AUG 03 2011

Tatiana Costa
Olam Tomato Processors
PO Box 160
Lemoore, CA 93245

Re: Notice of Preliminary Decision - Authority to Construct
Project Number: C-1102781

Dear Mr. Costa:

Enclosed for your review and comment is the District's analysis of Olam Tomato Processors's application for an Authority to Construct for install a 903 bhp (intermittent) diesel fired emergency standby internal combustion (IC) engine powering an electrical generator, at 1175 S 19th Avenue in Lemoore, CA.

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

Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Mr. Arnaud Marjollet of Permit Services at (559) 230-5904.

Sincerely,

[Signature]

David Warner
Director of Permit Services

DW:mc

Enclosures
AUG 03 2011

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

Re: Notice of Preliminary Decision - Authority to Construct
Project Number: C-1102781

Dear Mr. Tollstrup:

Enclosed for your review and comment is the District's analysis of Olam Tomato Processors's application for an Authority to Construct for install a 903 bhp (intermittent) diesel fired emergency standby internal combustion (IC) engine powering an electrical generator, at 1175 S 19th Avenue in Lemoore, CA.

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Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Mr. Arnaud Marjollet of Permit Services at (559) 230-5904.

Sincerely,

David Warner
Director of Permit Services

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

NOTICE IS HEREBY GIVEN that the San Joaquin Valley Unified Air Pollution Control District solicits public comment on the proposed issuance of Authority to Construct to Olam Tomato Processors for install a 903 bhp (intermittent) diesel fired emergency standby internal combustion (IC) engine powering an electrical generator, at 1175 S 19th Avenue in Lemoore, CA.

The analysis of the regulatory basis for this proposed action, Project #C-1102781, is available for public inspection at http://www.valleyair.org/notices/public_notices_idx.htm and the District office at the address below. Written comments on this project must be submitted within 30 days of the publication date of this notice to DAVID WARNER, DIRECTOR OF PERMIT SERVICES, SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT, 1990 EAST GETTYSBURG AVENUE, FRESNO, CA 93726.
San Joaquin Valley Air Pollution Control District
Authority to Construct
Application Review
Diesel-Fired Emergency Standby IC Engine

Facility Name: Olam Tomato Processors Inc
Mailing Address: PO Box 160
Lemoore, CA 93245
Contact Person: Tatiana Costa
Telephone: 559-925-7467
Application #: C-1163-18-0
Project #: C-1102781
Complete: March 4, 2011

Date: July 27, 2011
Specialist: Matthew Cegielski
Lead Specialist: Esteban Gutierrez

I. Proposal

Olam Tomato Processors is proposing to install a 903 bhp (intermittent) diesel-fired emergency standby internal combustion (IC) engine powering an electrical generator.

II. Applicable Rules

Rule 2201 New and Modified Stationary Source Review Rule (12/18/08)
Rule 2520 Federally Mandated OperatingPermits (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 Stationary Internal Combustion Engines – Phase 1 (8/21/03)
Rule 4702 Stationary Internal Combustion Engines – Phase 2 (1/18/07)
Rule 4801 Sulfur Compounds (12/17/92)
CH&SC 41700 Health Risk Assessment
CH&SC 42301.6 School Notice
Title 17 CCR, Section 93115 - Airborne Toxic Control Measure (ATCM) for Stationary Compression-Ignition (CI) Engines
California Environmental Quality Act (CEQA)
Public Resources Code 21000-21177: California Environmental Quality Act (CEQA)
California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387: CEQA Guidelines
III. Project Location

The project is located at 1175 S 19th Ave. in Lemoore, CA.

IV. Process Description

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

V. Equipment Listing

C-1163-18-0: 903 BHP VOLVO MODEL TWD1643GE 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 (0.0015% by weight sulfur maximum).

The proposed engine(s) meet the latest Tier Certification requirements; therefore, the engine(s) 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 emissions data sheet and/or the ARB/EPA executive order).

The use of very low-sulfur diesel fuel (0.0015% by weight sulfur maximum) reduces SO$_x$ emissions by over 99% from standard diesel fuel.

VII. General Calculations

A. Assumptions

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

The engine has certified NO$_x$ + VOC emissions of 4.10 g/bhp-hr. It will be assumed the NO$_x$ + VOC emission factor is split 95% NO$_x$ and 5% VOC (per the District's Carl Moyer program).
B. Emission Factors

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Emission Factor (g/bhp-hr)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO\textsubscript{X}</td>
<td>3.9</td>
<td>ARB/EPA Certification</td>
</tr>
<tr>
<td>SO\textsubscript{X}</td>
<td>0.0051</td>
<td>Mass Balance Equation Below</td>
</tr>
<tr>
<td>PM\textsubscript{10}</td>
<td>0.07</td>
<td>ARB/EPA Certification</td>
</tr>
<tr>
<td>CO</td>
<td>0.5</td>
<td>ARB/EPA Certification</td>
</tr>
<tr>
<td>VOC</td>
<td>0.2</td>
<td>ARB/EPA Certification</td>
</tr>
</tbody>
</table>

\[
\frac{0.000015 \text{ lb} - S}{\text{ lb} - \text{fuel}} \times \frac{7.1 \text{ lb} - \text{fuel}}{\text{ gallon}} \times \frac{2 \text{ lb} - \text{SO}_2}{1 \text{ lb} - S} \times \frac{1 \text{ gal}}{137,000 \text{ Btu}} \times \frac{1 \text{ bhp input}}{3,542.3 \text{ Btu}} \times \frac{0.35 \text{ bhp out}}{\text{ bhp - hr}} \times \frac{453.6 \text{ g}}{1 \text{ lb}} = \frac{0.0051 \text{ g} - \text{SO}_2}{\text{ bhp - hr}}
\]

C. Calculations

1. Pre-Project Emissions (PE1)

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

2. Post-Project PE (PE2)

The daily and annual PE are calculated as follows:

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Emissions Factor (g/bhp-hr)</th>
<th>Rating (bhp)</th>
<th>Daily Hours of Operation (hrs/day)</th>
<th>Annual Hours of Operation (hrs/yr)</th>
<th>Daily PE2 (lb/day)</th>
<th>Annual PE2 (lb/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO\textsubscript{X}</td>
<td>3.90</td>
<td>903</td>
<td>24</td>
<td>50</td>
<td>186.3</td>
<td>388</td>
</tr>
<tr>
<td>SO\textsubscript{X}</td>
<td>0.0051</td>
<td>903</td>
<td>24</td>
<td>50</td>
<td>0.2</td>
<td>1</td>
</tr>
<tr>
<td>PM\textsubscript{10}</td>
<td>0.07</td>
<td>903</td>
<td>24</td>
<td>50</td>
<td>3.3</td>
<td>7</td>
</tr>
<tr>
<td>CO</td>
<td>0.50</td>
<td>903</td>
<td>24</td>
<td>50</td>
<td>23.9</td>
<td>50</td>
</tr>
<tr>
<td>VOC</td>
<td>0.20</td>
<td>903</td>
<td>24</td>
<td>50</td>
<td>9.6</td>
<td>20</td>
</tr>
</tbody>
</table>

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

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

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

<table>
<thead>
<tr>
<th>SSPE1</th>
<th>NOX (lb/yr)</th>
<th>SOX (lb/yr)</th>
<th>PM10 (lb/yr)</th>
<th>CO (lb/yr)</th>
<th>VOC (lb/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>20,000*</td>
<td>4,553</td>
<td>11,303</td>
<td>69,372</td>
<td>8,662</td>
</tr>
</tbody>
</table>

*The facility is subject to a 20,000 lb/year limit for NOx emissions.

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

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

For this project the change in emissions for the facility is due to the installation of the new emergency standby IC engine(s), permit unit -18-0. Thus:

<table>
<thead>
<tr>
<th>SSPE2</th>
<th>NOX (lb/yr)</th>
<th>SOX (lb/yr)</th>
<th>PM10 (lb/yr)</th>
<th>CO (lb/yr)</th>
<th>VOC (lb/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SSPE1</td>
<td>20,000*</td>
<td>4,553</td>
<td>11,303</td>
<td>69,372</td>
<td>8,662</td>
</tr>
<tr>
<td>C-1163-18-0</td>
<td>388</td>
<td>1</td>
<td>7</td>
<td>50</td>
<td>20</td>
</tr>
<tr>
<td>Total</td>
<td>20,000*</td>
<td>4,554</td>
<td>11,310</td>
<td>69,422</td>
<td>8,682</td>
</tr>
<tr>
<td>Offset Threshold</td>
<td>20,000</td>
<td>54,750</td>
<td>29,200</td>
<td>200,000</td>
<td>20,000</td>
</tr>
<tr>
<td>Offset Threshold Surpassed?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

*The facility is subject to a 20,000 lb/year limit for NOx emissions.

5. Major Source Determination

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

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

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>SSPE1 (lb/yr)</th>
<th>SSPE2 (lb/yr)</th>
<th>Major Source Threshold (lb/yr)</th>
<th>Existing Major Source?</th>
<th>Becoming a Major Source?</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOX</td>
<td>20,000*</td>
<td>20,000*</td>
<td>20,000</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>SOX</td>
<td>4,553</td>
<td>4,554</td>
<td>140,000</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>PM10</td>
<td>11,303</td>
<td>11,310</td>
<td>140,000</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>CO</td>
<td>69,372</td>
<td>69,422</td>
<td>200,000</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>VOC</td>
<td>8,662</td>
<td>8,682</td>
<td>20,000</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

As seen in the table above, the facility is an existing Major Source.

6. Baseline Emissions (BE)

BE = Pre-project Potential to Emit for:
- Any unit located at a non-Major Source,
- Any Highly-Utilized Emissions Unit, located at a Major Source,
- Any Fully-Offset Emissions Unit, located at a Major Source, or
- Any Clean Emissions Unit, located at a Major Source.

otherwise,

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

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

7. Major Modification

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

5
As discussed in Section VII.C.5 previously, the facility is a Major Source for NOx prior to this project; therefore, the project does not constitute a Major Modification.

8. Federal Major Modification

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

9. Quarterly Net Emissions Change (QNEC)

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

VIII. Compliance

Rule 2201 New and Modified Stationary Source Review Rule

A. Best Available Control Technology (BACT)

1. BACT Applicability

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

a) Any new emissions unit with a potential to emit exceeding two pounds per day,

b) The relocation from one Stationary Source to another of an existing emissions unit with a potential to emit exceeding two pounds per day,

c) Modifications to an existing emissions unit with a valid Permit to Operate resulting in an AIPE exceeding two pounds per day, and/or

d) Any new or modified emissions unit, in a stationary source project, which results in a Major Modification.

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

As discussed in Section I, the facility is proposing to install a new emergency standby IC engine. Additionally, as determined in Section VII.C.7, this project does not result in a Major Modification. 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

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Daily Emissions for unit -18-0 (lb/day)</th>
<th>BACT Threshold (lb/day)</th>
<th>SSPE2 (lb/yr)</th>
<th>BACT Triggered?</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO\textsubscript{X}</td>
<td>186.3</td>
<td>&gt; 2.0</td>
<td>n/a</td>
<td>Yes</td>
</tr>
<tr>
<td>SO\textsubscript{X}</td>
<td>0.2</td>
<td>&gt; 2.0</td>
<td>n/a</td>
<td>No</td>
</tr>
<tr>
<td>PM\textsubscript{10}</td>
<td>3.3</td>
<td>&gt; 2.0</td>
<td>n/a</td>
<td>Yes</td>
</tr>
<tr>
<td>CO</td>
<td>23.9</td>
<td>&gt; 2.0 and SSPE2 &gt; 200,000 lb/yr</td>
<td>50</td>
<td>No</td>
</tr>
<tr>
<td>VOC</td>
<td>9.6</td>
<td>&gt; 2.0</td>
<td>n/a</td>
<td>Yes</td>
</tr>
</tbody>
</table>

As shown above, BACT will be triggered for NO\textsubscript{X}, PM\textsubscript{10}, 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\textsubscript{X}: Latest EPA Tier Certification level for applicable horsepower range
- VOC: Latest EPA Tier Certification level for applicable horsepower range
- PM\textsubscript{10}: 0.15 g/hp-hr or the Latest EPA Tier Certification level for applicable horsepower range, whichever is more stringent. (ATCM)

- Emissions from this IC engine shall not exceed 0.07 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, 17 CCR 93115, 40 CFR Part 60 Subpart IIII]

B. Offsets

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

1. Applicability

Public noticing is required for:

a. Any new Major Source, which is a new facility that is also a Major Source
   
   As shown in Section VII.C.6, this facility is not a new Major Source.

b. Major Modifications
   
   As shown in Section VII.C.7, this project is not a Major Modification.

c. Any new emissions unit with a Potential to Emit greater than 100 lb/day for any one pollutant
   
   As calculated in Section VII.C.2, daily emissions for NOX are greater than 100 lb/day.

d. Any project which results in the offset thresholds being surpassed
   
   As shown in Section VII.C.4, an offset threshold will not be surpassed.

e. Any project with an Stationary Source project Increase in Potential (SSIPE) Emissions greater than 20,000 lb/year for any pollutant.

   For this project, the proposed engine is the only emissions source 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.

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(s) for this equipment.

D. Daily Emissions Limits

Daily Emissions Limitations (DELs) and other enforceable conditions are required by Section 3.15 to restrict a unit’s maximum daily emissions, to a level at or below the emissions associated with the maximum design capacity. Per Sections 3.15.1 and 3.15.2, the DEL must be contained in the latest ATC and contained in or enforced
by the latest PTO and enforceable, in a practicable manner, on a daily basis. Therefore, the following conditions will be listed on the ATC to ensure compliance:

- Emissions from this IC engine shall not exceed any of the following limits: 3.9 g-NOx/bhp-hr, 0.5 g-CO/bhp-hr, or 0.2 g-VOC/bhp-hr. [District Rule 2201, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

- Emissions from this IC engine shall not exceed 0.07 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

- Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

E. Compliance Assurance

1. Source Testing

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

2. Monitoring

No monitoring is required to demonstrate compliance with Rule 2201.

3. Recordkeeping

Recordkeeping requirements, in accordance with District Rule 4702, will be discussed in Section VIII, District Rule 4702, of this evaluation.

4. Reporting

No reporting is required to ensure compliance with Rule 2201.

F. Ambient Air Quality Analysis (AAQA)

Section 4.14.1 of this rule requires that an ambient air quality analysis (AAQA) be conducted for the purpose of determining whether a new or modified Stationary Source will cause or make worse a violation of an air quality standard.

As shown by the AAQA summary sheet in Appendix D, the proposed equipment will not cause or make worse a violation of an air quality standard for NO_x, CO, PM10, or SO_x.
Rule 2520  Federally Mandated Operating Permits

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

Rule 4001  New Source Performance Standards (NSPS)

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

The following table demonstrates how the proposed engine(s) will comply with the requirements of 40 CFR Part 60 Subpart III.

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine(s) must meet the appropriate Subpart III emission standards for new engines, based on the model year, size, and number of liters per cylinder.</td>
<td>The applicant has proposed the use of engine(s) that are certified to the latest EPA Tier Certification level for the applicable horsepower range, guaranteeing compliance with the emission standards of Subpart III.</td>
</tr>
<tr>
<td>Engine(s) must be fired on 500 ppm sulfur content fuel or less, and fuel with a minimum cetane index of 40 or a maximum aromatic content of 35 percent by volume. Starting in October 1, 2010, the maximum allowable sulfur fuel content will be lowered to 15 ppm.</td>
<td>The applicant has proposed the use of CARB certified diesel fuel, which meets all of the fuel requirements listed in Subpart III. A permit condition enforcing this requirement was included earlier in this evaluation.</td>
</tr>
</tbody>
</table>
| The operator/owner must install a non-resettable hour meter prior to startup of the engine(s). | The applicant has proposed to install a non-resettable hour meter. The following condition will be included on the permit:  
  - This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rule 4702, 17 CCR 93115, and 40 CFR 60 Subpart III] |
| Emergency engine(s) may be operated for the purpose of maintenance and testing up to 100 hours per year. There is no limit on emergency use. | The Air Toxic Control Measure for Stationary Compression Ignition Engines (Stationary ATCM) limits this engine maintenance and testing to 50 hours/year. Thus, compliance is expected. |
| The owner/operator must operate and maintain the engine(s) and any installed control devices according to the manufacturers written instructions. | The following condition will be included on the permit:  
  - 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 and 40 CFR 60 Subpart III] |
Rule 4002  National Emission Standards for Hazardous Air Pollutants


Emergency engines are subject to this subpart if they are operated at a major or area source of Hazardous Air Pollutant (HAP) emissions. A major source of HAP emissions is a facility that has the potential to emit any single HAP at a rate of 10 tons/year or greater or any combinations of HAPs at a rate of 25 tons/year or greater. An area source of HAPs is a facility is not a major source of HAPs. The proposed engine(s) are new stationary RICE located at an area source of HAP emissions; therefore, these engines are subject to this Subpart.

40 CFR 63 Subpart ZZZZ requires the following engines to comply with 40 CFR 60 Subpart III:

1. New emergency engines located at area sources of HAPs
2. Emergency engines rated less than or equal to 500 bhp and located at major sources of HAPs

The proposed engine(s) will be in compliance with 40 CFR 60 Subpart III.

Additionally, 40 CFR 63 Subpart ZZZZ requires engines rated greater 500 bhp and located at major sources of HAPs to meet the notification requirements of §63.6645(h); however, that section only applies if an initial performance test is required. Since an initial performance test is not required for emergency engines, the notification requirement is not applicable.

The proposed engines are expected to be in compliance with 40 CFR 63 Subpart ZZZZ.

Rule 4101  Visible Emissions

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

• {15} No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than three minutes in any one hour which is as dark as, or darker than, Ringelmann 1 or 20% opacity. [District Rule 4101]
Rule 4102 Nuisance

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

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

California Health & Safety Code 41700 (Health Risk Assessment)

District Policy APR 1905 - Risk Management Policy for Permitting New and Modified Sources (dated 3/2/01) specifies that for an increase in emissions associated with a proposed new source or modification, the District perform an analysis to determine the possible impact to the nearest resident or worksite. Therefore, a risk management review (RMR) was performed for this project. The RMR results are summarized in the following table, and can be seen in detail in Appendix D.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Acute Hazard Index</th>
<th>Chronic Hazard Index</th>
<th>Cancer Risk</th>
<th>T-BACT Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1163-18-0</td>
<td>N/A</td>
<td>N/A</td>
<td>0.4 in a million</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

- Emissions from this IC engine shall not exceed 0.07 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, 17 CCR 93115, 40 CFR Part 60 Subpart III]

- The exhaust stack shall vent vertically upward and be at least 15 feet high. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rules 2201 and 4102] N

- The stack velocity shall be 66.86 m/sec or the stack shall be 0.23 meters in diameter with 4,594 acfm. [District Rule 2201]
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 PM$_{10}$ emission factor of 0.4 g-PM$_{10}$/bhp-hr.

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

The new engine has a PM$_{10}$ emission factor less than 0.4 g/bhp-hr. Therefore, compliance is expected and the following condition will be listed on the ATC:

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

Rule 4701  Internal Combustion Engines – Phase 1

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

Rule 4702  Internal Combustion Engines – Phase 2

The following table demonstrates how the proposed engine(s) will comply with the requirements of District Rule 4702.

<table>
<thead>
<tr>
<th>District Rule 4702 Requirements Emergency Standby IC Engines</th>
<th>Proposed Method of Compliance with District Rule 4702 Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation of emergency standby engines is limited to 100 hours or less per calendar year for non-emergency purposes, verified through the use of a non-resettable elapsed operating time meter.</td>
<td>The Air Toxic Control Measure for Stationary Compression Ignition Engines (Stationary ATCM) limits this engine maintenance and testing to 50 hours/year. Thus, compliance is expected.</td>
</tr>
</tbody>
</table>
| 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]  
  - \{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] |

13
<table>
<thead>
<tr>
<th>The owner/operator must operate and maintain the engine(s) and any installed control devices according to the manufacturers written instructions.</th>
<th>A permit condition enforcing this requirement was shown earlier in the evaluation.</th>
</tr>
</thead>
</table>
| The owner/operator must 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] |
| Records of the total hours of operation of the emergency standby engine, type of fuel used, purpose for operating the engine, all hours of non-emergency and emergency operation, and 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]  
- 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:

\[
\text{Volume SO}_2 = \frac{(n \times R \times T)}{P} \quad \text{n = moles SO}_2
\]

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

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

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

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

- Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

California Health & Safety Code 42301.6 (School Notice)

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

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

The following table demonstrates how the proposed engine(s) will comply with the requirements of Title 17 CCR Section 93115.

<table>
<thead>
<tr>
<th>Title 17 CCR Section 93115 Requirements for New Emergency IC Engines Powering Electrical Generators</th>
<th>Proposed Method of Compliance with Title 17 CCR Section 93115 Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency engine(s) must be fired on CARB diesel fuel, or an approved alternative diesel fuel.</td>
<td>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.</td>
</tr>
<tr>
<td>The engine(s) must emit diesel PM at a rate less than or equal to 0.15 g/bhp-hr or must meet the diesel PM standard, as specified in the Off-road compression</td>
<td>The applicant has proposed the use of engine(s) that are certified to the latest EPA Tier Certification level for the applicable horsepower range, guaranteeing compliance with the emission standards of Subpart III.</td>
</tr>
<tr>
<td>Ignition standards for off-road engines with the same maximum rated power (Title 13 CCR, Section 2423).</td>
<td>Additionally, the proposed diesel PM emissions rate is less than or equal to 0.15 g/bhp-hr.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>The engine may not be operated more than 50 hours per year for maintenance and testing purposes.</td>
<td>The following condition will be included on the permit:</td>
</tr>
<tr>
<td></td>
<td>• This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per calendar year. [District Rule 4702, 17 CCR 93115 and 40 CFR Part 60 Subpart III]</td>
</tr>
<tr>
<td>New stationary emergency standby diesel-fueled CI engines (&gt; 50 bhp) must meet the standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423).</td>
<td>The applicant has proposed the use of engine(s) that are certified to the latest EPA Tier Certification level for the applicable horsepower range.</td>
</tr>
<tr>
<td>Engines, with a PM10 emissions rate greater than 0.01 g/bhp-hr and located at schools, may not be operated for maintenance and testing whenever there is a school sponsored activity on the grounds. Additionally, engines located within 500 feet of school grounds may not be operated for maintenance and testing between 7:30 AM and 3:30 PM</td>
<td>The District has verified that this engine is not located within 500' of a school.</td>
</tr>
<tr>
<td>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.</td>
<td>Permit conditions enforcing these requirements were shown earlier in the evaluation.</td>
</tr>
</tbody>
</table>

**California Environmental Quality Act (CEQA)**

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

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

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

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

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

IX. Recommendation

Pending a successful NSR Public Noticing period, issue Authority to Construct C-1163-18-0 subject to the permit conditions on the attached draft Authority to Construct in Appendix A.
X. Billing Information

<table>
<thead>
<tr>
<th>Permit Number</th>
<th>Fee Schedule</th>
<th>Fee Description</th>
<th>Fee Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1163-18-0</td>
<td>3020-10-E</td>
<td>903 bhp IC engine</td>
<td>$602.00</td>
</tr>
</tbody>
</table>

Appendixes

A. Draft ATC  
B. BACT Guideline and BACT Analysis  
C. Emissions Data  
D. HRA Summary  
E. QNEC Calculations  
F. SSPE1 Calculations
Appendix A
Draft ATC
San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

PERMIT NO: C-1163-18-0

LEGAL OWNER OR OPERATOR: OLAM TOMATO PROCESSORS INC
MAILING ADDRESS:
PO BOX 160
LEMOORE, CA 93245

LOCATION:
1175 19TH AVE
LEMOORE, CA 93245

EQUIPMENT DESCRIPTION:
903 BHP VOLVO MODEL TWD1643GE TIER 2 CERTIFIED DIESEL-FIRED EMERGENCY STANDBY IC ENGINE POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. (4257) This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rule 4702, 17 CCR 93115, and 40 CFR 60 Subpart III]

2. The exhaust stack shall vent vertically upward and be at least 15 feet high. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rules 2201 and 4102]

3. The stack velocity shall be 66.86 m/sec or the stack shall be 0.23 meters in diameter with 4,594 acfm. [District Rule 2201]

4. (98) No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]

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

6. (14) Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]

7. (4258) Only CARB certified diesel fuel containing not more than 0.0015% sulfur by weight is to be used. [District Rules 2201 and 4801, 17 CCR 93115, 40 CFR Part 60 Subpart III]

8. Emissions from this IC engine shall not exceed any of the following limits: 3.9 g-NOx/bhp-hr, 0.5 g-CO/bhp-hr, or 0.2 g-VOC/bhp-hr. [District Rule 2201, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

9. Emissions from this IC engine shall not exceed 0.07 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, 17 CCR 93115, and 40 CFR Part 60 Subpart III]

CONDITIONS CONTINUE ON NEXT PAGE

YOU MUST NOTIFY THE DISTRICT COMPLIANCE DIVISION AT (559) 230-5960 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 Sadreoin, Executive Director, APCO

DAVID WARNER, Director of Permit Services
C-1163-18-0 Jul 27 2011 1:42PM – CEQSLAM Joint Inspection NOT Required
Central Regional Office • 1990 E. Gettysburg Ave. • Fresno, CA 93726 • (559) 230-5900 • Fax (559) 230-6061
10. {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 and 40 CFR 60 Subpart III]

11. {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]

12. {4262} This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per calendar year. [District Rule 4702, 17 CCR 93115 and 40 CFR Part 60 Subpart III]

13. {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]

14. {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]

15. {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]

16. {4263} The permittee shall maintain monthly records of the type of fuel purchased. [District Rule 4702 and 17 CCR 93115]

17. {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]
Appendix B
BACT Guideline and BACT Analysis
# San Joaquin Valley
## Unified Air Pollution Control District

### Best Available Control Technology (BACT) Guideline 3.1.1
**Last Update:** 7/10/2009

### Emergency Diesel I/C Engine

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

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

1. BACT Analysis for NO\textsubscript{x}, VOC, and PM10 Emissions:

   a. Step 1 - Identify all control technologies

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

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Achieved in Practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO\textsubscript{x}, VOC</td>
<td>Latest EPA Tier Certification level for applicable horsepower range</td>
</tr>
<tr>
<td>PM10</td>
<td>0.15 g/hp-hr or the latest EPA Tier Certification level for applicable horsepower range, whichever is more stringent. (ATCM)</td>
</tr>
</tbody>
</table>

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

   b. Step 2 - Eliminate technologically infeasible options

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

   c. Step 3 - Rank remaining options by control effectiveness

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

   d. Step 4 - Cost Effectiveness Analysis

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

   e. Step 5 - Select BACT

   BACT for NO\textsubscript{x}, VOC emissions from this emergency standby diesel IC engine is the latest EPA Tier Certification level for the applicable horsepower range. The applicant has proposed to install a Tier 2 certified 903 bhp emergency standby diesel IC engine, which is the latest Tier Certification for an engine this size as shown in the attached Tier Certification table at the end of this Appendix.

   BACT for PM10 is 0.15 g/hp-hr, or the latest EPA Tier Certification level for the applicable horsepower range, whichever is more stringent. The applicant is proposing an engine that meets this requirement.
<table>
<thead>
<tr>
<th>Power Rating (hp)</th>
<th>Tier</th>
<th>Model Year</th>
<th>NO\textsubscript{x}</th>
<th>HC</th>
<th>NMHC +NO\textsubscript{x}</th>
<th>CO</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 ≤ hp &lt; 75</td>
<td>1</td>
<td>1998 - 2003</td>
<td>6.9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2004 - 2007</td>
<td>-</td>
<td>-</td>
<td>5.6</td>
<td>3.7</td>
<td>0.3</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2008 - 2011</td>
<td>-</td>
<td>-</td>
<td>3.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4*</td>
<td>2008 - 2012  (Interim)</td>
<td>3.5</td>
<td>-</td>
<td>3.7</td>
<td></td>
<td>0.22</td>
</tr>
<tr>
<td>75 ≤ hp &lt; 100</td>
<td>1</td>
<td>1998 - 2003</td>
<td>6.9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2004 - 2007</td>
<td>-</td>
<td>-</td>
<td>5.6</td>
<td>3.7</td>
<td>0.3</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2008 - 2011</td>
<td>-</td>
<td>-</td>
<td>3.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 ≤ hp &lt; 175</td>
<td>1</td>
<td>1997 - 2002</td>
<td>6.9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2003 - 2006</td>
<td>-</td>
<td>-</td>
<td>4.9</td>
<td>3.7</td>
<td>0.22</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2007 - 2011</td>
<td>-</td>
<td>-</td>
<td>3.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>175 ≤ hp &lt; 300</td>
<td>1</td>
<td>1996 - 2002</td>
<td>6.9</td>
<td>1.0</td>
<td>-</td>
<td>8.5</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2003 - 2005</td>
<td>-</td>
<td>-</td>
<td>4.9</td>
<td>2.6</td>
<td>0.15</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2006 - 2010</td>
<td>-</td>
<td>-</td>
<td>3.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>300 ≤ hp &lt; 600</td>
<td>1</td>
<td>1996 - 2000</td>
<td>6.9</td>
<td>1.0</td>
<td>-</td>
<td>8.5</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2001 - 2005</td>
<td>-</td>
<td>-</td>
<td>4.8</td>
<td>2.6</td>
<td>0.15</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2006 - 2010</td>
<td>-</td>
<td>-</td>
<td>3.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>600 ≤ hp ≤ 750</td>
<td>1</td>
<td>1996 - 2001</td>
<td>6.9</td>
<td>1.0</td>
<td>-</td>
<td>8.5</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2002 - 2005</td>
<td>-</td>
<td>-</td>
<td>4.8</td>
<td>2.6</td>
<td>0.15</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>2006 - 2010</td>
<td>-</td>
<td>-</td>
<td>3.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 750</td>
<td>1</td>
<td>2000 - 2005</td>
<td>6.9</td>
<td>1.0</td>
<td>-</td>
<td>8.5</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2006 - 2010</td>
<td>-</td>
<td>-</td>
<td>4.8</td>
<td>2.6</td>
<td>0.15</td>
</tr>
</tbody>
</table>

* Manufacturers may optionally certify engine families to the interim Tier 4 for this power category through 2012.
Appendix C
Emissions Data Sheet
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 engines 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.

<table>
<thead>
<tr>
<th>MODEL YEAR</th>
<th>ENGINE FAMILY</th>
<th>DISPLACEMENT (litres)</th>
<th>FUEL TYPE</th>
<th>USEFUL LIFE (hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>AVPXL.16.1ACW</td>
<td>16.12</td>
<td>Diesel</td>
<td>8000</td>
</tr>
</tbody>
</table>

SPECIAL FEATURES & EMISSION CONTROL SYSTEMS

Direct Diesel Injection, Turbocharger, Charge Air Cooler, Electronic Control Module

TYPICAL EQUIPMENT APPLICATION
Generator Set

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):

<table>
<thead>
<tr>
<th>RATED POWER CLASS</th>
<th>EMISSION STANDARD CATEGORY</th>
<th>EXHAUST (g/kW-hr)</th>
<th>OPACITY (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>kW &gt; 560</td>
<td>Tier 2</td>
<td>STD</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>CERT</td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>

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.

95% NOx 5% NOx

Executed at El Monte, California on this 3rd day of December 2009.

Annette Hebert, Chief
Mobile Source Operations Division
<table>
<thead>
<tr>
<th>Engine Family</th>
<th>Engine Code</th>
<th>Engine Model</th>
<th>BHP@RPM (SAE Gross)</th>
<th>Fuel Rate: mm/stroke @ peak HP (for diesel only)</th>
<th>Fuel Rate: lbs/hr @ peak HP (for diesels only)</th>
<th>Torque @ RPM (SEA Gross)</th>
<th>Fuel Rate: mm/stroke@peak torque</th>
<th>Emission Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVPXL16.1ACW</td>
<td>1</td>
<td>TWD1643GE</td>
<td>903@1800</td>
<td>500</td>
<td>NA</td>
<td>3576</td>
<td>NA</td>
<td>DDI</td>
</tr>
<tr>
<td>AVPXL16.1ACW</td>
<td>2</td>
<td>TWD1643GE</td>
<td>821@1500</td>
<td>535</td>
<td>NA</td>
<td>3903</td>
<td>NA</td>
<td>EM, TC, CAC</td>
</tr>
</tbody>
</table>
The TWD1643GE is a powerful, reliable and economical Generating Set Diesel Engine built on the dependable in-line six design.

**Durability & low noise**
Designed for easiest, fastest and most economical installation. Well-balanced to produce smooth and vibration-free operation with low noise level.
To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling. The engine is also fitted with replaceable cylinder liners and valve seats/guides to ensure maximum durability and service life of the engine.

**Low exhaust emission**
The state of the art, high-tech injection and charging system with low internal losses contributes to excellent combustion and low fuel consumption. The TWD1643GE is certified for EPA Tier 2. An additional feature is that TWD1643GE fulfills EU Stage 2 exhaust emission levels.

**Easy service & maintenance**
Easily accessible service and maintenance points contribute to the ease of service of the engine.

**Technical description**
**Engine and block**
- Optimized cast iron cylinder block with optimum distribution of forces without the block being unnecessarily heavy.
- Wet, replaceable cylinder liners
- Piston cooling for low piston temperature and reduced ring temperature
- Tapered connecting rods for reduce risk of piston cracking
- Crankshaft induction hardened bearing surfaces and fillets with seven bearings for moderate load on main and high-end bearings
- Case hardened and Nitrocarburized transmission gears for heavy duty operation
- Keystone top compression rings for long service life
- Viscous type crankshaft vibration dampers to withstand single bearing alternator torsional vibrations
- Replaceable valve guides and valve seats
- Over head camshaft and four valves per cylinder

**Lubrication system**
- Full flow oil cooler
- Full flow disposable spin-on oil filter, for extra high filtration
- The lubricating oil level can be measured during operation

**Fuel system**
- Non-return fuel valve
- Electronic unit injectors
- Fuel prefilter with water separator and water-in-fuel indicator / alarm
- Gear driven low-pressure fuel pump
- Fine fuel filter with manual feed pump and fuel pressure switch
- Fuel shut-off valve

**Cooling system**
- TWD-cooling system with optimized priority and cold start valves
- Two water cooled charge air coolers
- Efficient cooling with accurate coolant control through a water distribution duct in the cylinder block. Reliable sleeve thermostat with minimum pressure drop
- Belt driven, maintenance-free coolant pump with high degree of efficiency

**Turbo charger**
- Efficient and reliable dual stage turbo chargers
- Intermediate charge air coolers for both turbo chargers
- Waste gate system for the high pressure turbo charger

**Electrical system**
- Engine Management System 2 (EMS 2), an electronically controlled processing system which optimizes engine performance. It also includes advanced facilities for diagnostics and fault tracing
- The instruments and controls connect to the engine via the CAN SAE J1939 interface, either through the Control Interface Unit (CIU) or the Display Control Unit (DCU). The CIU converts the digital CAN bus signal to an analog signal, making it possible to connect a variety of instruments. The DCU is a control panel with display, engine control, monitoring, alarm, parameter setting and diagnostic functions. The DCU also presents error codes in clear text.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, exhaust temp, coolant temp, fuel temp, water in fuel, fuel pressure and two speed sensors.
**Technical Data**

**General**
- Engine designation: TWD1643GE
- No. of cylinders and configuration: in-line 6
- Method of operation: 4-stroke
- Bore, mm (in.): 144 (5.67)
- Stroke, mm (in.): 165 (6.50)
- Displacement, l (in.³): 16.12 (983.7)
- Compression ratio: 16.5:1

**Performance**
- 1500 rpm:
  - Prine Power: 536 (729)
  - Max Standby Power: 596 (811)
- 1800 rpm:
  - Dry weight, kg (lb): 1700 (3749)
  - Dry weight with Gen Pac, kg (lb): 2200 (4850)
  - Wet weight, kg (lb): 1770 (3902)
  - Wet weight with Gen Pac, kg (lb): 2370 (5225)

**Lubrication system**
- 1500 rpm:
  - Oil consumption, liter/h (US gal/h) at:
    - Prine Power: 0.10 (0.026)
    - Max Standby Power: 0.11 (0.029)
  - Oil capacity inl filters, liter: 48

**Fuel system**
- 1500 rpm:
  - Specific fuel consumption:
    - Prine Power, g/kWh (lb/hr/hp):
      - 25 %: 215 (349)
      - 50 %: 196 (318)
      - 75 %: 196 (318)
      - 100 %: 199 (323)
    - Max Standby Power, g/(kHz (lb/hr/hp):
      - 25 %: 210 (346)
      - 50 %: 195 (316)
      - 75 %: 196 (318)
      - 100 %: 200 (322)

**Intake and exhaust system**
- 1500 rpm:
  - Air consumption, m³/min (cfm) at:
    - Prine Power: 44 (1541)
    - Max Standby Power: 47 (1668)
  - Max allowable air intake restriction, kPa (PSI):
    - 5 (0.7)
  - Heat rejection to exhaust, kW (BTU/min) at:
    - Prine Power: 415 (23601)
    - Max Standby Power: 463 (26330)
  - Exhaust gas temperature after low pressure, °C (F):
    - Prine Power: 450 (842)
    - Max Standby Power: 465 (865)
  - Max allowable back-pressure in exhaust line, kPa (PSI):
    - 10 (1.5)
  - Exhaust gas flow, m³/min (cfm) at:
    - Prine Power: 101 (3586)
    - Max Standby Power: 118 (3949)

**Standard equipment**
- Engine:
  - Automatic belt tensioner
  - Lift eyelets
  - Flywheel
  - Flywheel housing with conn. acc. to SAE 1
  - Flywheel for 14° free plate and flexible coupling
  - Vibration dampers
  - Engine suspension
  - Fuel system
  - Fuel filters of spin-on type
  - Electronic unit injectors
  - Pre-filter with water separator
  - Intake and exhaust system
  - Air cooler without water cover
  - Air restriction indicator
  - Air cooled exhaust manifold
  - Connecting flange for exhaust pipe
  - Exhaust flange with v-clamp
  - Turbo chargers, dual stage, right side
  - Cooling system
  - TWD-cooling system
  - Belt driven diaton coolant pump
  - Fan hub
  - Fan guard
  - Belt guard
  - Control system
  - Engine Management System (EMS) with CAN-bus interface SAE J1939
  - CUC, Control Interface Unit
  - DCU, Display Control Unit
  - Alternator
  - Alternator 80A / 24 V
  - Starting system
  - Starter motor, 7.0kW, 24 V
  - Instruments and senders
  - Temp., and pressure for automatic stop/alarms
  - Other equipment
  - Expendable base frame
  - Engine Packing
  - Plastic wrapping

**Dimensions TWD1643GE**

Not for installation

**Power Standards**
- The engine performance conforms to ISO 3046, BS 5514 and DIN 1331.7. The technical data given to an engine without cooling fan and only having an oil with calorific value of 42.7 MJ/kg (18380 BTU/lb) and a density of 0.84 kg/l (1.84 lbs/gal), also when the engine is driven at the standard conditions of delivery. Ratings are based on ISO 8528. Engine speed governed in accordance with ISO 3046/1w.
- Exhaust emissions:
  - TWD1643GE is certified for EPA Tier 2. An additional feature is the TWD1643GE TÜV EU Stage 2 exhaust emission levels.

**Rating Guidelines**
- PRIME POWER rating corresponds to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at rated load for an unlimited number of hours instead of commercial purchase power. 100 % overload capability for governing purpose is available for rating.
- MAXIMUM STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at rated load for an unlimited number of hours instead of commercial purchase power. 100 % overload capability for governing purpose is available for this rating.

**Technical Specifications**
- A*: 1925 mm / 76 in
- B*: 1350 mm / 53.1 in (max width 1401 mm / 55.2 in)
- C: 2362 mm / 93 in
- D: 7399 mm / 94.5 in (During transport)
- D*: Max. 3255 mm / 128.2 in

**Notation**
- Not all models. Standard equipment and accessories are available in all countries.
- All specifications are subject to change without notice.
- The engine illustrated may not be entirely identical to production standard engines.
Olam Tomato Processors
SITE MAP 2010
Generator Location

Distance to boundary:
to the north = 610'6"
to the south = 2417'
to the west = 485'
to the east = 404'

BONE YARD

Pond #3
Pond #2A  Pond #2B

2417' 0"
EMPTY TRAILERS  FULL TRAILERS

Generator

610' 6"
A. Lemoore High School
   101 East Bush Street, Lemoore, CA - (559) 924-6600
   7 reviews

B. Lemoore School Superintendent
   100 Vine Street, Lemoore, CA - (559) 924-6800

C. P. W. Engvall Elementary School
   South 19th Avenue, Lemoore, CA - (559) 924-6850
   3 reviews

D. Lemoore Elementary School District:
   Library
   573 West Bush Street, Lemoore, CA - (559) 924-6873

E. Lemoore Elementary School
   573 West Bush Street, Lemoore, CA - (559) 924-6820

F. Engvall Elementary School
   1055 Cedar Lane, Lemoore, CA - (559) 924-6850

G. St Peters School of Religion
   19 Follett Street, Lemoore, CA - (559) 924-2562

H. Kings Community Action Organization
   Inc: Lyndon B Johnson Head Start
   573 West Bush Street, Lemoore, CA - (559) 925-1792

J. Calif. School Employees Assn
   445 Kenwood Drive, Lemoore, CA - (559) 925-1215

http://maps.google.com/maps?q=school&f=l&sll=36.286834,-119.797926&sspn=0.02438.. 8/10/2010
Appendix D
HRA Summary
San Joaquin Valley Air Pollution Control District
Risk Management Review

To: Tatiana Costa
From: Matthew Cegielski-Technical Services
Date: July 27, 2011
Facility Name: Olam Tomato Processors
Location: 1175 S 19\textsuperscript{th} Avenue Lemoore, CA 93245
Application #(s): C-1163-18-0
Project #: C-1102781

A. RMR SUMMARY

<table>
<thead>
<tr>
<th>Categories</th>
<th>Diesel ICE (Unit 18-0)</th>
<th>Project Totals</th>
<th>Facility Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prioritization Score</td>
<td>N/A\textsuperscript{1}</td>
<td>N/A\textsuperscript{1}</td>
<td>&gt;1.0</td>
</tr>
<tr>
<td>Acute Hazard Index</td>
<td>N/A\textsuperscript{2}</td>
<td>N/A\textsuperscript{2}</td>
<td>0.29</td>
</tr>
<tr>
<td>Chronic Hazard Index</td>
<td>N/A\textsuperscript{2}</td>
<td>N/A\textsuperscript{2}</td>
<td>0.16</td>
</tr>
<tr>
<td>Maximum Individual Cancer Risk ($10^{-6}$)</td>
<td>1.12</td>
<td>1.12</td>
<td>3.9\textsuperscript{3}</td>
</tr>
<tr>
<td>T-BACT Required?</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Permit Conditions?</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Facility Prioritization is greater than one, requiring a refined Health Risk Assessment (HRA) for all subsequent projects. In addition, 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.
2. Acute and Chronic Hazard Indices were not calculated since there is no risk factor, or the risk factor is so low that the risk has been determined to be insignificant for this type of unit.
3. The facility total from project C-1093230 for unit 17-0 was 2.75

Proposed Permit Conditions

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

Unit # 18-0

1. The exhaust stack shall vent vertically upward and be at least 15 feet high. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rules 2201 and 4102] N

2. The stack velocity shall be 66.86 m/sec or the stack shall be 0.23 meters in diameter with 4,594 acfm. [District Rule 2201]
3. Emissions from this IC engine shall not exceed 0.07 g-PM10/bhp-hr based on USEPA certification using ISO 8178 test procedure. [District Rules 2201 and 4102, 17 CCR 93115, and 40 CFR Part 60 Subpart III] N

4. {4262} This engine shall be operated only for testing and maintenance of the engine, required regulatory purposes, and during emergency situations. Operation of the engine for maintenance, testing, and required regulatory purposes shall not exceed 50 hours per calendar year. [District Rule 4702, 17 CCR 93115 and 40 CFR Part 60 Subpart III] N

B. RMR REPORT

I. Project Description

Technical Services received a request on July 27, 2011 to perform a Risk Management Review for a proposed installation of a 903 bhp diesel-fired emergency IC engine powering an electrical generator.

II. Analysis

Since the facility prioritization is greater than one, Technical Services did not perform a screening level health risk assessment using the District developed DICE database. However, the DICE database was used to determine the emissions of Diesel Particulate Matter (DPM).

Since the total facility prioritization score was greater than one, a refined health risk assessment was required. The AERMOD model was used, with the parameters outlined below and meteorological data for 2005-2009 from Fresno 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 Hot Spots Analysis and Reporting Program (HARP) risk assessment module to calculate the carcinogenic risk for the project.

The following parameters were used for the review:

<table>
<thead>
<tr>
<th>Source Type</th>
<th>Unit 18-0 Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>BHP</td>
<td>Source Type: 903, Location Type: Closest Receptor (m)</td>
</tr>
<tr>
<td>Stack Height (m)</td>
<td>4.572, Type of Receptor</td>
</tr>
<tr>
<td>Stack Diameter. (m)</td>
<td>0.23, PM_{10} g/ha-hr</td>
</tr>
<tr>
<td>Stack Exit Velocity</td>
<td>66.86, Max Hours per Year</td>
</tr>
<tr>
<td>Stack Exit Temp. (°K)</td>
<td>734, PM_{10} Emission rate lb/yr</td>
</tr>
</tbody>
</table>

Technical Services performed modeling for criteria pollutants CO, NOx, SOx and PM_{10}; as well as a RMR. The emission rates used for criteria pollutant modeling were 0.996 lb/hr CO, 7.76 lb/hr NOx, 0.008 lb/hr SOx, and 0.14 lb/hr PM_{10}. 
The results from the Criteria Pollutant Modeling are as follows:

### Criteria Pollutant Modeling Results*

<table>
<thead>
<tr>
<th>Diesel ICE</th>
<th>1 Hour</th>
<th>3 Hours</th>
<th>6 Hours</th>
<th>24 Hours</th>
<th>Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>Pass</td>
<td>X</td>
<td>Pass</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>NO\textsubscript{x}</td>
<td>Pass\textsuperscript{1}</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Pass</td>
</tr>
<tr>
<td>SO\textsubscript{x}</td>
<td>Pass</td>
<td>Pass</td>
<td>X</td>
<td>Pass</td>
<td>Pass</td>
</tr>
<tr>
<td>PM\textsubscript{2.5}</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Pass\textsuperscript{3}</td>
<td>Pass\textsuperscript{4}</td>
</tr>
<tr>
<td>PM\textsubscript{10}</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Pass\textsuperscript{3}</td>
<td>Pass\textsuperscript{4}</td>
</tr>
</tbody>
</table>

*Results were taken from the attached PSD spreadsheet.

\textsuperscript{1}The project was compared to the 1-hour NO\textsubscript{2} National Ambient Air Quality Standard that became effective on April 12, 2019 using the District’s approved procedures.

\textsuperscript{2}The criteria pollutants are below EPA’s level of significance as found in 40 CFR Part 51.165 (b)(2).

\textsuperscript{3}For this case as per District procedure, minor PM\textsubscript{2.5} sources are modeled only for primary PM\textsubscript{2.5} concentrations, and these concentrations are compared to the 24-hour SIL of 1.2 ug/m\textsuperscript{3} and the annual SIL of 0.3 ug/m\textsuperscript{3}.

### III. Conclusion

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

The Acute and Chronic Hazard Indices are below 1.0; and the cancer risk associated with the operation of the proposed diesel IC engine is greater than 1.0 in a million, but less than 10 in a million. In accordance with the District’s Risk Management Policy, the project is approved with Toxic Best Available Control Technology (T-BACT) for PM\textsubscript{10}.

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

### Attachments:
A. HARP output
B. AERMOD outputs
C. One Hour NO\textsubscript{x} documentation
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:

\[
\text{QNEC} = \text{PE2} - \text{PE1}, \text{ where:}
\]

\[
\begin{align*}
\text{QNEC} & = \text{Quarterly Net Emissions Change for each emissions unit, lb/qtr} \\
\text{PE2} & = \text{Post-Project Potential to Emit for each emissions unit, lb/qtr} \\
\text{PE1} & = \text{Pre-Project Potential to Emit for each emissions unit, lb/qtr}
\end{align*}
\]

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:

\[
\text{PE2}_{\text{quarterly}} = \frac{\text{PE2 (lb/yr)}}{\text{4 quarters/year}} = \text{QNEC}
\]

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>PE2 Total (lb/yr)</th>
<th>Quarterly PE2 (lb/qtr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO(_x)</td>
<td>388</td>
<td>97.0</td>
</tr>
<tr>
<td>SO(_x)</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td>PM(_{10})</td>
<td>7</td>
<td>1.8</td>
</tr>
<tr>
<td>CO</td>
<td>50</td>
<td>12.5</td>
</tr>
<tr>
<td>VOC</td>
<td>20</td>
<td>5.0</td>
</tr>
</tbody>
</table>
Appendix F
SSPE1 Calculations
SSPE Calculations:

<table>
<thead>
<tr>
<th>Permit Unit</th>
<th>NOx</th>
<th>SOx</th>
<th>PM$_{10}$</th>
<th>CO</th>
<th>VOC</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTO C-1163-1-9</td>
<td>2,759</td>
<td>730</td>
<td>1,231</td>
<td>19,243</td>
<td>1,536</td>
</tr>
<tr>
<td>PTO C-1163-2-10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTO C-1163-3-7</td>
<td>10,142</td>
<td>2,723</td>
<td>7,137</td>
<td>34,746</td>
<td>5,165</td>
</tr>
<tr>
<td>PTO C-1163-8-2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTO C-1163-12-1</td>
<td>1,884</td>
<td>295</td>
<td>787</td>
<td>3,829</td>
<td>569</td>
</tr>
<tr>
<td>PTO C-1163-13-1</td>
<td>1,286</td>
<td>201</td>
<td>537</td>
<td>2,614</td>
<td>389</td>
</tr>
<tr>
<td>ATC C-1163-17-0</td>
<td>1,810</td>
<td>604</td>
<td>1,611</td>
<td>8,940</td>
<td>1,003</td>
</tr>
<tr>
<td>Pre-Project SSPE (SSPE1)</td>
<td>20,000*</td>
<td>4,553</td>
<td>11,303</td>
<td>69,372</td>
<td>8,662</td>
</tr>
</tbody>
</table>

*The facility is subject to a 20,000 lb/year limit for NOx emissions.

Emissions for unit -1-8 calculated in project C-1060183.
Emissions for units -2-9, -3-7, and -8-2 calculated in project C-1050475. These three units share an annual heat input limit. Unit -8-2 has the highest emission factors. Therefore emissions are calculated assuming unit -8-2 is operating for the entire heat input limit.
Emissions for units -12-1 and -13-1 calculated in project C-1061104.
Emissions for unit -17-0 calculated in project C-1093230.