

DRAFT
ENGINEERING EVALUATION
San Jose Fire Station #19 (C T Electric)
Plant: 19765
Application: 20789

BACKGROUND

C T Electric has applied to obtain an Authority to Construct (AC) and/or a Permit to Operate (PO) for the following equipment:

S-1	Emergency Standby Diesel Generator Set	at	San Jose Fire Station #19
	2008 Cummins, Model: QSB7-G3 NR3		3292 Sierra Road
	250 BHP, 1.37 MMBTU/hr		San Jose, CA 95132

abated by

A-1 Cleaire Diesel Particulate Filter

The Emergency Diesel Engine Generator Set (S-1) is equipped with the best available control technology (BACT) for minimizing the release of air borne criteria pollutants and harmful air toxins due to fuel combustion. The criteria pollutants are nitrogen oxides (NO_x), carbon monoxide (CO), precursor organic compounds (POC) from unburned diesel fuel, sulfur dioxide (SO₂) and particulate matter (PM₁₀). All of these pollutants are briefly discussed on the District's web site at www.baaqmd.gov. The engine is also equipped with a diesel catalyzed particulate filter to reduce exhaust emissions of PM₁₀ to the atmosphere.

The engine meets the Environmental Protection Agency and California Air Resources Board (EPA/CARB) Tier 3 Off-road standard. The engine will burn commercially available California low sulfur diesel fuel. The sulfur content of the diesel fuel will not exceed 0.0015% by weight. The operation of the engine should not pose any health threat to the surrounding community or the public at large.

The engine is subject to attached condition no. 22850 and 24417.

EMISSIONS

S-1 has been certified by CARB to be a cleaner burning engine. Except for SO₂, the emission factors for this engine are from the CARB Certification (CARB Executive Order # U-R-002-0445). The SO₂ emissions were calculated based on the maximum allowable sulfur content (0.0015 wt% S) of the diesel fuel with assumption that all of the sulfur present will be converted to SO₂ during the combustion process. The POC emission factor is assumed to be 5% of the total CARB's certified NO_x and POC (NMHC+NO_x) factor based on District Policy.

Basis:

- 250 hp output rating
- 50 hr/yr operation for testing and maintenance
- 10 gallons/hr max fuel use rate
- NMHC + NO_x, CO and PM₁₀ emission factors provided by CARB Certification with Executive Order U-R-002-0445
- POC is assumed to be 5% of NMHC + NO_x
- NO_x is assumed to be 95% of NMHC + NO_x
- SO₂ emissions are quantified based on the full conversion of 0.0015 wt% (~ 15 ppm) sulfur in the ULS diesel fuel. The SO₂ emission factor was derived from EPA AP-42, Table 3.4-1
- 85% weight reduction of PM₁₀ emissions

Annual Average Emissions:

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Annual emissions are calculated based on the number of hours per year of operation for testing and maintenance. See Table 1.

Daily Emissions:

Daily emissions are calculated to establish whether a source triggers the requirement for BACT (10 lb/highest day total source emissions for any class of pollutants). 24-hr/day of operation will be assumed since no daily limits are imposed on intermittent and unexpected operations. See Table 1.

Table 1

From CARB/EPA Certified Data Pollutant	Emission Factor (g/hp-hr)	Annual Emissions (lb/yr)	Annual Emissions (TPY)	Max. Daily (lb/day)
NOx	2.62	72.20	0.0361	34.65
POC	0.14	3.80	0.0019	1.82
CO	1.19	32.86	0.0164	15.77
PM10	0.02	0.52	0.0003	0.25
SO2*	0.001515	0.10	0.00005	0.05

Note: * From Table 3.4-1 of AP-42 lb SO2/MMBTU
15ppm ULSD

PLANT CUMULATIVE INCREASE

C T Electric at “3292 Sierra Road, San Jose, CA 95132” is a new facility. Therefore, the District’s database does not contain information on existing emissions at the plant. Table 2 summarizes the cumulative increase in criteria pollutant emissions that will result at Plant 19765 from the operation of S-1.

Table 2

Pollutant	Current Emissions (TPY)	Increase with this application (TPY)	Cumulative Emissions (TPY)
NOx	0	0.0361	0.0361
POC	0	0.0019	0.0019
CO	0	0.0164	0.0164
PM10	0	0.0003	0.0003
SO2*	0	0.00005	0.00005

TOXIC RISK SCREENING ANALYSIS

This application did not require a Toxics Risk Screen because the diesel particulate emissions are below the toxic trigger level.

<u>Toxic Pollutant Emitted</u>	<u>Emission Rate (lb/yr)</u>	<u>Risk Screening Trigger (lb/yr)</u>
PM10 (Diesel Particulate)	0.52	0.58

S-1 meets Best Available Control Technology for toxics (TBACT) since the diesel particulate emissions are less than 0.15 g/bhp-hr.

BACT

In accordance with Regulation 2, Rule 2, Section 301, BACT is triggered for any new or modified source with the potential to emit 10 pounds or more per highest day of POC, NPOC, NOx, CO, SO₂ or PM₁₀.

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BACT is triggered for NOx and CO since the maximum daily emissions of these pollutants exceeds 10 lb/day. Please refer to the discussion on “Daily Emissions” in page 1 of this evaluation. BACT for this source is presented in the current BAAQMD BACT/TBACT Workbook for IC Engine – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump, Document # 96.1.3, Revision 6 dated 4/13/2009. For NOx and CO, BACT(2) is the current off-road tier standard for the horsepower. BACT(1) has not been determined. S-1 meets the current tier emissions standard, and is certified to Tier 3.

Source Category

Source:	<i>IC Engine – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump</i>	Revision:	6
		Document #:	96.1.3
Class:	> 50 BHP Output	Date:	04/13/2009
POLLUTANT	BACT 1. Technologically Feasible/ Cost Effective 2. Achieved in Practice 3. TBACT	TYPICAL TECHNOLOGY	
NOx	1. n/s ^d 2. Current tier ^{a,b} standard for NOx at applicable horsepower rating.	1. n/s ^d 2. Any engine certified or verified to achieve the applicable standard. ^{a,b}	
CO	1. n/s ^d 2. The more stringent of either 2.75 g/bhp-hr [319 ppmvd @ 15% O ₂] ^c or the current Tier ^{a,b} standard.	1. n/s ^d 2. Any engine certified or verified to achieve the applicable standard.	

References

<p>a. <i>Current tier standard (listed on http://www.baaqmd.gov/pmt/bactworkbook/96-1-2.pdf): The current CARB or EPA off-road tier standard for the pollutant of concern within the appropriate horsepower range. Where NMHC + NOx is listed (with no individual standards for NOx or NMHC) as the standard, the portions may be considered 95% NOx and 5% NMHC. For the purposes of determining BACT NMHC = POC. Any engine which has been certified or demonstrated to meet the current year tier standard may be considered a current certified engine for that pollutant.</i></p> <p>b. <i>For pollutants NOx, POC and CO, an engine which does not meet the current EPA or CARB off-road tier standard may represent BACT2, providing 1) the engine met the most stringent EPA Tier Standard in effect at the time of installation (Tier 1 minimum) or 2) the engine met the most stringent EPA Tier Standard in effect prior to the Tier change for that horsepower rating with the permit application submitted within 6 months of the effective date of the Tier change. [Source: California Health & Safety Code Section 93116.3(b)(7)]</i></p> <p>c. <i>Previous BACT determination dated 01/11/02.</i></p> <p>d. <i>Cost effectiveness analysis must be based on lesser of 50 hr/yr or as limited by toxic risk screen.</i></p>

It can be seen from above that S-1 satisfies the current BACT 2 standard for NOx and CO (2.83 g/hp-hr and 2.6 g/hp-hr, respectively). The more restrictive BACT 1 standard is not applicable to this engine because it will be limited to operation as an emergency standby engine.

OFFSETS

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Offsets must be provided for any new or modified source at a facility that emits more than 10 tons/yr of POC or NOx per Regulation 2-2-302. C T Electric at "3292 Sierra Road, San Jose, CA 95132" is a new facility. Table 3 summarizes the increase in criteria pollutant emissions that will result from the operation of S-1.

Table 3

Pollutant	Current plant emissions (TPY)	Increase in plant emissions associated with this application (TPY)	Cumulative emissions (Current + Increase) (TPY)	Regulation 2-2-302 and 2-2-303 Offset Triggers (TPY)
NOx	0	0.0361	0.0361	> 10; < 35
POC	0	0.0019	0.0019	> 10; < 35
CO	0	0.0164	0.0164	NA
PM10	0	0.0003	0.0003	> 1*
SO2	0	0.00005	0.00005	> 1*

*Applies to major facilities with a cumulative increase, minus contemporaneous emission reduction credits, in excess of 1 ton/year since April 5, 1991.

It can be seen from Table 2 above that S-1 does not trigger any offset. Therefore, offsets are not warranted for any emission.

NSPS

The engine is subject to 40 CFR 60, Subpart IIII, Standards of Performance for Stationary Compression Ignition Internal Combustion Engines because it was manufactured after April 1, 2006, as required by Section 60.4200(a)(2)(i).

The engine has a total displacement of 6.69 liters and has 6 cylinders, so each cylinder has a volume of less than 10 liters. The engine is a 2008 model year engine and is not a fire pump. Section 60.4205(b) requires these engines to comply with the emission standards in Section 60.4202, which refers to 40CFR89.112 and 40CFR89.113 for all pollutants. For engines greater than or equal to 175 hp and less than 300 hp, these standards are:

NMHC+NOx: 3.0 g/hp-hr

CO: 2.6 g/hp-hr

PM: 0.15 g/hp-hr

20% opacity during acceleration mode

15% opacity during lugging mode

50% opacity during peaks in acceleration or lugging mode

According to CARB Executive Order U-R-002-0445, the engine will comply with the standards.

Sections 60.4206 and 60.4211(a) require that the owner/operator operate and maintain the engine according to the manufacturer's written instructions or procedures developed by the owner or operator that are approved by the engine manufacturer, over the entire life of the engine. The owner/operator is expected to comply with this requirement.

Section 60.4207(a) requires that by October 1, 2007, the owner/operator must use fuel that complies with 40 CFR 80.510(a). This means that the fuel must have a sulfur content of 500 parts per million (ppm) maximum, a cetane index of 40 or a maximum aromatic content of 35 volume percent. The owner/operator is expected to comply with this requirement because CARB diesel is required to be used in California.

Section 60.4207(b) requires that by October 1, 2010, the owner/operator must use fuel that complies with 40 CFR 80.510(b). This means that the fuel must have a sulfur content of 15 parts per million (ppm) maximum, and the

same cetane index or aromatic content as above. The owner/operator is expected to comply with this requirement because CARB diesel is required to be used in California.

Section 60.4209(a) requires a non-resettable hour meter. This requirement is already in the standard permit conditions.

The engine will comply with the requirements of Section 60.4211(c) because it has been certified in accordance with 40 CFR Part 89.

The engine will comply with the requirement in Section 60.4211(e) to run for less than 100 hours per year for maintenance checks and readiness testing, and the prohibition of running for any reason other than emergency operation, maintenance, and testing because they are limited by permit condition to 50 hours per year for reliability testing and otherwise may only operate for emergencies.

The owner/operator is not required to perform tests in accordance with Section 60.4212 or 60.4213.

Section 60.4214 states that owner/operators do not have to submit an initial notification to EPA for emergency engines.

Because the engine has a diesel particulate filter, the owner/operator is subject to Section 60.4214(c).

The owner/operator is required to comply with certain sections of 40 CFR 60, Subpart A, General Provisions. The owner/operator is expected to comply with this requirement.

NESHAP

This engine is not subject to the emission or operating limitations in 40 CFR 63, Subpart ZZZZ, National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines, because it is an emergency stationary reciprocating internal combustion engine (40 CFR 63.6600(c)).

CARB STATIONARY DIESEL ENGINE ATCM

The State Office of Administrative Law approved the Airborne Toxic Control Measure (ATCM) on November 8, 2004. State law requires the local Air Districts to implement and enforce the requirements of the ATCM. Effective January 1, 2005, there is a prohibition on the operation of new diesel emergency standby engines greater than 50 bhp unless the following operating requirements and emission standards are met:

“Stationary Diesel Engine ATCM” section 93115, title 17, CA Code of Regulations.

Diesel PM – General Requirements

1. Meet 0.15 g/bhp-hr PM standard
 2. Operate 50 hours per year, or less, for maintenance and testing (except emergency use and emissions testing)
- or
1. Meet 0.01 g/bhp-hr PM standard
 2. Operate up to 100 hours per year for maintenance and testing (except emergency use and emissions testing), upon approval by the District.

HC,NOx, NMHC+NOx, CO

1. Meet standards for off-road engines of the same model year and horsepower rating as specified in the OFF-Road Compression Ignition Engine Standards; or if no standards have been established

2. Meet the Tier 1 standards for an off-road engine for the same maximum rated power.

This emergency standby diesel engine (S-1) is in compliance with the above ATCM requirements. The diesel engine will operate for no more than 50 hours per year for maintenance and reliability testing. This engine is subject to the EPA Tier 3 off-road CI engine standards for HC, NO_x, NMHC+NO_x and CO. As shown in the Table 4, the engine meets these requirements.

Table 4. ATCM Tier 3 Compliance

	CARB Certified g/bhp-hr	ATCM Tier 3 g/bhp-hr
NMHC+NO _x	2.76	2.98
NO _x	N/A	N/A
NMHC (POC)	N/A	N/A
CO	1.19	2.61
PM10	0.02	0.15

STATEMENT OF COMPLIANCE

Source S-1 is subject to and expected to be in compliance with the requirements of District Regulation 1-301 (*Public Nuisance*), Regulation 6-1-303 (*Particulate Matter and Visible Emissions*), Regulation 9-1 (*Sulfur Dioxide*) and Regulation 9-8 (*NO_x and CO from Stationary Internal Combustion Engines*). In order to ensure compliance with the requirements of these regulations, the facility will be conditionally permitted to meet the requirements.

From Regulation 1-301, no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property. For purposes of this section, three or more violation notices validly issued in a 30 day period to a facility for public nuisance shall give rise to a rebuttable presumption that the violations resulted from negligent conduct.

S-1 is subject to the limitations of Regulation 6-1-303 (*Particulate Matter*). Regulation 6, Rule 1, Section 303 states that a person shall not emit for a period or periods aggregating more than three minutes in any hour, a visible emission that is as dark or darker than No. 2 on the Ringelmann Chart, or of such opacity as to obscure an observer's view to an equivalent or greater degree, nor shall said emission, as perceived by an opacity sensing device in good working order, where such device is required by District Regulations, be equal to or greater than 40% opacity. This low PM10 emitting engine is not expected to produce visible emissions or fallout in violation of this regulation, and it will be assumed to be in compliance with Regulation 6 pending a regular inspection.

S-1 is also subject to the SO₂ limitations of Regulation 9-1-301 (*Limitations on Ground Level Concentrations of Sulfur Dioxide*), Regulation 9-1-302 (*Limitations Sulfur Dioxide Emissions*) and 9-1-304 (*Burning of Solid and Liquid Sulfur Dioxide Fuel*). From Regulation 9-1-301, the ground level concentrations of SO₂ will not exceed 0.5 ppm continuously for 3 consecutive minutes or 0.25 ppm averaged over 60 consecutive minutes, or 0.05 ppm averaged over 24 hours. Per Regulation 9, Rule 1, Section 302, a person shall not emit from any source a gas stream containing sulfur dioxide in excess of 300 ppm (dry). And Regulation 9, Rule 1, Section 304, states that a person shall not burn any liquid fuel having sulfur content in excess of 0.5% by weight. Compliance with Regulation 9, Rule 1 is very likely since diesel fuel with a 0.0015% by weight sulfur is mandated for use in California.

From Regulation 9, Rule 8 (*NO_x and CO from Stationary Internal Combustion Engines*), Section 110.5 (*Emergency Standby Engines*), S-1 is exempt from the requirements of Regulations 9-8-301 (*Emission Limits on Fossil Derived Fuel Gas*), 9-8-302 (*Emission Limits on Waste Derived Fuel Gas*), 9-8-303 (*Emissions Limits – Delayed Compliance, Existing Spark-Ignited Engines, 51 to 250 bhp or Model Year 1996 or Later*), 9-8-304 (*Emission Limits – Compression-Ignited Engines*), 9-8-305 (*Emission Limits – Delayed Compliance, Existing Compression-Ignited Engines, Model Year 1996 or Later*), 9-8-501 (*Initial Demonstration of Compliance*) and 9-8-503 (*Quarterly Demonstration of Compliance*). However, it is subject to the monitoring and record keeping procedures

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described in Regulation 9-8-530 (*Emergency Standby Engines, Monitoring and Recordkeeping*). The requirements of this Regulation are included in the permit conditions below.

S-1 is also subject to and expected to comply with Regulation 9-8-330 (*Emergency Standby Engines, Hours of Operation*) since non-emergency hours of operation will be limited in the permit conditions to 50 hours per year.

This application is considered to be ministerial under the District's Regulation 2-1-311 and therefore is not subject to CEQA review. The engineering review for this project requires only the application of standard permit conditions and standard emission factors in accordance with Permit Handbook Chapter 2.3.

PSD is not triggered.

This facility is less than 1,000 feet from the nearest school and therefore is subject to the public notification requirements of Regulation 2-1-412. A public notice will be prepared and sent to all addresses within 1000 feet of the diesel generator set and parents and guardians of students of the following schools:

St. Victor's School

3150 Sierra Rd
San Jose, CA 95132-2889
(408) 251-1740

Piedmont Hills High School

1377 Piedmont Rd
San Jose, CA 95132-2497
(408) 347-3800

PERMIT CONDITIONS

CONDITION 22850 -----

1. Operating for reliability-related activities is limited to 50 hours per year per engine.
[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(3) or (e)(2)(B)(3)]

2. The owner or operator shall operate each emergency standby engine only for the following purposes: to mitigate emergency conditions, for emission testing to demonstrate compliance with a District, state or Federal emission limit, or for reliability-related activities (maintenance and other testing, but excluding emission testing). Operating hours while mitigating emergency conditions or while emission testing to show compliance with District, state or Federal emission limits is not limited.
[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(3) or (e)(2)(B)(3)]

3. The owner/operator shall operate each emergency standby engine only when a non-resettable totalizing meter (with a minimum display capability of 9,999 hours) that measures the hours of operation for the engine is installed, operated and properly maintained. [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(4)(G)(1)]

4. Records: The owner/operator shall maintain the following monthly records in a District-approved log for at least 36 months from the date of entry (60 months if the facility has been issued a Title V Major Facility Review Permit or a Synthetic Minor Operating Permit). Log entries shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request.
 - a. Hours of operation for reliability-related activities (maintenance and testing).
 - b. Hours of operation for emission testing to show compliance with emission limits.
 - c. Hours of operation (emergency).
 - d. For each emergency, the nature of the emergency condition.

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e. Fuel usage for each engine(s).

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(4)(I), (or Regulation 2-6-501)]

5. At School and Near-School Operation: If the emergency standby engine is located on school grounds or within 500 feet of any school grounds, the following requirements shall apply:

The owner or operator shall not operate each stationary emergency standby diesel-fueled engine for non-emergency use, including maintenance and testing, during the following periods:

- a. Whenever there is a school-sponsored activity (if the engine is located on school grounds).
- b. Between 7:30 a.m. and 3:30 p.m. on days when school is in session "School" or "School Grounds" means any public or private school used for the purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in a private home(s). "School" or "School Grounds" includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property. [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(1)] or (e)(2)(B)(2)]

End of Conditions

CONDITION 24417 -----

- 1. The owner/operator shall abate the particulate emissions from the emergency diesel engine by the Diesel Catalyzed Particulate Filter at all times the engine is in operation.
[Basis: Toxics]

End of Conditions

RECOMMENDATION

Issue C T Electric an AC/PO for the following equipment:

S-1	Emergency Standby Diesel Generator Set 2008 Cummins, Model: QSB7-G3 NR3 250 BHP, 1.37 MMBTU/hr	at	San Jose Fire Station #19 3292 Sierra Road San Jose, CA 95132
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abated by
A-1 Claire Diesel Particulate Filter

Date: 8/11/09

Kevin Oei
Air Quality Engineering Intern
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