier 3; ≥ 750 bhp – Tier 2.

The facility has proposed to install a 1,207 bhp Tier 2 certified IC engine (with a PM₁₀ emissions rate of 0.13 g/bhp-hr), and using very low sulfur diesel fuel. Therefore, BACT is satisfied for NO_x, VOC, and PM₁₀.

B. Offsets

1. Offset Applicability

Pursuant to Section 4.6.2 of this rule, offsets are not required for emergency IC engines. The engine in this project is an emergency IC engine; therefore, this exemption is applicable to this project.

However, even when there is an applicable exemption, the SSPE2 values are compared to the offset threshold to determine if offsets are triggered. In its PAS database, the District keeps track of facilities where offsets are triggered but an exemption applies. The SSPE2 values are compared to the offset trigger thresholds in the following table:

Offset Determination (lb/year)					
	NOx	SOx	PM ₁₀	CO	VOC
SSPE2	1,075	1	80,933	120	224,861
Offset Thresholds	20,000	54,750	29,200	200,000	20,000
Offsets Triggered?	No	No	Yes	No	Yes

2. Quantity of Offsets Required

As shown in the table above, offsets are triggered for PM10 and VOC emissions since the PM10 and VOC SSPE2 exceeds the offset trigger threshold; however, as previously discussed, the offset exemption from Section 4.6.2 of District Rule 2201 is applicable to this project; therefore, offset calculations are not necessary and offsets are not required.

C. Public Notification

1. Applicability

Public noticing is required for:

a. New Major Sources, SB288 Major Modifications, and Federal Major Modifications

As shown in Sections VII.C.5, VII.C.7, and VII.C.8, this facility is not a new Major Source, not an SB 288 Major Modification, and not a Federal Major Modification, respectively.

b. Any new emissions unit with a Potential to Emit greater than 100 pounds during any one day for any pollutant

As calculated in Section VII.C.2, daily emissions for NO_x are greater than 100 lb/day.

c. Any project which results in the offset thresholds being surpassed

The SSPE1 and SSPE2 are compared to the offset thresholds in the following table.

Offset Thresholds				
Pollutant	SSPE1 (lb/year)	SSPE2 (lb/year)	Offset Threshold	Public Notice Required?
NO _x	930	1,075	20,000 lb/year	No
SO _x	2	1	54,750 lb/year	No
PM ₁₀	80,911	80,933	29,200 lb/year	No
CO	1,842	120	200,000 lb/year	No
VOC	224,805	224,861	20,000 lb/year	No

As detailed above, there were no thresholds surpassed with this project; therefore public noticing is not required for offset purposes.

- d. Any project with a Stationary Source Project Increase in Permitted Emissions (SSIPE) greater than 20,000 lb/year for any pollutant

For this project, the proposed engine is the only emissions unit that will generate an increase in Potential to Emit. Since the proposed engine emissions are well below 20,000 lb/year for all pollutants (See Section VII.C.2), the SSIPE for this project will be below the public notice threshold.

- e. Any project which results in a Title V significant permit modification

Since this facility does not have a Title V operating permit, this change is not a Title V significant Modification, and therefore public noticing is not required.

2. Public Notice Action

As demonstrated above, this project will require public noticing. Therefore, public notice documents will be submitted to the California Air Resources Board (CARB) and a public notice will be published in a local newspaper of general circulation prior to the issuance of the ATC for this equipment.

D. Daily Emissions Limits

Daily Emissions Limitations (DELs) and other enforceable conditions are required by Rule 2201 to restrict a unit's maximum daily emissions, to a level at or below the emissions associated with the maximum design capacity. 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. Therefore, the following conditions will be listed on the ATC as a mechanism to ensure compliance:

- {4771} Emissions from this IC engine shall not exceed any of the following limits: 4.04 g-NO_x/bhp-hr, 0.45 g-CO/bhp-hr, or 0.21 g-VOC/bhp-hr. [District Rule 2201 and 17 CCR 93115]
- {4772} Emissions from this IC engine shall not exceed 0.13 g-PM₁₀/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, and 17 CCR 93115]
- {4258} 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 District Rule 2201.

2. Monitoring

No monitoring is required to demonstrate compliance with District Rule 2201.

3. Recordkeeping

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 District Rule 2201.

F. Ambient Air Quality Analysis (AAQA)

An AAQA shall be conducted for the purpose of determining whether a new or modified Stationary Source will cause or make worse a violation of an air quality standard. The District's Technical Services Division conducted the required analysis. Refer to Appendix D of this document for the AAQA summary sheet.

The proposed location is in an attainment area for NO_x, CO, and SO_x. As shown by the AAQA summary sheet the proposed equipment will not cause a violation of an air quality standard for NO_x, CO, or SO_x.

The proposed location is in a non-attainment area for the state's PM₁₀ as well as federal and state PM_{2.5} thresholds. As shown by the AAQA summary sheet the proposed equipment will not cause a violation of an air quality standard for PM₁₀ and PM_{2.5}.

Rule 2410 Prevention of Significant Deterioration

As shown in Section VII.C.9 above, this project does not result in a new PSD major source or PSD major modification. No further discussion is required.

Rule 2520 Federally Mandated Operating Permits

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

Rule 4001 New Source Performance Standards (NSPS)

40 CFR 60 Subpart IIII - Standards of Performance for Stationary Compression Ignition Internal Combustion Engines

The District has not been delegated the authority to implement Subpart IIII requirements for non-Major Sources; therefore, no requirements shall be included on the permit.

Rule 4002 National Emission Standards for Hazardous Air Pollutants

40 CFR 63 Subpart ZZZZ - National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Emissions (RICE)

The District has not been delegated the authority to implement NESHAP regulations for Area Source requirements for non-Major Sources; therefore, no requirements shall be included on the permit.

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 as a mechanism 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 as a mechanism 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* specifies that for an increase in emissions associated with a proposed new source or modification, the District perform an analysis to determine the possible impact to the nearest resident or worksite.

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

RMR Summary			
Categories	Emergency IC Engine (Unit #-11-0)	Project Totals	Facility Totals
Prioritization Score	NA ¹	>1.0	>1.0
Acute Hazard Index	N/A ²	N/A ²	0.02
Chronic Hazard Index	0.00	0.00	0.00
Maximum Individual Cancer Risk	5.75E-07	5.75E-07	5.75E-07
T-BACT Required?	No		
Special Permit Conditions?	Yes		

¹Prioritization for this unit was not conducted since it has been determined that all diesel-fired IC engines will result in a prioritization score greater than 1.0.

²Acute was not calculated since there is no risk factor or the risk factor is so low that it has been determined to be insignificant for this type of unit.

Discussion of T-BACT

BACT for toxic emission control (T-BACT) is required if the cancer risk exceeds one in one million. As demonstrated above, 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 20 in a million). As outlined by the Technical Services Memo in Appendix D of this report, the emissions increases for this project were determined to be less than significant.

The following conditions will be listed on the ATC as a mechanism to ensure compliance with the RMR:

- {4772} Emissions from this IC engine shall not exceed 0.13 g-PM₁₀/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, and 17 CCR 93115]
- {4920} 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 100 hours per calendar year. [District Rules 2201, 4102, and 4702, and 17 CCR 93115]

Rule 4201 Particulate Matter Concentration

Rule 4201 limits particulate matter emissions from any single source operation to 0.1 g/dscf, which, as calculated below, is equivalent to a PM₁₀ emission factor of 0.4 g-PM₁₀/bhp-hr.

$$0.1 \frac{\text{grain-PM}}{\text{dscf}} \times \frac{\text{g}}{15.43 \text{ grain}} \times \frac{1 \text{ Btu}_{in}}{0.35 \text{ Btu}_{out}} \times \frac{9,051 \text{ dscf}}{10^6 \text{ Btu}} \times \frac{2,542.5 \text{ Btu}}{1 \text{ bhp-hr}} \times \frac{0.96 \text{ g-PM}_{10}}{1 \text{ g-PM}} = 0.4 \frac{\text{g-PM}_{10}}{\text{bhp-hr}}$$

The new engine has a PM₁₀ emission factor less than 0.4 g/bhp-hr. Therefore, compliance is expected and the following condition will be listed on the ATC as a mechanism 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

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. Except as provided in Section 4.0, the provisions of this rule apply to any internal combustion engine, rated greater than 50 bhp that requires a PTO.

The proposed engine is also subject to District Rule 4702, Internal Combustion Engines. Since emissions limits of District Rule 4702 and all other requirements are equivalent or

more stringent than District Rule 4701 requirements for emergency engines, compliance with District Rule 4702 requirements will satisfy requirements of District Rule 4701.

Rule 4702 Internal Combustion Engines

Emergency standby engines are subject to District Rule 4702 requirements. Emergency standby engines are defined in Section 2.0 of District Rule 4702 as follows:

3.15 Emergency Standby Engine: 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.

Emergency standby engines cannot be used to reduce the demand for electrical power when normal electrical power line service has not failed, or to produce power for the electrical distribution system, or in conjunction with a voluntary utility demand reduction program or interruptible power contract. The following conditions will be included on the permit:

- {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 and 17 CCR 93115]
- {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 and 17 CCR 93115]

The 100 hour requirement is as stringent as the Air Toxic Control Measure operating limitations for emergency standby engines. Therefore, compliance with the applicable Air Toxic Control Measure requirements ensures compliance with the 100 hour requirement.

Operation of emergency standby engines are limited to 100 hours or less per calendar year for non-emergency purposes. The Air Toxic Control Measure for Stationary Compression Ignition Engines (Stationary ATCM) limits this engine's maintenance and testing to 100 hours/year; therefore, compliance is expected. The following conditions will be included on the permit:

- {4920} 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 100 hours per calendar year. [District Rules 2201, 4102, and 4702, and 17 CCR 93115]

The following exemption in Section 4.2 of District Rule 4702 applies to emergency standby engines:

4.2 Except for the requirements of Section 5.9 and Section 6.2.3, the requirements of this rule shall not apply to:

4.2.1 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.

Pursuant to the exemption in Section 4.2, the following requirements of Section 5.9 are applicable to emergency standby engines

Section 5.9 requires the owner to:

5.9.2 Properly operate and maintain each engine as recommended by the engine manufacturer or emission control system supplier.

5.9.3 Monitor the operational characteristics of each engine as recommended by the engine manufacturer or emission control system supplier.

5.9.4 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 Permit-Exempt 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.

Properly operate and maintain each engine as recommended by the engine manufacturer or emission control system supplier. The following condition will be included on the permit:

- {4261} 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]

Monitor the operational characteristics of each engine as recommended by the engine manufacturer or emission control system supplier. The following condition will be included on the permit:

- {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]

Install and operate a nonresettable elapsed time meter. In lieu of installing a nonresettable elapsed time meter, the operator may use an alternative device, method, or technique, in determining operating time provided that the alternative is approved by the APCO and EPA and is allowed by Permit-to-Operate condition. The operator shall properly maintain and operate the nonresettable elapsed time meter or alternative device in accordance with the manufacturer's instructions. The following condition will be included on the permit:

- {4749} This engine shall be equipped with a non-resettable hour meter with a minimum display capability of 9,999 hours, unless the District determines that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history. [District Rule 4702 and 17 CCR 93115]

The exemption in Rule 4702 Section 4.2 for emergency standby engines requires the engines to comply with Section 6.2.3, shown below.

6.2.3 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 provided to the APCO upon request. The records shall include, but are not limited to, the following:

- 6.2.3.1 Total hours of operation,*
- 6.2.3.2 The type of fuel used,*
- 6.2.3.3 The purpose for operating the engine,*

6.2.3.4 For emergency standby engines, all hours of non-emergency and emergency operation shall be reported, and

6.2.3.5 Other support documentation necessary to demonstrate claim to the exemption.

Records of the total hours of operation, type of fuel used, purpose for operating the engine, all hours of non-emergency and emergency operation, and other support documentation must be maintained. All records shall be retained for a period of at least five years, shall be readily available, and be made available to the APCO upon request. The following conditions will be included on the permit:

- {3496} 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]
- {4263} The permittee shall maintain monthly records of the type of fuel purchased. [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:

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

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

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

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

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

Since 1.0 ppmv is \leq 2,000 ppmv, this engine is expected to comply with Rule 4801. Therefore, the following condition will be listed on the ATC as a mechanism to ensure compliance:

- {4258} 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 engine 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 17 California Code of Regulations (CCR), Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines

The following requirements apply to new engines (those installed after 1/1/05):

Title 17 CCR Section 93115 Requirements for New Emergency IC Engines Powering Electrical Generators	Proposed Method of Compliance with Title 17 CCR Section 93115 Requirements
The requirements in Sections 93115.6, 93115.7, and 93115.10(a) do not apply to new stationary diesel-fueled CI engines used in agricultural operations.	The following condition will be added to the permit: <ul style="list-style-type: none"> • {4002} This IC engine shall only be used for the growing and harvesting of crops or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution. [District Rules 4701 and 4702, and 17 CCR 93115]
Emergency engine(s) must be fired on CARB diesel fuel, or an approved alternative diesel fuel.	The applicant has proposed the use of CARB certified diesel fuel. The proposed permit condition, requiring the use of CARB certified diesel fuel, was included earlier in this evaluation.
The engine(s) must meet Table 6 of the ATCM, which requires the Off-road engine certification standard for the specific power rating of the proposed engine on the date of acquisition (purchase date) or permit application submittal to the District,	For emergency engines, the Off-road engine certification standards are identified in Table 1 of the ATCM ³ . The applicant has proposed the use of an emergency engine that meets the Table 1 emission standards (Off-road engine certification standards) for the applicable horsepower range).

³ Although Section 93115.8 of the ATCM states that new IC engines used in agricultural operations must meet the emissions limits in Table 6, the ATCM Staff Report clarifies that all new emergency standby IC engines must meet the emissions limits specified in Table 1 of the ATCM. This eliminates the requirement that new agricultural emergency standby IC engines would otherwise have to meet the after-treatment based Tier 4 standards specified in Table 6.

<p>whichever is earliest.</p> <p>A non-resettable hour meter with a minimum display capability of 9,999 hours shall be installed upon engine installation, or by no later than January 1, 2005, on all engines subject to all or part of the requirements of sections 93115.6, 93115.7, or 93115.8(a) unless the District determines on a case-by-case basis that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history.</p>	<p>The following condition will be included on the permit:</p> <ul style="list-style-type: none"> • {4749} This engine shall be equipped with a non-resettable hour meter with a minimum display capability of 9,999 hours, unless the District determines that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history. [District Rule 4702 and 17 CCR 93115]
<p>An owner or operator shall maintain monthly records of the following: emergency use hours of operation; maintenance and testing hours of operation; hours of operation for emission testing; initial start-up testing hours; hours of operation for all other uses; and the type of fuel used. All records shall be retained for a minimum of 36 months.</p>	<p>Permit conditions enforcing these requirements were shown earlier in the evaluation.</p>

California Environmental Quality Act (CEQA)

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

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

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

Indemnification Agreement/Letter of Credit Determination

According to District Policy APR 2010 (CEQA Implementation Policy), when the District is the Lead or Responsible Agency for CEQA purposes, an indemnification agreement and/or a letter of credit may be required. The decision to require an indemnity agreement and/or a letter of credit is based on a case-by-case analysis of a particular project's potential for litigation risk, which in turn may be based on a project's potential to generate public concern, its potential for significant impacts, and the project proponent's ability to pay for the costs of litigation without a letter of credit, among other factors.

As described above, the project requires only ministerial approval, and is exempt from the provisions of CEQA. As such, an Indemnification Agreement or a Letter of Credit will not be required for this project in the absence of expressed public concern.

To ensure that issuance of this permit does not conflict with any conditions imposed by any local agency permit process, the following permit condition will be listed on the ATC(s):

- {3658} This permit does not authorize the violation of any conditions established for this facility in the Conditional Use Permit (CUP), Special Use Permit (SUP), Site Approval, Site Plan Review (SPR), or other approval documents issued by a local, state, or federal agency. [Public Resources Code 21000-21177: California Environmental Quality Act]

IX. Recommendation

Pending a successful NSR public noticing period, issue Authority to Construct S-4697-11-0 subject to the permit conditions on the attached draft ATC in Appendix A.

X. Billing Information

Billing Schedule			
Permit Number	Fee Schedule	Fee Description	Fee Amount
S-4697-11-0	3020-10-F	1,207 bhp IC engine	\$820

Appendixes

- A. Draft ATC
- B. BACT Guideline and BACT Analysis
- C. ARB/EPA Certification
- D. RMR and AAQA
- E. QNEC Calculations
- F. SSPE1 and Dairy Calculations

Appendix A
Draft ATC

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT
DRAFT

PERMIT NO: S-4697-11-0

LEGAL OWNER OR OPERATOR: SOUTHERN CROSS DAIRY
MAILING ADDRESS: PO BOX 757
BUTTONWILLOW, CA 93206

LOCATION: SW CORNER OF ROWLEE RD AND LERDO HWY
BUTTONWILLOW, CA 93206

EQUIPMENT DESCRIPTION:
1,207 BHP (INTERMITTENT) MITSUBISHI MODEL S12A2Y2PTAW2 TIER 2 CERTIFIED DIESEL-FIRED EMERGENCY
STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. Within 90 days of startup of the equipment authorized by this Authority to Construct, Permit to Operate S-4697-9-0 shall be surrendered to the District and the associated equipment shall be removed or rendered inoperable. [District Rule 2201]
2. {3658} This permit does not authorize the violation of any conditions established for this facility in the Conditional Use Permit (CUP), Special Use Permit (SUP), Site Approval, Site Plan Review (SPR), or other approval documents issued by a local, state, or federal agency. [Public Resources Code 21000-21177: California Environmental Quality Act]
3. {3215} Upon presentation of appropriate credentials, a permittee shall allow an authorized representative of the District to enter the permittee's premises where a permitted source is located or emissions related activity is conducted, or where records must be kept under condition of the permit. [District Rule 1070]
4. {3216} Upon presentation of appropriate credentials, a permittee shall allow an authorized representative of the District to have access to and copy, at reasonable times, any records that must be kept under the conditions of the permit. [District Rule 1070]
5. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
6. {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]
7. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]

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

Arnaud Marjollet, Director of Permit Services
S-4697-11-0 Feb 27 2017 2:07PM -- BUSHT : Joint Inspection NOT Required

8. {4002} This IC engine shall only be used for the growing and harvesting of crops or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution. [District Rules 4701 and 4702, and 17 CCR 93115]
9. {4749} This engine shall be equipped with a non-resettable hour meter with a minimum display capability of 9,999 hours, unless the District determines that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history. [District Rule 4702 and 17 CCR 93115]
10. {4258} 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]
11. Emissions from this IC engine shall not exceed any of the following limits: 4.04 g-NOx/bhp-hr, 0.45 g-CO/bhp-hr, or 0.21 g-VOC/bhp-hr. [District Rule 2201 and 17 CCR 93115]
12. Emissions from this IC engine shall not exceed 0.13 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, and 17 CCR 93115]
13. {4261} 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]
14. {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]
15. {3807} An emergency situation is an unscheduled electrical power outage caused by sudden and reasonably unforeseen natural disasters or sudden and reasonably unforeseen events beyond the control of the permittee. [District Rule 4702 and 17 CCR 93115]
16. {3808} This engine shall not be used to produce power for the electrical distribution system, as part of a voluntary utility demand reduction program, or for an interruptible power contract. [District Rule 4702 and 17 CCR 93115]
17. {3496} The permittee shall maintain monthly records of emergency and non-emergency operation. Records shall include the number of hours of emergency operation, the date and number of hours of all testing and maintenance operations, the purpose of the operation (for example: load testing, weekly testing, rolling blackout, general area power outage, etc.) and records of operational characteristics monitoring. For units with automated testing systems, the operator may, as an alternative to keeping records of actual operation for testing purposes, maintain a readily accessible written record of the automated testing schedule. [District Rule 4702 and 17 CCR 93115]
18. 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 100 hours per calendar year. [District Rules 2201, 4102, and 4702, and 17 CCR 93115]
19. {4263} The permittee shall maintain monthly records of the type of fuel purchased. [District Rule 4702 and 17 CCR 93115]
20. {3475} All records shall be maintained and retained on-site for a minimum of five (5) years, and shall be made available for District inspection upon request. [District Rule 4702 and 17 CCR 93115]

DRAFT

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: 9/10/2013
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/bhp-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*		

*Note: The certification requirements are as follows: for emergency engines $50 \leq \text{bhp} < 75$ - Tier 4 Interim; for emergency engines $75 \leq \text{bhp} < 750$ - Tier 3; for emergency engines ≥ 750 bhp - Tier 2.

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

BACT Guideline 3.1.1 (September 10, 2013) applies to emergency diesel IC engines. In accordance with the District BACT policy, information from that guideline will be utilized without further analysis.

1. BACT Analysis for NO_x and VOC Emissions:

a. Step 1 - Identify all control technologies

BACT Guideline 3.1.1 identifies only the following option:

- *Latest EPA Tier Certification level for applicable horsepower range*

To determine the latest applicable Tier level, the following EPA and state regulations were consulted:

- 40 CFR Part 89 – Control of Emissions from New and In-Use Nonroad Compression – Ignition Engines
- 40 CFR Part 1039 – Control of Emissions from New and In-Use Nonroad Compression-Ignition Engines
- Title 17 CCR, Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines

40 CFR Parts 89 and 1039, which apply only to nonroad engines, do not directly apply because the proposed emergency engine does not meet the definition of a nonroad engine. Therefore, only Title 17 CCR, Section 93115 applies directly to the proposed emergency engine.

Title 17 CCR, Section 93115.6(a)(3)(A) (CARB stationary diesel engine ATCM) applies to emergency standby diesel-fired engines and requires that such engines be certified to the emission levels in Table 1 (below).

Maximum Engine Power	Tier	Model Year(s)	PM	NMHC+NOx	CO
50 ≤ HP < 75 (37 ≤ kW < 56)	2	2007	0.15 (0.20)	5.6 (7.5) 3.5 (4.7)	3.7 (5.0)
	4i	2008+			
75 ≤ HP < 100 (56 ≤ kW < 75)	2	2007	0.15 (0.20)	5.6 (7.5) 3.5 (4.7)	3.7 (5.0)
	3	2008+			
100 ≤ HP < 175 (75 ≤ kW < 130)	3	2007	0.15 (0.20)	3.0 (4.0)	3.7 (5.0)
		2008+			
175 ≤ HP < 300 (130 ≤ kW < 225)	3	2007	0.15 (0.20)	3.0 (4.0)	2.6 (3.5)
		2008+			
300 ≤ HP < 600 (225 ≤ kW < 450)	3	2007	0.15 (0.20)	3.0 (4.0)	2.6 (3.5)
		2008+			
600 ≤ HP ≤ 750 (450 ≤ kW ≤ 560)	3	2007	0.15 (0.20)	3.0 (4.0)	2.6 (3.5)
		2008+			
HP > 750 (kW > 560)	2	2007	0.15 (0.20)	4.8 (6.4)	2.6 (3.5)
		2008+			

Therefore, the most stringent applicable emission standards are those listed in the CARB ATCM (Table 1).

For IC engines rated greater than or equal to 50 hp and less than 75 hp, the highest Tier required is Tier 4i. For IC engines rated greater than or equal to 75 hp and less than 750 hp, the highest Tier required is Tier 3. For engines rated equal to or greater than 750 hp, the highest Tier required is Tier 2.

Also, please note that neither the state ATCM nor the Code of Federal Regulations require the installation of IC engines meeting a higher Tier standard than those listed above for emergency applications, due to concerns regarding the effectiveness of the exhaust emissions controls during periods of short-term operation (such as testing operational readiness of an emergency engine).

The proposed engine is rated at 1,207 hp. Therefore, the applicable control technology option is EPA Tier 2 certification.

b. Step 2 - Eliminate technologically infeasible options

The control option listed in Step 1 is not technologically infeasible.

c. Step 3 - Rank remaining options by control effectiveness

No ranking needs to be done because there is only one control option listed in Step 1.

d. Step 4 - Cost Effectiveness Analysis

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

e. Step 5 - Select BACT

BACT for NO_x and VOC will be the use of an EPA Tier 2 certified engine. The applicant is proposing such a unit. Therefore, BACT will be satisfied.

2. BACT Analysis for PM₁₀ Emissions:

a. Step 1 - Identify all control technologies

BACT Guideline 3.1.1 identifies only the following option:

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

The latest EPA Tier Certification level for an engine of the proposed model year and horsepower rating is Tier 2. Refer to the Top-Down BACT analysis for NO_x for a discussion regarding the determination of the EPA Tier level to be considered.

Please note Tier 2, 3, or 4i IC engines do not have a PM emission standard that is more stringent than 0.15 g/hp-hr. Additionally, the ATCM requires a PM emission standard of 0.15 g/hp-hr for all new emergency diesel IC engines.

Therefore, a PM/PM₁₀ emission standard of 0.15 g/hp-hr is required as BACT.

b. Step 2 - Eliminate technologically infeasible options

The control option listed in Step 1 is not technologically infeasible.

c. Step 3 - Rank remaining options by control effectiveness

No ranking needs to be done because there is only one control option listed in Step 1.

d. Step 4 - Cost Effectiveness Analysis

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

e. Step 5 - Select BACT

BACT for PM₁₀ is emissions of 0.15 g/hp-hr or less. The applicant is proposing an engine that meets this requirement. Therefore, BACT will be satisfied.

Appendix C
ARB/EPA Certification

Pursuant to the authority vested in the Air Resources Board by Sections 43013, 43018, 43101, 43102, 43104 and 43105 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the following compression-ignition engine and emission control system produced by the manufacturer are certified as described below for use in off-road equipment. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	DISPLACEMENT (liters)	FUEL TYPE	USEFUL LIFE (hours)
2008	8MVXL33.9BBA	33.9	Diesel	8000
SPECIAL FEATURES & EMISSION CONTROL SYSTEMS			TYPICAL EQUIPMENT APPLICATION	
Direct Diesel Injection, Turbocharger, Charge Air Cooler			Generator	

The engine models and codes are attached.

The following are the exhaust certification standards (STD) and certification levels (CERT) for hydrocarbon (HC), oxides of nitrogen (NOx), or non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM) in grams per kilowatt-hour (g/kw-hr), and the opacity-of-smoke certification standards and certification levels in percent (%) during acceleration (Accel), lugging (Lug), and the peak value from either mode (Peak) for this engine family (Title 13, California Code of Regulations, (13 CCR) Section 2423):


RATED POWER CLASS	EMISSION STANDARD CATEGORY		EXHAUST (g/kw-hr)					OPACITY (%)		
			HC	NOx	NMHC+NOx	CO	PM	ACCEL	LUG	PEAK
KW > 560	Tier 2	STD	N/A	N/A	6.4	3.5	0.20	N/A	N/A	N/A
		CERT	--	--	5.7	0.6	0.17	--	--	--

BE IT FURTHER RESOLVED: That for the listed engine models, the manufacturer has submitted the information and materials to demonstrate certification compliance with 13 CCR Section 2424 (emission control labels), and 13 CCR Sections 2425 and 2426 (emission control system warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed at El Monte, California on this 23 day of January 2008.


 Annette Hebert, Chief
 Mobile Source Operations Division

Engine Model Summary Template

ATTACHMENT 1 OF 1

U-R-035-0249

Engine Family	1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm ³ /stroke @ peak HP (for diesel only)	5.Fuel Rate: (bs/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm ³ /stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Per SAE J1930
8MVXL33.9BBA	S12A2-Y2PTAW-2	S12A2-PTAW	1207@1800	381	462	NA	NA	NA	DITC, CAC



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF TRANSPORTATION AND AIR QUALITY
WASHINGTON, DC 20460



CERTIFICATE OF CONFORMITY
2008 MODEL YEAR

Manufacturer: **MITSUBISHI HEAVY INDUSTRIES, LTD**
Engine Family: **8MVXL33.9BBA**
Certificate Number: **MVX-NRCI-08-20**
Intended Service Class: **NR 9 (>560)**
Fuel Type: **DIESEL**
FELs: g/kW-hr NMHC+NOx: N/A NOx: N/A PM: N/A
Effective Date: **12/12/2007**
Date Issued: **12/12/2007**

Karl J. Simon, Director
Compliance and Innovative Strategies Division
Office of Transportation and Air Quality

Pursuant to Section 213 of the Clean Air Act (42 U.S.C. section 7547) and 40 CFR Part 89, and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which have been found to conform to applicable requirements and which represent the following nonroad engines, by engine family, more fully described in the documentation required by 40 CFR 89 and produced in the stated model year.

This certificate of conformity covers only those nonroad compression-ignition engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Part 89 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Part 89.

It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR 89.129-96 and 89.506-96 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to a revocation or suspension of this certificate for reasons specified in 40 CFR Part 89. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void ab initio for other reasons specified in 40 CFR Part 89.

This certificate does not cover nonroad engines sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

Appendix D
Technical Services Memo and AAQA

San Joaquin Valley Air Pollution Control District Risk Management Review

To: Tim Bush – Permit Services
 From: Anji Amachree– Technical Services
 Date: January 25, 2017
 Facility Name: Southern Cross Dairy
 Location: PO BOX 757 SW Corner Rowlee Rd and Lerdo Hwy
 Application #(s): S-4697-11-0
 Project #: S-1170034

A. RMR SUMMARY

RMR Summary			
Categories	Diesel ICE (Unit 11-0)	Project Totals	Facility Totals
Prioritization Score	NA ¹	>1.0	>1.0
Acute Hazard Index	N/A ²	N/A ²	0.02
Chronic Hazard Index	0.00	0.00	0.00
Maximum Individual Cancer Risk	5.75E-07	5.75E-07	5.75E-07
T-BACT Required?	No		
Special Permit Requirements?	Yes		

¹Prioritization for this unit was not conducted since it has been determined that all diesel-fired IC engines will result in a prioritization score greater than 1.0.

²Acute was not calculated since there is no risk factor or the risk factor is so low that it has been determined to be insignificant for this type of unit.

Proposed Permit Requirements

To ensure that human health risks will not exceed District allowable levels; the following shall be included as requirements for:

Unit # 11-0

1. The PM10 emissions rate shall not exceed 0.13 g/bhp-hr based on US EPA certification using ISO 8178 test procedure.
2. 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 100 hours per calendar year.

B. RMR REPORT

I. Project Description

Technical Services received a request on January 25, 2017, to perform an Ambient Air Quality Analysis and a Risk Management Review for a proposed modification to a Dairy operation. The modification consisted of the installation of a 1207 bhp Intermittent Mitsubishi Tier 2 certified Diesel-fired emergency standby IC Engine powering and electrical generator.

II. Analysis

Diesel particulate emissions for this proposed unit were calculated and provided by the processing engineer, and input into the San Joaquin Valley APCD's Hazard Assessment and Reporting Program (SHARP). Prioritization for this unit was not conducted since it has been determined that all diesel-fired IC engines will result in a prioritization score greater than 1.0. Therefore, a refined health risk assessment was required. The AERMOD model was used, with the parameters outlined below and meteorological data for 2007-2011 from Wasco to determine the dispersion factors (i.e., the predicted concentration or X divided by the normalized source strength or Q) for a receptor grid. These dispersion factors were input into the SHARP Program, which then used the Air Dispersion Modeling and Risk Tool (ADMRT) of the Hot Spots Analysis and Reporting Program Version 2 (HARP 2) to calculate the chronic and acute hazard indices and the carcinogenic risk for the project.

The following parameters were used for the review:

Analysis Parameters Unit 11-0*			
Source Type	Point	Location Type	Rural
Stack Height (m)	5.18	Closest Receptor (m)	180
Stack Diameter. (m)	0.254	Type of Receptor	Residential
Stack Exit Velocity (m/s)	76.30	Max Hours per Year	100
Stack Exit Temp. (°K)	745.78	Fuel Type	Diesel
		DPM Emissions(lbs/yr)	35

*Modeled using AERMOD's NON-Default Beta Option for "Capped & Horizontal Stack Releases."

Technical Services performed modeling for criteria pollutants CO, NO_x, SO_x, and PM₁₀ with the emission rates below:

Unit #	NO_x (Lbs.)		SO_x (Lbs.)		CO (Lbs.)		PM₁₀ (Lbs.)	
	Hr.	Yr.	Hr.	Yr.	Hr.	Yr.	Hr.	Yr.
11-0	0	1075	0	1	0	120	0	35

The results from the Criteria Pollutant Modeling are as follows:

Criteria Pollutant Modeling Results*

Diesel ICE	1 Hour	3 Hours	8 Hours.	24 Hours	Annual
CO	NA ¹	X	NA ¹	X	X
NO _x	NA ¹	X	X	X	Pass
SO _x	NA ¹	NA ¹	X	NA ¹	Pass
PM ₁₀	X	X	X	NA ¹	Pass ²
PM _{2.5}	X	X	X	NA ¹	Pass ³

*Results were taken from the attached PSD spreadsheet.

¹The project is an intermittent source as defined in APR-1920. In accordance with APR-1920, compliance with short-term (i.e., 1-hour, 3-hour, 8-hour and 24-hour) standards is not required.

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

³The court has vacated EPA's PM_{2.5} SILs. Until such time as new SIL values are approved, the District will use the corresponding PM₁₀ SILs for both PM₁₀ and PM_{2.5} analyses.

III. Conclusion

The acute and chronic indices are below 1.0 and the cancer risk factor associated with the project is less than 1.0 in a million. **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 requirements listed on page 1 of this report must be included for this proposed unit.

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

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

IV. Attachments

- A. RMR request from the project engineer
- B. Additional information from the applicant/project engineer
- C. Facility Summary
- D. AAQA Summary

Appendix E
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:

$QNEC = PE2 - PE1$, where:

- QNEC = Quarterly Net Emissions Change for each emissions unit, lb/qtr
- PE2 = Post-Project Potential to Emit for each emissions unit, lb/qtr
- PE1 = Pre-Project Potential to Emit for each emissions unit, lb/qtr

Since this is a new unit, $PE1 = 0$ for all pollutants. Thus, $QNEC = PE2$ (lb/qtr).

Using the PE2 (lb/yr) values calculated in Section VII.C.2, Quarterly PE2 is calculated as follows:

$$PE2_{\text{quarterly}} = PE2 \text{ (lb/yr)} \div 4 \text{ quarters/year} = QNEC$$

QNEC		
Pollutant	PE2 Total (lb/yr)	Quarterly PE2 (lb/qtr)
NO _x	1,075	268.75
SO _x	1	0.25
PM ₁₀	35	8.75
CO	120	30.00
VOC	56	14.00

Appendix F
SSPE1 and Dairy Calculations

Pre-Project Facility Information

- Does this facility house Holstein or Jersey cows?
Most facilities house Holstein cows unless explicitly stated on the PTO or application.
- Does the facility have an anaerobic treatment lagoon?
- Does the facility land apply liquid manure?
Answering "yes" assumes worst case.
- Does the facility land apply solid manure?
Answering "yes" assumes worst case.
- Is any scraped manure sent to a lagoon/storage pond?
Answering "yes" assumes worst case.

Pre-Project Herd Size							
Herd	Flushed Freestalls	Scraped Freestalls	Flushed Corrals	Scraped Corrals	Total # of Animals		
Milk Cows			6,000		6,000		
Dry Cows			950		950		
Support Stock (Heifers, Calves, and Bulls)			1,500	3,595	5,095		
Large Heifers					0		
Medium Heifers					0		
Small Heifers					0		
Bulls					0		
	Calf Hutches				Calf Corrals		Total # of Calves
	Aboveground Flushed	Aboveground Scraped	On-Ground Flushed	On-Ground Scraped	Flushed	Scraped	
Calves							0

Total Herd Summary	
Total Milk Cows	6,000
Total Mature Cows	6,950
Support Stock (Heifers, Calves, and Bulls)	5,095
Total Calves	0
Total Dairy Head	12,045

Pre-Project Silage Information			
Feed Type	Max # Open Piles	Max Height (ft)	Max Width (ft)
Corn	1	20	70
Alfalfa	1	20	70
Wheat	3	20	70

Post-Project Facility Information

- Does this facility house Holstein or Jersey cows?
Most facilities house Holstein cows unless explicitly stated on the PTO or application.
- Does the facility have an anaerobic treatment lagoon?
- Does the facility land apply liquid manure?
Answering "yes" assumes worst case.
- Does the facility land apply solid manure?
Answering "yes" assumes worst case.
- Is any scraped manure sent to a lagoon/storage pond?
Answering "yes" assumes worst case.
- Does this project result in any new lagoon/storage pond(s) or an increase in surface area for any existing lagoon/storage pond(s)?

Post-Project Herd Size							
Herd	Flushed Freestalls	Scraped Freestalls	Flushed Corrals	Scraped Corrals	Total # of Animals		
Milk Cows			6,000		6,000		
Dry Cows			950		950		
Support Stock (Heifers, Calves, and Bulls)			1,500	3,595	5,095		
Large Heifers					0		
Medium Heifers					0		
Small Heifers					0		
Bulls					0		
	Calf Hutches				Calf Corrals		Total # of Calves
	Aboveground Flushed	Aboveground Scraped	On-Ground Flushed	On-Ground Scraped	Flushed	Scraped	
Calves							0

Total Herd Summary	
Total Milk Cows	6,000
Total Mature Cows	6,950
Support Stock (Heifers, Calves, and Bulls)	5,095
Total Calves	0
Total Dairy Head	12,045

Post-Project Silage Information			
Feed Type	Max # Open Piles	Max Height (ft)	Max Width (ft)
Corn	1	20	70
Alfalfa	1	20	70
Wheat	3	20	70

This spreadsheet serves only as a resource to calculate potential emissions from dairies, and may not reflect the final emissions used by the District due to parameters not addressed in this spreadsheet and/or omissions from the spreadsheet. Any other permissible equipment (e.g. IC engines, gasoline tanks, etc.) at a facility will need to be calculated separately. All final calculations used in permitting projects will be conducted by District staff.

VOC Mitigation Measures and Control Efficiencies

Milking Parlor				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	VOC Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Enteric Emissions Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(D) Feed according to NRC guidelines	10%	10%
Total Control Efficiency			10%	10%
		Milking Parlor Floor Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(D) Feed according to NRC guidelines	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(D) Flush or hose milk parlor immediately prior to, immediately after, or during each milking. Note: If selected for dairies > 999 milk cows, control efficiency is already included in EF.	0%	0%
TRUE	TRUE			
Total Control Efficiency			10%	10%

Cow Housing				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	VOC Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Enteric Emissions Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
Total Control Efficiency			10%	10%
		Corrals/Pens Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Inspect water pipes and troughs and repair leaks at least once every seven days. Note: If selected for dairies > 999 milk cows, CE is already included in EF.	0%	0%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Dairies: Clean manure from corrals at least four times per year with at least 60 days between cleaning, or clean corrals at least once between April and July and at least once between September and December. Note: If selected for dairies > 999 milk cows, CE is already included in EF. Note: No additional control given for increased cleaning frequency (e.g. BACT requirement). Heifer/Calf Ranches: Scrape corrals twice a year with at least 90 days between cleanings, excluding in-corral mounds. Note: No additional control given for increased cleaning frequency (e.g. BACT requirement).	0%	0%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Scrape, vacuum, or flush concrete lanes in corrals at least once every day for mature cows and every seven days for support stock, or clean concrete lanes such that the depth of manure does not exceed 12 inches at any point or time. Note: No additional control given for increased cleaning frequency (e.g. BACT requirement).	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Implement one of the following: 1) slope the surface of the corrals at least 3% where the available space for each animal is 400 sq ft or less and slope the surface of the corrals at least 1.5% where the available space for each animal is more than 400 sq ft; 2) maintain corrals to ensure proper drainage preventing water from standing more than 48 hrs; 3) harrow, rake, or scrape pens sufficiently to maintain a dry surface. Note: If selected for dairies > 999 milk cows, CE already included in EF.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Install shade structures such that they are constructed with a light permeable roofing material. Note: If selected for dairies > 999 milk cows, the control efficiency will be 5% since the EF used includes a partial control for this measure.		
<input type="checkbox"/>	<input type="checkbox"/>	Install all shade structures uphill of any slope in the corral. Note: If selected for dairies > 999 milk cows, the control efficiency will be 5% since the EF used includes a partial control for this measure.	5%	5%
<input type="checkbox"/>	<input type="checkbox"/>	Clean manure from under corral shades at least once every 14 days, when weather permits access into corral. Note: If selected for dairies > 999 milk cows, the control efficiency will be 5% since the EF used includes a partial control for this measure.		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Install shade structure so that the structure has a North/South orientation. Note: If selected for dairies > 999 milk cows, the control efficiency will be 5% since the EF used includes a partial control for this measure.		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Manage corrals such that the manure depth in the corral does not exceed 12 inches at any time or point, except for in-corral mounding. Manure depth may exceed 12 inches when corrals become inaccessible due to rain events. The manure facility must resume management of the manure depth of 12 inches or lower immediately upon the corral becoming accessible. Note: If selected for dairies > 999 milk cows, control efficiency is already included in EF.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Knockdown fence line manure build-up prior to it exceeding a height of 12 inches at any time or point. Manure depth may exceed 12 inches when corrals become inaccessible due to rain events. The facility must resume management of the manure depth of 12 inches or lower immediately upon the corral becoming accessible.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Use lime or a similar absorbent material in the corral according to the manufacturer's recommendation to minimize moisture in the corrals.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Apply thymol to the corral soil in accordance with the manufacturer's recommendation.	0%	0%
Total Control Efficiency			23.05%	23.05%
		Bedding Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input type="checkbox"/>	<input type="checkbox"/>	Use non-manure-based bedding and non-separated solids based bedding for at least 90% of the bedding material, by weight, for freestalls (e.g. rubber mats, almond shells, sand, or waterbeds).	0%	0%

<input type="checkbox"/>	<input type="checkbox"/>	For a large dairy (1,000 milk cows or larger) or a heifer/calf ranch - Remove manure that is not dry from individual cow freestall beds or rake, harrow, scrape, or grade freestall bedding at least once every 7 days.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	(D) For a medium dairy only (500 to 999 milk cows) - Remove manure that is not dry from individual cow freestall beds or rake, harrow, scrape, or grade freestall bedding at least once every 14 days.	0%	0%
Total Control Efficiency			10.00%	10.00%
Lanes Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Pave feedlanes, where present, for a width of at least 8 feet along the corral side of the feedlane fence for milk and dry cows and at least 6 feet along the corral side of the feedlane for heifers. Note: No control efficiency at this time.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Dairies: Flush, scrape, or vacuum freestall flush lanes immediately prior to or after, or during each milking; or flush or scrape freestall flush lanes at least 3 times per day. Heifer/Calf Ranches: Vacuum, scrape, or flush freestalls at least once every seven days.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	(D) Have no animals in exercise pens or corrals at any time.	0%	0%
Total Control Efficiency			10.00%	10.00%

Liquid Manure Handling				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	VOC Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
Lagoons/Storage Ponds Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input type="checkbox"/>	<input type="checkbox"/>	Use phototropic lagoon	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Use an anaerobic treatment lagoon designed according to NRCS Guideline No. 359	0%	0%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remove solids from the waste system with a solid separator system, prior to the waste entering the lagoon. Note: If selected for dairies > 999 milk cows, control efficiency is already included in EF.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Maintain lagoon pH between 6.5 and 7.5	0%	0%
Total Control Efficiency			10.00%	10.00%
Liquid Manure Land Application Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input type="checkbox"/>	<input type="checkbox"/>	Only apply liquid manure that has been treated with an anaerobic or aerobic treatment lagoon, aerobic lagoon, or digester system	0%	0%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Allow liquid manure to stand in the fields for no more than 24 hours after irrigation. Note: If selected for dairies > 999 milk cows, control efficiency is already included in EF.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Apply liquid/slurry manure via injection with drag hose or similar apparatus	0%	0%
Total Control Efficiency			10.00%	10.00%

Solid Manure Handling				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	VOC Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
Solid Manure Storage Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Within 72 hours of removal from housing, either a) remove dry manure from the facility, or b) cover dry manure outside the housing with a weatherproof covering from October through May, except for times when wind events remove the covering, not to exceed 24 hours per event.	10%	10%
Total Control Efficiency			19.00%	19.00%
Separated Solids Piles Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input type="checkbox"/>	<input type="checkbox"/>	Within 72 hours of removal from the drying process, either a) remove separated solids from the facility, or b) cover separated solids outside the housing with a weatherproof covering from October through May, except for times when wind events remove the covering, not to exceed 24 hours per event.	0%	0%
Total Control Efficiency			10.00%	10.00%
Solid Manure Land Application Mitigations				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Incorporate all solid manure within 72 hours of land application. Note: If selected for dairies > 999 milk cows, control efficiency is already included in EF. Note: No additional control given for rapid manure incorporation (e.g. BACT requirement).	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Only apply solid manure that has been treated with an anaerobic treatment lagoon, aerobic lagoon or digester system.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Apply no solid manure with a moisture content of more than 50%	0%	0%
Total Control Efficiency			10.00%	10.00%

Silage and TMR				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	VOC Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
Corn/Alfalfa/Wheat Silage Mitigations				
		1. Utilize a sealed feed storage system (e.g. Ag-Bag) for bagged silage, or		
		2. Cover the surface of silage piles, except for the area where feed is being removed from the pile, with a plastic tarp that is at least 5 mils thick (0.005 inches), multiple plastic tarps with a cumulative thickness of at least 5 mils (0.005 inches), or an oxygen barrier film covered with a UV resistant material within 72 hours of last delivery of material to the pile, and implement one of the following:		

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>a) build silage piles such that the average bulk density is at least 44 lb/cu-ft for corn silage and 40 lb/cu-ft for other silage types, as measured in accordance with Section 7.10 of Rule 4570,</p> <p>b) when creating a silage pile, adjust filling parameters to assure a calculated average bulk density of at least 44 lb/cu-ft for corn silage and at least 40 lb/cu-ft for other silage types, using a spreadsheet approved by the District,</p> <p>c) harvest silage crop at > or = 65% moisture for corn; and >= 60% moisture for alfalfa/grass and other silage crops; manage silage material delivery such that no more than 6 inches of materials are uncompacted on top of the pile; and incorporate the applicable Theoretical Length of Chop (TLC) and roller opening for the crop being harvested.</p> <p>For dairies - implement <u>two</u> of the following: For heifer/calf ranches - implement <u>one</u> of the following:</p> <p>Manage Exposed Silage. a) manage silage piles such that only one silage pile has an uncovered face and the uncovered face has a total exposed surface area of less than 2,150 sq. ft., or b) manage multiple uncovered silage piles such that the total exposed surface area of all silage piles is less than 4,300 sq ft.</p> <p>Maintain Silage Working Face. a) use a shaver/facer to remove silage from the silage pile, or b) maintain a smooth vertical surface on the working face of the silage pile</p> <p>Silage Additive. a) inoculate silage with homolactic acid bacteria in accordance with manufacturer recommendations to achieve a concentration of at least 100,000 colony forming units per gram of wet forage or apply propionic acid, benzoic acid, sorbic acid, sodium benzoate, or potassium sorbate at a rate specified by the manufacturer to reduce yeast counts when forming silage pile; or b) apply other additives at specified rates that have been demonstrated to reduce alcohol concentrations in silage and/or VOC emissions from silage and have been approved by the District and EPA.</p>	39.0%	39.0%
TRUE	TRUE			
Total Control Efficiency*			39.00%	39.00%

*Assumes 25% control for density mitigation measures and 10% each for the two optional measures, resulting in an overall control of 39%. The same conservative control efficiency will be applied to the sealed feed storage system (Ag-Bag).

		TMR Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(D) Push feed so that it is within 3 feet of feedlane fence within 2 hrs of putting out the feed or use a feed trough or other feeding structure designed to maintain feed within reach of the cows.	10%	10%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(D) Begin feeding total mixed rations within 2 hrs of grinding and mixing rations. Note: If selected for dairies > 999 milk cows, control efficiency already included in EF.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Feed steam-flaked, dry rolled, cracked or ground corn or other ground cereal grains.	0%	0%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remove uneaten wet feed from feed bunks within 24 hrs after the end of a rain event.	10%	10%
<input type="checkbox"/>	<input type="checkbox"/>	(D) For total mixed rations that contain at least 30% by weight of silage, feed animals total mixed rations that contain at least 45% moisture.	0%	0%
<input type="checkbox"/>	<input type="checkbox"/>	Feed according to NRC guidelines. Note: If selected for dairies, control efficiency already included in EF.	0%	0%
Total Control Efficiency			19.00%	19.00%

Ammonia Mitigation Measures and Control Efficiencies

Milking Parlor				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	NH3 Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Milking Parlor Floor Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
Total Control Efficiency			28%	28%

Cow Housing				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	NH3 Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Corrals/Pens Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Clean manure from corrals at least four times per year with at least 60 days between cleaning, or clean corrals at least once between April and July and at least once between September and December. OR Use lime or a similar absorbent material in the corral according to the manufacturer's recommendation to minimize moisture in the corrals. OR Apply thymol to the corral soil in accordance with the manufacturer's recommendation.	50%	50%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TRUE	TRUE	
Total Control Efficiency			64%	64%
		Bedding Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
<input type="checkbox"/>	<input type="checkbox"/>	Use non-manure-based bedding and non-separated solids based bedding for at least 90% of the bedding material, by weight, for freestalls (e.g. rubber mats, almond shells, sand, or waterbeds). OR For a large dairy only (1,000 milk cows or larger) - Remove manure that is not dry from individual cow freestall beds or rake, harrow, scrape, or grade freestall bedding at least once every 7 days. OR For a medium dairy only (500 to 999 milk cows) - Remove manure that is not dry from individual cow freestall beds or rake, harrow, scrape, or grade freestall bedding at least once every 14 days.	0.0%	0.0%
Total Control Efficiency			28.00%	28.00%
		Lanes Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
Total Control Efficiency			28%	28%

Liquid Manure Handling				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	NH3 Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Lagoons/Storage Ponds Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Use phototropic lagoon OR Remove solids from the waste system with a solid separator system, prior to the waste entering the lagoon.	80%	80%
Total Control Efficiency			85.6%	85.6%
		Liquid Manure Land Application Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
<input type="checkbox"/>	<input type="checkbox"/>	Only apply liquid manure that has been treated with an anaerobic treatment lagoon	0%	0%
Total Control Efficiency			28.00%	28.00%

Solid Manure Handling				
Measure Proposed?		Mitigation Measure(s) per Emissions Point	NH3 Control Efficiency (%)	
Pre-Project	Post-Project		Pre-Project	Post-Project
		Solid Manure Land Application Mitigations		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Feed according to NRC guidelines	28%	28%
<input type="checkbox"/>	<input type="checkbox"/>	Incorporate all solid manure within 72 hours of land application. AND Only apply solid manure that has been treated with an anaerobic treatment lagoon, aerobic lagoon or digester system. AND Apply no solid manure with a moisture content of more than 50%	0%	0%
Total Control Efficiency			28.00%	28.00%

PM10 Mitigation Measures and Control Efficiencies

Control Measure	PM10 Control Efficiency
Shaded corrals (milk and dry cows)	16.7%
Shaded corrals (heifers and bulls)	8.3%
Downwind shelterbelts	12.5%
Upwind shelterbelts	10%
Freestall with no exercise pens and non-manure based bedding	90%
Freestall with no exercise pens and manure based bedding	80%
Fibrous layer in dusty areas (i.e. hay, etc.)	10%
Bi-weekly corral/exercise pen scraping and/or manure removal using a pull type manure harvesting equipment in morning hours when moisture in air except during periods of rainy weather	15%
Sprinkling of open corrals/exercise pens	15%
Feeding young stock (heifers and calves) near dusk	10%

Pre-Project PM10 Mitigation Measures

Pre-Project PM10 Mitigation Measures														
Housing Name(s) or #s)	Type of Housing	Type of cow	Total # of cows in Each Housing Structure(s)	Maximum Design Capacity of Each Structure	# of Combined Housing Structures in row	Shaded Corrals	Downwind Shelterbelts	Upwind Shelterbelts	No exercise pens, non-manure bedding	No exercise pens, manure bedding	Fibrous layer	Bi-weekly scraping Corrals/Pens	Sprinkling Corrals/Pens	Feed Young Stock Near Dusk
1	Milk Cow Housing	open corral	6,000	6,000		T&UE								
2	Dry Cow Housing	open corral	950	950		T&UE								
3	Support Stock	open corral	5,095	5,095		T&UE								
4														
5														
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40														
Pre-Project Total # of Cows:													12,045	

Pre-Project PM10 Control Efficiencies and Emission Factors

Housing Name(s) or N(s)	Type of Housing	Type of cow	Total # of cows in Each Housing Structure(s)	Maximum Design Capacity of Each Structure	Uncontrolled EF (lb/hd-yr)	Shaded Corrals	Downwind Shelterbelts	Upwind Shelterbelts	No exercise pens, non-manure bedding	No exercise pens, manure bedding	Fibrous layer	Bi-weekly scraping Corrals/Pens	Sprinkling Corrals/Pens	Feed Young Stock Near Dusk	Controlled EF (lb/hd-yr)
1	Milk Cow Housing	milk cows	6,000	6,000	5,460	16.7%									4.55
2	Dry Cow Housing	dry cows	950	950	5,460	16.7%									4.55
3	Support Stock	support stock	5,095	5,095	10,550	8.3%									9.67
4															
5															
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40															
														Pre-Project Total # of Cows	12,045

Pre-Project Potential to Emit (PE1)

Pre-Project Herd Size						
Herd	Flushed Freestalls	Scraped Freestalls	Flushed Corrals	Scraped Corrals	Total # of Animals	
Milk Cows	0	0	6,000	0	6,000	
Dry Cows	0	0	950	0	950	
Support Stock (Heifers, Calves and Bulls)	0	0	1,500	3,595	5,095	
Large Heifers	0	0	0	0	0	
Medium Heifers	0	0	0	0	0	
Small Heifers	0	0	0	0	0	
Bulls	0	0	0	0	0	
	Calf Hutches				Calf Corrals	
	Aboveground Flushed	Aboveground Scraped	On-Ground Flushed	On-Ground Scraped	Flushed	Scraped
Calves	0	0	0	0	0	0

Silage Information				
Feed Type	Maximum # Open Piles	Maximum Height (ft)	Maximum Width (ft)	Open Face Area (ft ²)
Corn	1	20	70	1,113
Alfalfa	1	20	70	1,113
Wheat	3	20	70	3,339

Milking Parlor				
Cow	VOC		NH3	
	lb/day	lb/yr	lb/day	lb/yr
Milk Cows	6.6	2,400	2.2	821

Cow Housing					
Cow	VOC		NH3		PM10
	lb/day	lb/yr	lb/day	lb/yr	lb/day
Total	240.0	87,600	499.0	182,151	221.6

Liquid Manure Handling						
Cow	VOC		NH3		H2S*	
	lb/day	lb/yr	lb/day	lb/yr	lb/day	lb/yr
Milk Cows	39.9	14,580	124.8	45,540	1.9	708
Dry Cows	3.5	1,264	10.0	3,648	0.2	57
Support Stock (Heifers, Calves and Bulls)	14.2	5,197	27.5	10,037	0.4	161
Large Heifers	0.0	0	0.0	0	0	0
Medium Heifers	0.0	0	0.0	0	0	0
Small Heifers	0.0	0	0.0	0	0	0
Calves	0.0	0	0.0	0	0	0
Bulls	0.0	0	0.0	0	0	0
Total	57.6	21,040	162.3	59,225	2.5	927

Solid Manure Handling				
Cow	VOC		NH3	
	lb/day	lb/yr	lb/day	lb/yr
Milk Cows	7.7	2,820	46.5	16,980
Dry Cows	0.7	247	3.7	1,359
Support Stock (Heifers, Calves and Bulls)	2.8	1,019	10.5	3,821
Large Heifers	0.0	0	0.0	0
Medium Heifers	0.0	0	0.0	0
Small Heifers	0.0	0	0.0	0
Calves	0.0	0	0.0	0
Bulls	0.0	0	0.0	0
Total	11.2	4,086	60.7	22,160

Feed Handling and Storage		
	Daily PE (lb-VOC/day)	Annual PE (lb-VOC/yr)
Corn Emissions	6.9	2,530
Alfalfa Emissions	1.7	637
Wheat Emissions	26.3	9,594
TMR	265.5	96,918
Total	300.4	109,679

Total Daily Pre-Project Potential to Emit (lb/day)							
Permit	NOx	SOx	PM10	CO	VOC	NH3	H2S
Milking Parlor	0.0	0.0	0.0	0.0	6.6	2.2	0.0
Cow Housing	0.0	0.0	221.6	0.0	240.0	499.0	0.0
Liquid Manure	0.0	0.0	0.0	0.0	57.6	162.3	2.5
Solid Manure	0.0	0.0	0.0	0.0	11.2	60.7	0.0
Feed Handling	0.0	0.0	0.0	0.0	300.4	0.0	0.0
Total	0.0	0.0	221.6	0.0	615.8	724.2	2.5

Total Annual Pre-Project Potential to Emit (lb/yr)							
Permit	NOx	SOx	PM10	CO	VOC	NH3	H2S
Milking Parlor	0	0	0	0	2,400	821	0
Cow Housing	0	0	80,898	0	87,600	182,151	0
Liquid Manure	0	0	0	0	21,040	59,225	927
Solid Manure	0	0	0	0	4,086	22,160	0
Feed Handling	0	0	0	0	109,679	0	0
Total	0	0	80,898	0	224,805	264,357	927

Calculations for milking parlor:

Annual PE = (# milk cows) x (EF1 lb-pollutant/hd-yr)

Daily PE = (Annual PE lb/yr) ÷ (365 day/yr)

Calculations for cow housing:

See detailed calculations under Cow Housing Calculations worksheet.

Calculations for liquid manure and solid manure handling:

Annual PE = [(# milk cows) x (EF1 lb-pollutant/hd-yr)] + [(# dry cows) x (EF1 lb-pollutant/hd-yr)] + [(# large heifers) x (EF1 lb-pollutant/hd-yr)] + [(# medium heifers) x (EF1 lb-pollutant/hd-yr)] + [(# small heifers) x (EF1 lb-pollutant/hd-yr)] + [(# calves) x (EF1 lb-pollutant/hd-yr)] + [(# bulls) x (EF1 lb-pollutant/hd-yr)]

Daily PE = (Annual PE lb/yr) ÷ (365 day/yr)

The H2S emission factor is assumed to be 10% of the NH3 lagoon/storage pond(s) emission factor, for each respective herd size.

Calculations for silage emissions:

Annual PE = (EF1) x (area ft²) x (0.0929 m²/ft²) x (8,760 hr/yr) x (60 min/hr) x 2.20E-9 lb/μg

Daily PE = (Annual PE lb/yr) ÷ (365 day/yr)

Calculation for TMR emissions:

Annual PE = (# cows) x (EF1) x (0.658 m²) x (525,600 min/yr) x (2.20E-9 lb/μg)

Daily PE = (Annual PE lb/yr) ÷ (365 day/yr)

Calves are not included in TMR calculation.

* Since there will be no change to the lagoons/storage ponds surface area, no change in H2S emissions is expected. Therefore, it will be assumed that PE1 for H2S emissions is equal to PE2 for H2S emissions.

Major Source Emissions (lb/yr)						
Permit	NOx	SOx	PM10	CO	VOC	H2S
Milking Parlor	0	0	0	0	0	0
Cow Housing	0	0	0	0	0	0
Liquid Manure	0	0	0	0	0	10,125
Solid Manure	0	0	0	0	0	0
Feed Handling	0	0	0	0	0	0
Total	0	0	0	0	0	10,125

S-4697-9-0:

800 KW SOLAR SATURN (S/N: 10257) DIESEL-FIRED EMERGENCY STANDBY TURBINE
POWERING AN ELECTRICAL GENERATOR

A. Assumptions

Operating schedule: 100 hours/year non-emergency use

B. Emission Factors

Emission Factors			
Pollutant	EF (lb/MMBtu)	EF (lb/kW-hr)**	Source
NO _x	0.88	0.01163	Manufacturer
SO _x	0.002	0.00002121	Mass Balance Equation Below*
PM ₁₀	0.012	0.0001638	AP-42 (4/00) Table 3.1-2a
CO	1.617	0.02302	Manufacturer
VOC	0.00041	0.00000056	AP-42 (4/00) Table 3.1-2a

* $0.000015 \text{ lb-S/lb-fuel} \times (7.1 \text{ lb-fuel/gal}) \times (2 \text{ lb-SO}_2/1 \text{ lb-S}) \times (1 \text{ gal}/0.139 \text{ MMBtu}) = 0.002 \text{ lb/MMBtu}$

** $\text{lb/kW-hr} = \text{lb/MMBtu} \times 1 \text{ Btu}/10^6 \text{ MMBtu} \times 3,413 \text{ Btu/kW-hr} \times 1/\text{Eff}$

**AP42 assumes an efficiency of 25% but an efficiency of 22.319% will be used since it is representative of this turbine

C. Calculations

Annual Emissions				
Pollutant	Emissions Factor (lb/kW-hr)	Rating (kW)	Daily Hours of Operation (hrs./year)	PE2 Total (lb/day)
NO _x	0.01163	800	100	930
SO _x	0.0000212	800	100	2
PM ₁₀	0.0001638	800	100	13
CO	0.02302	800	100	1,842
VOC	0.00000056	800	100	0

SSPE1:

Pre-Project Stationary Source Potential to Emit (SSPE1)							
Permit Unit	NO _x (lb/yr)	SO _x (lb/yr)	PM ₁₀ (lb/yr)	CO (lb/yr)	VOC (lb/yr)	NH ₃ (lb/yr)	H ₂ S (lb/yr)
S-4697-2-2 Cow Housing	0	0	80,898	0	87,600	182,151	0
S-4697-3-2 Liquid Manure	0	0	0	0	21,040	59,225	927
S-4697-4-2 Solid Manure	0	0	0	0	4,086	22,160	0
S-4697-8-0 Milking Parlor	0	0	0	0	2,400	821	0
S-4697-9-0 Emergency Turbine	930	2	13	1,842	0	0	0
S-4697-10-1 Feed Storage	0	0	0	0	109,679	0	0
SSPE1:	930	2	80,911	1,842	224,805	264,357	927