

ENGINEERING EVALUATION REPORT

Plant Name:	Sutter West Bay Medical Center
Application Number:	24013
Plant Number:	21057

BACKGROUND

The applicant is applying for an Authority to Construct for four new Emergency Stand-By Diesel Power Generator Sets. The applicant is requesting an Authority to Construct for the following equipment:

- S-1 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-2 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-3 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-4 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**

CRITERIA POLLUTANT EMISSIONS CALCULATIONS

The proposed engines have not been certified by the California Air Resources Board. Emission factors were based on the manufacturer's certified five-mode D-2 cycle weighted average emission factors for the EPA engine family. The emission factors used are as follows:

Source(s)	S1, S2, S3, S4
EPA Engine Family	BCPXL27.0NXS
CARB Executive Order	N/A
PM10	0.097
POC	0.202
NOx	3.829
SO2	0.005¹
CO	1.190

¹ SO₂ emission factor calculated from manufacturer's fuel consumption rate for EPA certified engine
SO₂ g/bhp-hr = (57.2 gal/hr)*(7.1 lb/gal)*(0.0015 lb S/100 lb)*(64.06 lb SO₂/lb mol/32.06 lb S/lb mol)*(453.6 g/lb)*(1/1214 BHP) = 0.005 g/bhp/hr

The applicant requested operation at 50 hours per year, which is consistent with the California Air Resources Board Air Toxic Control Measure for Stationary Compression Ignition Engines, 17 CFR 93115, (December 4, 2004). At a 50 hours per year testing and maintenance limitation, criteria emissions are as follows:

TABLE 1 – CRITERIA POLLUTANT EMISSIONS

SOURCE	BHP	PM ₁₀ G/BHP-HR	POC G/BHP-HR	NO _x G/BHP-HR	SO ₂ G/BHP-HR	CO G/BHP-HR
S-1	1214	0.097	0.202	3.829	0.005	1.190
S-2	1214	0.097	0.202	3.829	0.005	1.190
S-3	1214	0.097	0.202	3.829	0.005	1.190
S-4	1214	0.097	0.202	3.829	0.005	1.190
BACT (Revised ATCM limits)		0.15	0.24	4.56	N/A	2.60
Meets BACT?		YES	YES	YES	N/A	YES
G/HR PER ENGINE		118	245	4,648	6	1,445
LB/HR PER ENGINE		0.26	0.54	10.25	0.01	3.18
LB/DAY PER ENGINE		6	13	246	0	76
TOTAL LB/HR		1.04	2.16	40.99	0.05	12.74
TOTAL LB/YEAR		51.9	107.9	2049.3	2.4	637.0
TOTAL TPY		0.026	0.054	1.025	0.001	0.318

* These engines trigger BACT for POC, NO_x, and CO, and trigger TBACT for PM₁₀

OLD SOURCES: EMISSION REDUCTIONS

The applicant is not planning to shut down any sources on start-up of the new engines, therefore no contemporaneous on-site emission reductions were calculated.

OFFSETS

The total Potential to Emit for the facility after start-up of the new source will be less than 100 TPY for each criteria pollutant and less than 10 TPY for each ozone precursor (NO_x and POC) (see Attachment 1).

Since the facility will not have the potential to emit more than 10 tons per year of nitrogen oxide or precursor organic compounds emissions on a pollutant-specific basis, the facility is not subject to NO_x or POC offsets under Regulation 2-2-302.

Since the facility will not have the potential to emit more than 100 tons per year of any criteria pollutant, the facility is not a "Major Facility" as defined in Regulation 2-1-203, and is not subject to PM₁₀ or SO₂ offsets under Regulation 2-2-303.

CUMULATIVE EMISSIONS INCREASE

Changes to the cumulative emissions increase inventory are as follows:

TABLE 3 - CUMULATIVE EMISSION INCREASE INVENTORY

Pollutant	Current Emissions (TPY)	Application Emissions Increase (TPY)	Onsite Emissions Reductions Credits (TPY)	Offsets From DSFB (TPY)	Final Emissions (TPY)
PM10	0.000	0.026	0	0	0.026
POC	0.000	0.054	0	0	0.054
NPOC	0.000	0.000	0	0	0.000
NOx	0.000	1.025	0	0	1.025
SO2	0.000	0.001	0	0	0.001
CO	0.000	0.318	0	0	0.318

TOXIC RISK MODELING

The District uses PM₁₀ emissions as a proxy for toxic emission exposure to surrounding residential and industrial populations. A PM₁₀ emissions level of 0.34 lbs/year automatically triggers a health risk screening assessment pursuant to Regulation 2, Rule 5. At a maximum 50 hours per year permitted operation, the application exceeds a PM₁₀ emission level of 0.34 lbs/year and so requires that a health risk screening analysis be performed.

The site was not within an area of representative meteorological data, but was within 1 kilometer of the perimeter of representative meteorological data from the Santa Rosa Airport. Since the terrain to the northeast of the site is not flat and could possibly influence the model results, a model was run at 10 meter grid spacing for all areas within 1 km of the proposed sources, excluding the hospital grounds. Distance and directionality were used as the primary considerations to determine sites of maximum exposure. Elevated terrain was considered using 10m DEM input from the USGS Santa Rosa, Sebastopol, and Mark West Springs sub areas. Model runs were made with rural dispersion coefficients to best represent the land use in the area. The maximum ground level concentration within the grid was used to calculate all health risks for all affected populations. Stack and building parameters for the analysis were based on information provided by the applicant.

Estimates of residential risk assume potential exposure to annual average TAC concentrations occur 24 hours per day, 350 days per year, for a 70-year lifetime. Risk estimates for offsite workers assume potential exposure occurs 8 hours per day, 245 day per year, for 40 years. Risk estimates for students assume a higher breathing rate, and potential exposure is assumed to occur 10 hours per day, 36 weeks per year, for 9 years. Cancer risk adjustment factors (CRAFs) were used to calculate all cancer risk estimates. The CRAFs are age-specific weighting factors used in calculating cancer risks from exposures of infants, children and adolescents, to reflect their anticipated special sensitivity to carcinogens.

The highest risks were obtained by modeling vertical emissions using the ISCST3 model with rural terrain dispersion coefficients. This model produced a maximum annual PM₁₀ ground level concentration of 17.93 µg/m³ per g/sec of PM₁₀ emissions, resulting in a maximum annual residential cancer risk of approximately 7.6 in a million, a maximum annual off-site worker cancer risk of approximately 3.7 in a

million, and a maximum annual student cancer risk of approximately 2.4 in a million. Associated health hazard indices are less than 1.0 for all cases.

The maximum calculated carcinogenic risk is below 10 in a million and the maximum calculated chronic hazard index is less than 1.0, and so the engines as proposed are acceptable under Regulation 2, Rule 5.

BACT/TBACT REVIEW

Under Regulation 2, Rule 2, any new source which results in an increase of more than 10 lbs per day of any criteria pollutant must be evaluated for adherence to BACT and TBACT control technologies. These engines trigger BACT/TBACT for POC, NO_x, CO, and PM₁₀. For compression ignition internal combustion engines with firing rates greater than 50 bhp, this means that the engines must be fired on ultra-low sulfur fuel (fuel oil with less than 0.0015% by weight sulfur content). Additionally, BACT/TBACT limits the PM₁₀ emission rate to no more than 0.15 g/bhp-hr, and requires that the engines meet the CARB ATCM emission standards for POC, NO_x, and CO for the engines at the applicable horsepower rating and model year. The proposed engines meet the CARB ATCM emission standards and the District's BACT/TBACT limits.

PUBLIC NOTIFICATION REQUIREMENTS

The proposed generator set is located within 1,000 feet of one or more schools providing educational services to students enrolled in kindergarten or grades 1 through 12. Under the California Health and Safety Code §42301.6 and Regulation 2-1-412, notification of the proposed new sources must be mailed to the parents or guardians of all children enrolled in any school within one-quarter mile of the sources, and to each address within a radius of 1,000 feet of the sources, in order to give these parties an opportunity to provide public comment on the proposed actions.

COMPLIANCE DETERMINATION

The generators are covered under ministerial exemption, Chapter 2.3.1 of the BAAQMD Permit Handbook. CEQA is not triggered for emergency standby generators under this provision.

The generators are governed by and comply with the **California Air Resources Board's Air Toxic Control Measure for Stationary Compression Ignition Engines, CCR Title 17, Section 93115**. The explicit annual equipment usage limitation of 50 hours per year per generator except for operations under emergency conditions will be included as part of the permit conditions.

The generators are governed by and comply with the provisions of **Regulation 2, Rule 5, "New Source Review for Toxic Air Contaminants."**

The generators are exempt from the emission limitations of **Regulation 9, Rule 8-305, 8-501, and 8-503**, since they meet the provisions of **Regulation 9, Rule 8-110.5, "Exemptions: Emergency Standby Engines."**

The generators are required to meet NSPS requirements as set out in 40 CFR Part 60, Subpart IIIIG, **Standards of Performance for Stationary Compression-Ignition Internal Combustion Engines, Set G, 2007 and Later Model Non-Fire Pump Emergency Less than 10L per Cylinder**, since the rated engine power is greater than 25 BHP. Under 40 CFR 60.4211(c), the applicant may show compliance by buying and operating engines certified to the emission standards for new non-road CI engines for the same model year and maximum engine power in 40 CFR 89.112 and 40 CFR 89.113 (PM10 emissions

less than 0.2 g/kW-hr, NMHC+NOx emissions less than 6.4 g/kW-hr, and CO emissions less than 3.5 g/kW-hr). The generators proposed in this application are certified to these emission levels.

Visible emissions will be required to meet Ringelmann 1 limitation per **Regulation 6-301**.

Sulfur emissions will be controlled by the requirement that any fuel used in the engines meet California Clean Air fuel content of 0.0015% bw sulfur, as required by the **California Air Resources Board's Air Toxic Control Measure for Stationary Compression Ignition Engines, CCR Title 17, Section 93115**.

CONDITIONS

Condition #22850, setting out the operating conditions and recordkeeping requirements for operations at Sources S-1, S-2, S-3, and S-4 shall be made part of the sources' Authority to Construct/Permits to Operate.

RECOMMENDATION

The proposed project is expected to comply with all applicable requirements of District, State, and Federal air quality related regulations. The preliminary recommendation is to issue an Authority to Construct for the equipment listed below. However, the proposed source will be located within 1000 feet of a school, which triggers the public notification requirements of California Health and Safety Code §42301.6 and Regulation 2-1-412.

I recommend that the District initiate a public notice, and consider any comments received before taking final action on issuance of an Authority to Construct for the following sources:

- S-1 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-2 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-3 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**
- S-4 Emergency Stand-By Diesel Generator Set; Caterpillar Model C27, 1214 BHP**

subject to Condition #22850.

By _____ Date _____
Catherine S. Fortney

COND# 22850 -----

1. The owner/operator shall not exceed 50 hours per year per engine for reliability-related testing.
[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/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 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.
 - 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/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, 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)]

ATTACHMENT 1 – FACILITY-WIDE POTENTIAL TO EMIT

SOURCE	S CODE	SOURCE DESCRIPTION	THRUPUT	UNITS	COND	APPLIC	PM10 (lb/yr)	POC (lb/yr)	NPOC (lb/yr)	NOX (lb/yr)	SO2 (lb/yr)	CO (lb/yr)	
1	C22BG098	Standby Diesel Generator ⁽¹⁾	1214	BHP	22850	24013	12.98	26.96	0.00	512.32	0.60	159.24	
2	C22BG098	Standby Diesel Generator ⁽¹⁾	1214	BHP	22850	24013	12.98	26.96	0.00	512.32	0.60	159.24	
3	C22BG098	Standby Diesel Generator ⁽¹⁾	1214	BHP	22850	24013	12.98	26.96	0.00	512.32	0.60	159.24	
4	C22BG098	Standby Diesel Generator ⁽¹⁾	1214	BHP	22850	24013	12.98	26.96	0.00	512.32	0.60	159.24	
							TOTAL TPY	LB/YEAR 0.026	52 0.054	108 0.000	0 1.025	2,049 0.001	2 0.318
							TOTAL FACILITY PTE =		1.42	TPY			

⁽¹⁾ Limited to 50 hours per year operation; 0.0015 ppm sulfur fuel