

AUTHORITY TO CONSTRUCT ENGINEERING EVALUATION

Reviewed by: _____
Title: APCO EKAPCD
Date: _____

Applicant: **Kern County General Services**

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Bakersfield, CA 93301

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Application No.: **0066018**

Project #: 231208

Location: 1773 CA-58 BUS, Mojave
Latitude/Longitude (Decimal)

QS/T/R: SW15/11N/12W
Latitude: 35.04642 Longitude: -118.16221

Project Title: Emergency Generator w/ diesel piston engine

App. Rec.: 12/08/23
180 Days: 08/06/24

Deemed Complete: 02/08/24
Submittal Date: 10/14/24

Evaluation By: Samuel Johnson

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I. PROPOSAL:

Kern County General Services is proposing to replace the existing emergency generator set at the Mojave courthouse with a new unit. The equipment is new to the District, and therefore subject to Best Available Control Technology (BACT) requirements pursuant to District Rule 210.1.III.A. The engine will be for emergency use with operating time limited to 200 hours per year; therefore, evaluation for emission Offsets is not required. Diesel fuel combustion is a source of toxic air contaminant (TAC) emissions in the form of diesel particulate matter. Therefore, an assessment will be conducted to assess potential health risk to nearby receptors.

There is a K-12 school site located within 1000-ft. of the operating site (Mojave Jr./Sr. High); therefore, a school notice in accordance with California Health & Safety Code (CH&SC) §42301.6 is required.

II. APPLICABLE RULES and REGULATIONS:

- A. Rule 201 - Permits Required (Amended 05/02/96)
Any person building, altering, or replacing any equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, shall first obtain authorization for such construction from the APCO. An Authority to Construct (ATC) shall remain in effect until the permit to operate the equipment for which the application was filed is granted, denied, or canceled.
- B. Rule 208.2 - Criteria for Finding of No Significant Environmental Impact [California Environmental Quality Act (CEQA)] (Amended 1/8/98)
Establishes criteria by which a project under review by EKAPCD can be found to have no potential for causing a significant environmental impact, and, thus, be granted a general rule exemption pursuant to Section 15061(b)(3) of the State CEQA Guidelines.
- C. Rule 210.1 - New and Modified Stationary Source Review (Amended 05/04/00)
a) Provide for pre-construction review of new and modified stationary sources of affected pollutants to ensure emissions will not interfere with the attainment of ambient air quality standards.
b) Insure that appropriate new and modified sources of affected pollutants are constructed with Best Available Control Technology, and
c) Provide for no significant net increase in emissions from new and modified stationary sources for all non-attainment pollutants and their precursors.
- D. Rule 401 - Visible Emissions (Amended 11/29/93)
A person shall not discharge into the atmosphere emissions as dark or darker than Ringelmann 1 or 20% opacity for more than 3 minutes in any one hour.
- E. Rule 404.1 - Particulate Matter Concentration (Amended 01/24/07)
A person shall not discharge from any single source operation, the construction or modification of which commenced after the adoption of this rule, particulate matter in excess of 0.1 grains per cubic foot of gas at standard conditions (gr/scf).
- F. Rule 407 – Sulfur Compounds (Adopted 04/18/72, Renumbered 5/89)
A person shall not discharge into the atmosphere sulfur compounds, which would exist as a liquid or gas at standard conditions, exceeding in concentration at the point of discharge: 0.2 percent by volume calculated as sulfur dioxide (SO₂).
- G. Rule 419 - Nuisance (Adopted 4/18/72) and California Health & Safety Code (CH&SC) §41700
A person shall not 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 to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property

- H. Rule 423 – National Emissions Standards for Hazardous Air Pollutants (40 CFR Part 63 Subpart ZZZZ: National Emissions Standards for Reciprocating Internal Combustion Engines) (Amended 01/11/22)
Establishes national emission and operating limitations for hazardous air pollutants (HAP) emitted from stationary reciprocating internal combustion engines (RICE) located at a major and area sources of HAP emissions. Requirements to demonstrate initial and continuous compliance with limitations are also established.

- I. California Code of Regulation (CCR), Title 17, §§93115 – 93115.15
Airborne Toxic Control Measure (ATCM) for stationary compression ignition engines.

III. **EQUIPMENT LOCATION & SCHEMATIC:**

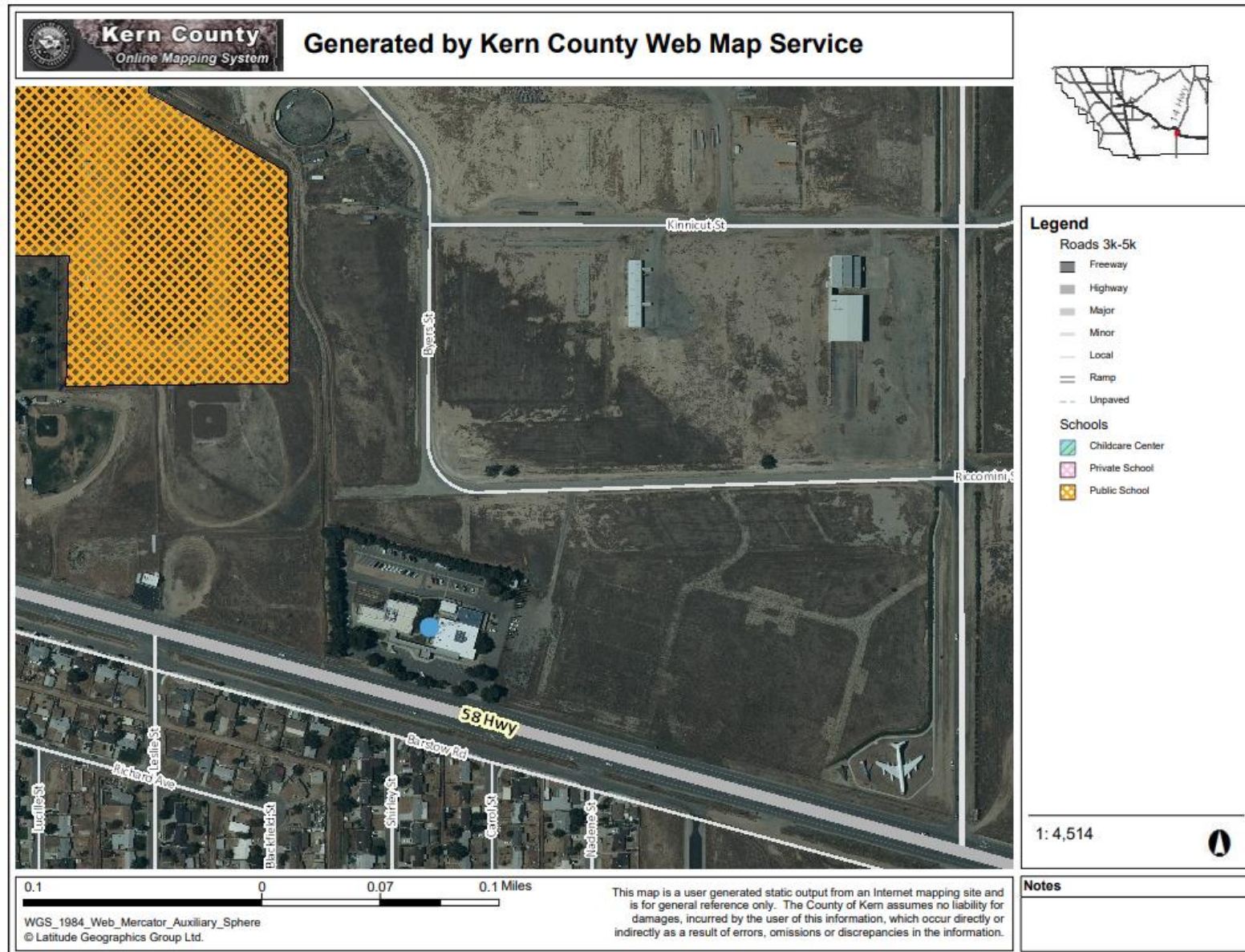


Figure 1: Location of Generator Set

III. EQUIPMENT LOCATION & SCHEMATIC (cont.):

Cat[®] C4.4 Diesel Generator Sets



Standby & Prime: 50 Hz & 60 Hz



Image shown might not reflect actual configuration

Engine Model	Cat [®] C4.4 Inline 4-stroke Diesel
Bore x Stroke	105.0 mm x 127.0 mm (4.1 in x 5.0 in)
Displacement	4.4 L (268.5 in ³)
Compression Ratio	17.25:1
Aspiration	Turbocharged
Fuel Injection System	Inline
Governor	Mechanical

Figure 4: Caterpillar D100 GC Generator Set

IV. EQUIPMENT LISTING:

100-kW Caterpillar D100 GC Emergency Generator Set driven by 161-bhp Caterpillar Model C4.4/Perkins Model 1104D-E44TA (EPA Engine Family PPKXL04.4NR1) EPA Certified Tier 3 diesel fueled piston engine (S/N TBD)

V. ENGINEERING ANALYSIS:

Combustion of diesel fuel results in the emission of the following criteria pollutants: particulate matter less than 10 microns in aerodynamic diameter (PM₁₀), oxides of sulfur (SO_x), oxides of nitrogen (NO_x), volatile organic compounds (VOC), and carbon monoxide (CO). The proposed engines are EPA certified Tier 3 engines; therefore, emissions of PM₁₀, NO_x, VOC, and CO will be calculated based on Tier 3 emission standards for those pollutants. Emissions of SO_x shall be based on maximum fuel consumption rate and fuel sulfur content.

A. Airborne Toxic Control Measure for Stationary Compression Ignition Engines (ATCM)

In accordance with Title 17, California Code of Regulations §§93115-93115.15, the non-road stationary diesel engines must comply with the following:

- 1) CARB diesel or alternative fuel that has been verified for use
- 2) Emission standards for a 2008+ model year new stationary emergency engines

2008+ model year emergency engines rated 100≤bhp<175-bhp are required not to emit PM in excess of 0.15 g/bhp-hr, NMHC+NO_x in excess of 3.0 g/bhp-hr, and CO in excess of 3.7 g/bhp-hr. Based on EPA's Annual Certification Data for Vehicles, Engines, and Equipment, engine family PPKXL07.0PW1 (Engine Model 1104D-E44TA (C4.4)) meets these emission standards. Therefore, the proposed engines satisfy ATCM requirements.

B. National Emissions Standards for Reciprocating Internal Combustion Engines (RICE)

In accordance with 40 CFR Part 63 Subpart ZZZZ, §63.6590(c), new stationary RICE located at area sources of hazardous air pollutant (HAP) emissions must meet the requirements of 40 CFR Part 60 Subpart IIII (Standards of Performance for Stationary Compression Ignition Engines). Subpart IIII requires owner and operators: to purchase an EPA certified engine; install, operate, & maintain the engine according to manufacturer's emission related specifications; and change only the emission related settings permitted by the manufacturer.

By meeting ATCM requirements, the proposed engine meets the EPA emission certification requirements.

C. Toxic Emission Risk Assessment:

Combustion of diesel fuel generates toxic air contaminants, among which diesel particulate matter (diesel PM) is the primary concern. Initially, a "Prioritization Score" is obtained to determine if a more refined screening risk assessment will be required. The prioritization score is based on the following inputs: diesel PM emission rate, Office of Environmental Health Hazard Assessment (OEHHA) health risk factors, emission release height, and distance to nearest offsite receptor. Prioritization Scores for the engine are as follows:

Proximity Factors (Meters)		Carcinogenic Scores	Non-Carcinogenic Scores	Facility Ranking
R < 100	1.000	24.598	1.597	High Priority
100 ≤ R < 250	0.250	6.149	0.399	Intermediate Priority
250 ≤ R < 500	0.040	0.984	0.064	Low Priority

Based on the prioritization scores (see Attachment A for details), TAC emissions from the diesel engine may pose a significant carcinogenic health risk to receptors within 250 meters. A review of aerial imagery indicates there are dozens of residences and a portion of the activity fields for Mojave Jr./Sr. High Schools within 250 meters, and two residences within 100 meters of the generator location. Therefore, TAC emissions from the diesel engine may present a significant health risk to off-site receptors, and a more refined risk assessment is required.

Utilizing the Air Dispersion Modeling and Risk Tool (ADMRT) module of the Hotspots Analysis and Reporting Program (HARP2) software, a detailed health risk assessment was performed. Terrain and meteorological data made available by the California Air Resources Board (CARB), as well as calculated diesel particulate emissions, were used in creating a gaussian plume dispersion model to estimate the ground level concentration (GLC) for each diesel engine. These GLC's are then compared to OEHHA health risk thresholds to determine a cancer risk, based on 30 years of exposure (commencing with the 3rd trimester of pregnancy) for residential receptors, and 25 years of exposure for worker receptors.

Based on health risk assessment results for maximum operation (200 hours/year), emissions from the engine may expose a handful of residences to a cancer risk of greater than 1 in one million; no off-site residences are expected to be exposed to a cancer risk of greater than 10 in one million, and no off-site worker receptors are expected to be exposed to a potential cancer risk greater than 1 in one million. The Point of Maximum Impact (PMI), maximum exposed individual resident (MEIR), and maximum exposed individual worker (MEIW), along with the respective potential cancer risks, are as follows (see Attachment A for images of the cancer risk contours):

	Location	Risk
PMI	35.04623, -118.16227 (Court Building)	44.0 in one million
MEIR	15356 Carol St	4.56 in one million
MEIW	Apartment Rental Office, 1592 Barstow Rd	0.06 in one million

In accordance with risk management guidelines, a potential cancer risk of less than one in one million is considered “not significant” and does not require further emission controls for risk mitigation. Per District requirements, sources of TAC emissions that present a cancer risk of greater than 1 in one million are required to implement Toxics Best Available Control Technology (TBACT).

TBACT for an emergency use diesel piston engine has previously been determined to compliance with the ATCM diesel PM emission rate of 0.15 g/bhp-hr or less. The make & model of the proposed engine had a diesel PM emission rate of 0.08 g/bhp-hr during emission certification testing; therefore, the requirement for implementation of TBACT is satisfied.

Additionally, more typical operation of the generator is for maintenance and testing purposes. District inspection records indicate the existing engine operated an average of 52 hours per year over the last 30+ years, and the new diesel engine will be restricted to 50 hours per year of operation for maintenance & testing purposes by the ATCM.

Revising the potential risk for the certified emission rate and typical operating times, no off-site residences would be exposed to a potential cancer risk of greater than or equal to 1 in one million. The revised risk at the MEIR & MEIW are as follows; the cancer risk contours can also be found in Attachment A:

	Location	Risk
PMI	35.04623, -118.16227 (Court Building)	7.17 in one million
MEIR	15356 Carol St	0.81 in one million
MEIW	Apartment Rental Office, 1592 Barstow Rd	0.01 in one million

Therefore, the emergency engine is not expected to pose a significant health risk to off-site receptors.

VI. BACT DETERMINATION:

BACT (Best Available Control Technology) is required for new emission units in accordance with Section III.A.1 of District Rule 210.1. BACT for an emergency generator driven by a diesel fueled engine has been previously determined to be the following:

Pollutant	Control Technology
PM₁₀	Visible emissions no greater than Ringelmann ¼ or 5% opacity once normal operating temperature is achieved; Maximum PM emissions not to exceed 0.15 g/bhp-hr
SOx	Fuel satisfying CARB reformulated diesel specifications
NOx	NOx emissions not to exceed Tier 3 emission standards
VOC	Crankcase ventilation exhausting to engine air inlet, or 90% efficient control device for crankcase VOC emissions; VOC emissions not to exceed Tier 3 standards
CO	Not required

The applicant has proposed installation of a diesel engine certified to Tier 3 emission standards; therefore, BACT has been satisfied for the project.

VII. CEQA DETERMINATION:

**EASTERN KERN APCD PERMITS - CEQA COMPLIANCE
Instructions for Checklist**

This form is designed to be used by the permit application processing engineer in implementing requirements of the California Environmental Quality Act (CEQA) for District permitting activities when the District is the lead or responsible agency under CEQA. The District is generally a responsible agency for portions of development projects requiring District permits. The District is a commenting agency for other parts of a project, such as, indirect source emissions and vehicle trips. Most District permits are considered exempt from CEQA (see District List of Exempt Projects). In most cases the environmental document prepared by the lead agency is adequate for the District permitting action. Certain District permit modifications may require supplemental CEQA documents.

CEQA compliance for a project subject to District permit requirements includes two steps:

- A. Determining what CEQA-related information, if any, is required from the applicant to deem the application complete (this may also be identified at the pre-application stage, if there is one¹).
- B. Determining and documenting CEQA compliance for each permit application prior to granting a permit by completing the attached form.

The following instructions correspond to the questions on the form:

- B.2. Projects subject to District permits often also require a land use or other permit from other agencies. The permit engineer should check the application or request from the applicant information regarding what other agencies will be requiring permits for the project and who the "Lead Agency" will be. District permit processing should begin as soon as adequate information is available to deem the application complete, even if the lead agency has not completed the environmental document (Govt. Code ' 65941 (b), amended 1993), and if the applicant so requests (Govt. Code ' 65951, amended 1993).
- B.3. For District permits that do not fall under the preceding case, the engineer shall receive from the applicant a signed and dated environmental questionnaire (Initial Study checklist).
- C.2. As a "responsible agency" under CEQA, the Control Officer shall consider information contained in the lead agency's final EIR or ND prior to granting the District permit. Acting on behalf of the Control Officer, the engineer shall review the ND or EIR and adopt any mitigation measures for air quality impacts or project alternatives over which the District has regulatory discretion.
- C.3. If any component of the project is not listed, and if exceptions to these exemptions provided in the form are true, then the project cannot be considered exempt. In making a recommendation to issue the District permit, the permit engineer shall review the environmental questionnaire provided by the applicant to establish the project has no potential for resulting in a significant adverse environmental impact to any environmental media (see Initial Study form). The study shall also demonstrate the project will not contribute to significant cumulative impacts and will not have significant impact itself. Although no further action is required under CEQA, the applicant may request a Notice of Exemption to be filed, to reduce the statute of limitations from 180 days to 30 days, on challenges to the decision the project is exempt from CEQA.

¹ *Preapplication under PRC ' 21080.1(b) amended 1993-at the request of the applicant the lead agency must provide for pre-application consultation on the environmental document.*

EASTERN KERN APCD PERMITS -- CEQA COMPLIANCE CHECKLIST

Completeness Review Form

This form shall be completed by the permit application engineer for all Authority to Construct permit applications. The completed form shall be included in the Engineering Evaluation File.

A. General Information

Application Number: 0066018
Applicant Name: Kern County General Services
Project Description: Emergency Generator Set driven by diesel piston engine

B. Determination of Completeness

Check the corresponding action to be taken to determine the application is complete for CEQA purposes and fill in blanks where appropriate.

1. Ministerial Exemption

This permit application is not subject to CEQA because the evaluation is a ministerial action conducted using fixed standards and objective measurements. No discretion or judgment is required in granting of this permit.

2. Project Was Exempted by or is Subject to Negative Declaration or EIR by Another Agency

This permit application was exempted by or is subject to a ND or EIR prepared (or under preparation) by another agency. The District has received the necessary information indicating another agency is acting as the Lead Agency. Therefore, the application shall be deemed complete for CEQA purposes.

3. All Other Permits

The District has received from the applicant, a completed, signed and dated environmental questionnaire and any other information necessary for preparing a negative declaration or EIR, if required (see Form Instructions B.3.). Therefore, the application shall be deemed complete for CEQA purposes.

C. Final Action

Check the appropriate action taken by the APCO prior to issuing the final permit.

1. Ministerial Action

This permit application is exempt from CEQA because the permit evaluation is a ministerial action. CEQA does not apply to ministerial actions. No further action is necessary.

2. Project Was Exempted by or is Subject to Negative Declaration or EIR by Another Agency

___ This permit application was exempted by or was subject to an EIR or Negative Declaration by another agency. The final action on the District permit was taken only after review and consideration of information in the certified CEQA document by the Control Officer, or authorized District representative of the Control Officer.

3. Exemption

This permit application is exempt from CEQA because the project, as a whole, is listed in the District List of Exempt Projects AND because the project has no potential for causing a significant adverse environmental impact. A General Exemption under CEQA Section 15061 (b)(3) applies if the project is not listed in the District Exemption List AND it can be seen with certainty the project will not have a significant adverse effect on the environment. In making this determination,

- a. a review of information submitted by the applicant has been conducted indicating there is no potential for a significant adverse environmental impact on any environmental media from the project;
- b. emissions offsets were not required by EKAPCD Rule 210.1, Subsection III.B.;
- c. recognized Best Available Control Technology (BACT) was proposed; and
- d. no unusual circumstances such as location, or cumulative impacts from successive projects of the same type in the same place over time, were determined to result in significant adverse environmental impacts.

4. Permit is Not Exempt from CEQA

___ This permit was found not to be exempt from CEQA and no other agency will be conducting a CEQA review for the project. The District has prepared and adopted a Negative Declaration/Addendum or certified an EIR for the project. The final action by the District was taken only after information contained in the final EIR or ND was considered and any significant adverse environmental effects were mitigated to the maximum extent feasible.



EASTERN KERN AIR POLLUTION CONTROL DISTRICT
 2700 "M" STREET SUITE 302, BAKERSFIELD, CA 93301-2370
 PHONE: (661) 862-5250 • FAX: (661) 862-5251 • www.kernair.org

**ENVIRONMENTAL INFORMATION FORM AND
 INITIAL STUDY EVALUATION**

Applicant: County Of Kern General Services

Contact: Brian Sessions

Title: Contractor (Skycon Electric) **Phone:** 661-978-6893

Project Description: Replacing outdated emergency generator

<u>Environmental Information</u>	<u>Yes</u>	<u>No</u>	<u>Maybe</u>
Will the proposed project with regard to the proposed location:			
1. Conflict with the adopted environmental plans and goals of the community?	[]	[x]	[]
2. Have a substantial, demonstrable negative aesthetic effect?	[]	[x]	[]
3. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	[]	[x]	[]
4. Interfere substantially with the movement of any resident or migratory fish or wildlife species?	[]	[x]	[]
5. Substantially diminish habitat for fish, wildlife or plants?	[]	[x]	[]
6. Breach published national, state, or local standards relating to solid waste or litter control?	[]	[x]	[]
7. Substantially degrade water quality or contaminate a public water supply?	[]	[x]	[]
8. Substantially degrade or deplete ground water resources or interfere substantially with ground water recharge?	[]	[x]	[]
9. Disrupt or adversely affect a prehistoric or historic archeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as part of scientific study?	[]	[x]	[]
10. Induce substantial growth or concentration of population?	[]	[x]	[]
11. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	[]	[x]	[]
12. Displace a substantial number of people?	[]	[x]	[]

<u>Environmental Information</u>	<u>Yes</u>	<u>No</u>	<u>Maybe</u>
13. Encourage activities which result in the use of large amounts of fuel, water or energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Use fuel, water or energy inefficiently?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15. Increase substantially the ambient noise level for adjoining areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Expose people or structures to major geologic hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. Extend a sewer trunk line with capacity to serve new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Create a potential public health hazard or involve the use, production, or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
21. Conflict with established recreational, educational, religious or scientific uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22. Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23. Interfere with emergency response or evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24. Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
25. Emits Greenhouse Gas (GHG) emissions greater than 25,000 tons?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOTE: Please attach any pertinent explanatory information.

CERTIFICATION:

I hereby certify the statement furnished above and in attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Print Signing Authority Name If Different: _____

Signature:  **Date:** 12/07/23

VIII. EMISSION CALCULATIONS:

A. Assumptions:

1. Maximum operating hours: 200 hr/yr
2. Maximum daily use: 24 hours
3. Density of fuel: 52.2 lb/ft³
4. Sulfur content of fuel: 0.0015% (15ppm)
5. NMHC+NOx ratio: 95% NOx, 5% NMHC
6. Fuel consumption (maximum load: 100%): 7.86 gal/hr (applicant)
7. Conversion factors:
7.4805 gal/ft³
453.59 g/lb

B. Emission Factors

$$\text{SOx: } 7.86 \frac{\text{gal}}{\text{hr}} \times \frac{1 \text{ ft}^3}{7.4805 \text{ gal}} \times 52.2 \frac{\text{lb}}{\text{ft}^3} \times \frac{0.0015(\text{S-fuel content})}{100} \times 2 \left(\frac{\text{SO}_2}{\text{S}} \right) = 1.65 \times 10^{-3} \frac{\text{lb}}{\text{hr}}$$

$$1.65 \times 10^{-3} \frac{\text{lb}}{\text{hr}} \times \frac{1}{161} \frac{1}{\text{hp}} \times 453.59 \frac{\text{g}}{\text{lb}} = 0.005 \frac{\text{g}\cdot\text{SOx}}{\text{bhp}\cdot\text{hr}}$$

ATCM allowable emissions:

	PM	NO _x +NMHC	CO
g/bhp-hr	0.08*	3.0	3.7

*TBACT

$$\text{NOx: } (3.0 \times 0.95) \frac{\text{g}\cdot\text{NOx}}{\text{bhp}\cdot\text{hr}} = 2.85 \frac{\text{g}\cdot\text{NOx}}{\text{bhp}\cdot\text{hr}}$$

$$\text{VOC: } (3.0 \times 0.05) \frac{\text{g}\cdot\text{VOC}}{\text{hp}\cdot\text{hr}} = 0.15 \frac{\text{g}\cdot\text{VOC}}{\text{bhp}\cdot\text{hr}}$$

C. Emission Factor Summary:

	PM ₁₀	SOx	NOx	VOC	CO
g/bhp-hr	0.08	0.005	2.8	0.2	3.7

D. Emission Calculations:

$$\text{PM}_{10}: 0.08 \frac{\text{g}\cdot\text{PM}_{10}}{\text{hp}\cdot\text{hr}} \times \frac{1 \text{ lb}}{453.59 \text{ g}} \times 161 \text{ hp} = 0.029 \frac{\text{lb}}{\text{hr}}$$

$$0.029 \frac{\text{lb}}{\text{hr}} \times 24 \frac{\text{hr}}{\text{day}} = 0.70 \frac{\text{lb}}{\text{day}}$$

$$0.029 \frac{\text{lb}}{\text{hr}} \times 200 \frac{\text{hr}}{\text{year}} \times \frac{1 \text{ tons}}{2000 \text{ lb}} = 0.003 \frac{\text{tons}}{\text{year}}$$

$$\text{SOx: } 0.005 \frac{\text{g}\cdot\text{SOx}}{\text{hp}\cdot\text{hr}} \times \frac{1 \text{ lb}}{453.59 \text{ g}} \times 161 \text{ hp} = 0.002 \frac{\text{lb}}{\text{hr}}$$

$$0.002 \frac{\text{lb}}{\text{hr}} \times 24 \frac{\text{hr}}{\text{day}} = 0.04 \frac{\text{lb}}{\text{day}}$$

$$0.002 \frac{\text{lb}}{\text{hr}} \times 200 \frac{\text{hr}}{\text{year}} \times \frac{1 \text{ tons}}{2000 \text{ lb}} = 0.0002 \frac{\text{tons}}{\text{year}}$$

$$\text{NOx: } 2.85 \frac{g\text{-NOx}}{hp\text{-hr}} \times \frac{1}{453.59} \frac{lb}{g} \times 161 \text{ hp} = 1.012 \frac{lb}{hr}$$

$$1.012 \frac{lb}{hr} \times 24 \frac{hr}{day} = 24.28 \frac{lb}{day}$$

$$1.012 \frac{lb}{hr} \times 200 \frac{hr}{year} \times \frac{1}{2000} \frac{tons}{lb} = 0.10 \frac{tons}{year}$$

$$\text{VOC: } 0.15 \frac{g\text{-VOC}}{hp\text{-hr}} \times \frac{1}{453.59} \frac{lb}{g} \times 161 \text{ hp} = 0.053 \frac{lb}{hr}$$

$$0.053 \frac{lb}{hr} \times 24 \frac{hr}{day} = 1.28 \frac{lb}{day}$$

$$0.053 \frac{lb}{hr} \times 200 \frac{hr}{year} \times \frac{1}{2000} \frac{tons}{lb} = 0.005 \frac{tons}{year}$$

$$\text{CO: } 3.7 \frac{g\text{-CO}}{hp\text{-hr}} \times \frac{1}{453.59} \frac{lb}{g} \times 161 \text{ hp} = 1.313 \frac{lb}{hr}$$

$$1.313 \frac{lb}{hr} \times 24 \frac{hr}{day} = 31.52 \frac{lb}{day}$$

$$1.313 \frac{lb}{hr} \times 200 \frac{hr}{year} \times \frac{1}{2000} \frac{tons}{lb} = 0.13 \frac{tons}{year}$$

Engine Emissions Summary:

	PM ₁₀	SOx	NOx	VOC	CO
lb/hr	0.03	0.002	1.01	0.05	1.31
lb/day	0.70	0.04	24.28	1.28	31.52
tons/yr	0.003	0.0002	0.10	0.01	0.13

IX. EMISSION CHANGES:

A. PROJECT'S EMISSION CHANGE:

Sum of emissions changes for all emissions units to be included in the NSR Balances (NSRB) and the Stationary Source Potentials to Emit (SSPE). (See Page 26)

	PM ₁₀	SOx	NOx	VOC	CO
lb/day:	0.00	0.00	0.00	0.00	0.00
tons/yr	0.00	0.00	0.00	0.00	0.00

*per sections IV.D and IV.E of District Rule 210.1, emissions from emergency use equipment are not included in NSRB/SSPE

B. PRE-PROJECT NSR BALANCES AND SSPE:

	NSRB	NSRB	SSPE	SSPE	NSRB
Pollutant:	PM ₁₀	SOx	NOx	VOC	CO
lb/day:	0.00	0.00	0.00	0.00	0.00
tons/yr:	0.00	0.00	0.00	0.00	0.00

C. **POST-PROJECT CUMULATIVE NSR BALANCE AND SSPE:**

Pre-Project NSR Balance/SSPE + Projects Emissions Change					
	NSRB	NSRB	SSPE	SSPE	NSRB
Pollutant:	PM ₁₀	SO _x	NO _x	VOC	CO
lb/day:	0.00	0.00	0.00	0.00	0.00
tons/yr:	0.00	0.00	0.00	0.00	0.00

NOTE: A negative NSR balance is not allowed. Reductions causing a negative balance shall be banked (if qualified) pursuant to Rule 210.3.

X. **CONCLUSIONS:**

- A. Rule 210.1 (conclusions based on worst case):
 - Satisfies requirements of Subsection III.A. (BACT)
 - Project not subject to Subsection, III.B. (offsets), NSR balance for SO_x < 27 tons/yr and PM₁₀ < 15 tons/yr and SSPE for VOC and NO_x < 25 tons/yr.
 - Project subject to Subsection III.B. (offsets),
 - Project not subject to NSR requirements Sec
- B. Rule 302: Internal combustion engines rated at 100 ≤ bhp < 300 are subject to an annual permit fee of \$309 (Schedule 8, Row 1).
- C. Rule 401: In accordance with BACT requirements for diesel engines, visible emissions shall be limited to 5% opacity; visible emissions of 20% opacity are not expected. Compliance with Rule 401 is expected.
- D. Rule 404.1: PM emissions from the engine are required not to exceed 0.053 lb/hr; with exhaust gas flow rate of 713 ft³/min @ 941 °F, the expected PM exhaust concentration would be 0.026-gr/scf, which is less than the 0.1-gr/scf required by Rule 404.1. Compliance with Rule 404.1 is expected.
- E. Rule 407: Sulfur content of diesel fuel shall not exceed 0.0015% (15 ppmv). Given known combustion principles, SO₂ emission rate shall be less than 0.2% by volume. Compliance with Rule 407 is expected.
- F. Rule 419 and CH&SC §41700: Proposed diesel IC engine will be required to utilize CARB certified diesel fuel, and visible emissions are limited to 5% opacity at operating conditions; therefore, nuisance emissions are not expected to occur. Based on health risk assessment performed, TAC emissions from the engine are not expected to pose a significant health risk to offsite receptors. Compliance with Rule 419 and CH&SC §41700 is expected.
- G. Rule 423: By meeting ATCM emission requirements, the engines comply with the requirements of 40 CFR Part 60 Subpart IIII, which satisfies the requirements of 40 CFR 63 Subpart ZZZZ. Compliance with Rule 423 is expected.
- H. Rule 427: Diesel engine designated for emergency use and will be limited to 200 hour/year of operation. Therefore, owner/operator of the engine is not required to comply with Rule 427.
- I. California Code of Regulation (CCR) Title 17 §§93115 – 93115.15: Proposed engine is EPA certified to Tier 3 standards and will be required to use CARB certified diesel fuel; Therefore, proposed engine will comply with ATCM.

XI. RECOMMENDATIONS:

Issue ATC No. 0066018 with the following conditions:

EQUIPMENT DESCRIPTION: Emergency Generator Set, including the following equipment and design specifications:

100-kW Caterpillar D100-8 Emergency Generator Set, driven by 161-bhp Caterpillar Model C4.4/Perkins Model 1104D-E44TA EPA Certified Tier 3 diesel fueled piston engine (S/N TBD)

DESIGN CONDITIONS:

- a. Engine shall be equipped with turbo charger and aftercooler (Rule 210.1 BACT Requirement)
- b. Elapsed time meter shall be installed and maintained indicating cumulative hours of engine operating time. (Rule 210.1)
- c. Engine shall be equipped with a permanently affixed placard readily available for inspection with the following engine information: brake horsepower, make, model, and serial number. (Rule 210.1)

OPERATIONAL CONDITIONS:

1. Hours of operation shall not exceed 200 hours per year. (Rule 210.1)
2. Operation for maintenance and testing shall be limited to no more than 50 hours per year. (17 CCR §93115.6)
3. Fuel for diesel piston engine shall conform to California Air Resources Board standards for reformulated diesel fuel (low sulfur content, 0.0015% by weight). (Rule 210.1 BACT Requirement)
4. Visible emissions from engine exhaust after engine has reached normal operating temperature shall not be more than 5% opacity or Ringelmann No. ¼ for more than 3 minutes in any one hour. (Rule 210.1 BACT Requirement)
5. Engine and emission control devices shall be operated and maintained according to manufacturers' emission-related written instructions to ensure compliance with emission limitations. (Rule 423 Subpart ZZZZ, 40 CFR §63.6590(c)(1), 40 CFR §60.4243(a) & (g))
6. Owner/operator shall only adjust engine settings according to and consistent with the manufacturer's instructions. (Rule 423 Subpart ZZZZ, 40 CFR §60.4243(a))
7. Operation of this equipment shall be conducted in compliance with all data and specifications submitted with application under which this permit is issued. (Rule 210.1)
8. Operating record of this equipment shall be maintained in format approved in writing by District kept for a minimum of two years, and made available upon request of District personnel. Record shall include, at minimum, days and hours of operation, amount of fuel oil supplied to this engine, date(s) fuel was supplied, and engine check(s) including: air filters, fuel filters, oil filters, engine oil, exhaust system, coolant, and spark plugs (if so equipped). (Rule 210.1).
9. Compliance with all operational conditions shall be verified by appropriate recordkeeping, including records of operational data and maintenance needed to demonstrate compliance. Such records shall be kept on site in readily available format. (Rules 210.1, 423 Subpart ZZZZ)
10. No emission resulting from use of this equipment shall cause injury, detriment, nuisance, annoyance to or endanger comfort, repose, health or safety of any considerable number of persons or public. (Rule 419 and CH&SC §41700)

STATE OF CALIFORNIA AIR TOXICS HOT SPOT REQUIREMENTS:

Facility shall comply with California Health and Safety Code Sections 44300 through 44384. (Rule 208.1)

COMPLIANCE TESTING REQUIREMENTS:

Should inspection reveal conditions indicative of non-compliance, compliance with any emission limitations shall be verified within 60 days of District request. Test results shall be submitted to the District within 30 days after test completion. (Rule 108.1 and 209)

EMISSION LIMITS:

Maximum emission rate of each air contaminant from this emission unit shall not exceed the following limits:

<u>Particulate Matter (PM₁₀):</u>	0.08	g/bhp-hr (TBACT Requirement)
	0.03	lb/hr
	0.70	lb/day
	0.003	ton/year
<u>Oxides of Sulfur (SO_x as SO₂):</u>	0.002	lb/hr
	0.04	lb/day
	0.0002	ton/year
<u>Oxides of Nitrogen (NO_x):</u>	2.8*	g/bhp-hr (BACT Requirement)
	1.01	lb/hr
	24.28	lb/day
	0.10	ton/year
<u>Volatile Organic Compounds (VOC):</u>	0.2*	g/bhp-hr (BACT Requirement)
	0.05	lb/hr
	1.28	lb/day
	0.01	ton/year
<u>Carbon Monoxide (CO):</u>	3.7	g/bhp-hr (ATCM Requirement)
	1.31	lb/hr
	31.52	lb/day
	0.13	ton/year

*based on 95% NO_x & 5% VOC for combined NO_x+NMHC ATCM limit of 3.0 g/bhp-hr (Emissions limits established pursuant to Rule 210.1 unless otherwise noted)

Compliance with maximum daily emission limits shall be verified by source operator (with appropriate operational data and recordkeeping to document maximum daily emission rate) each day source is operated and such documentation of compliance shall be maintained and made readily available to District for a period of three years. (Rule 210.1)

Attachment A

TOXIC EMISSIONS RISK SCREENING

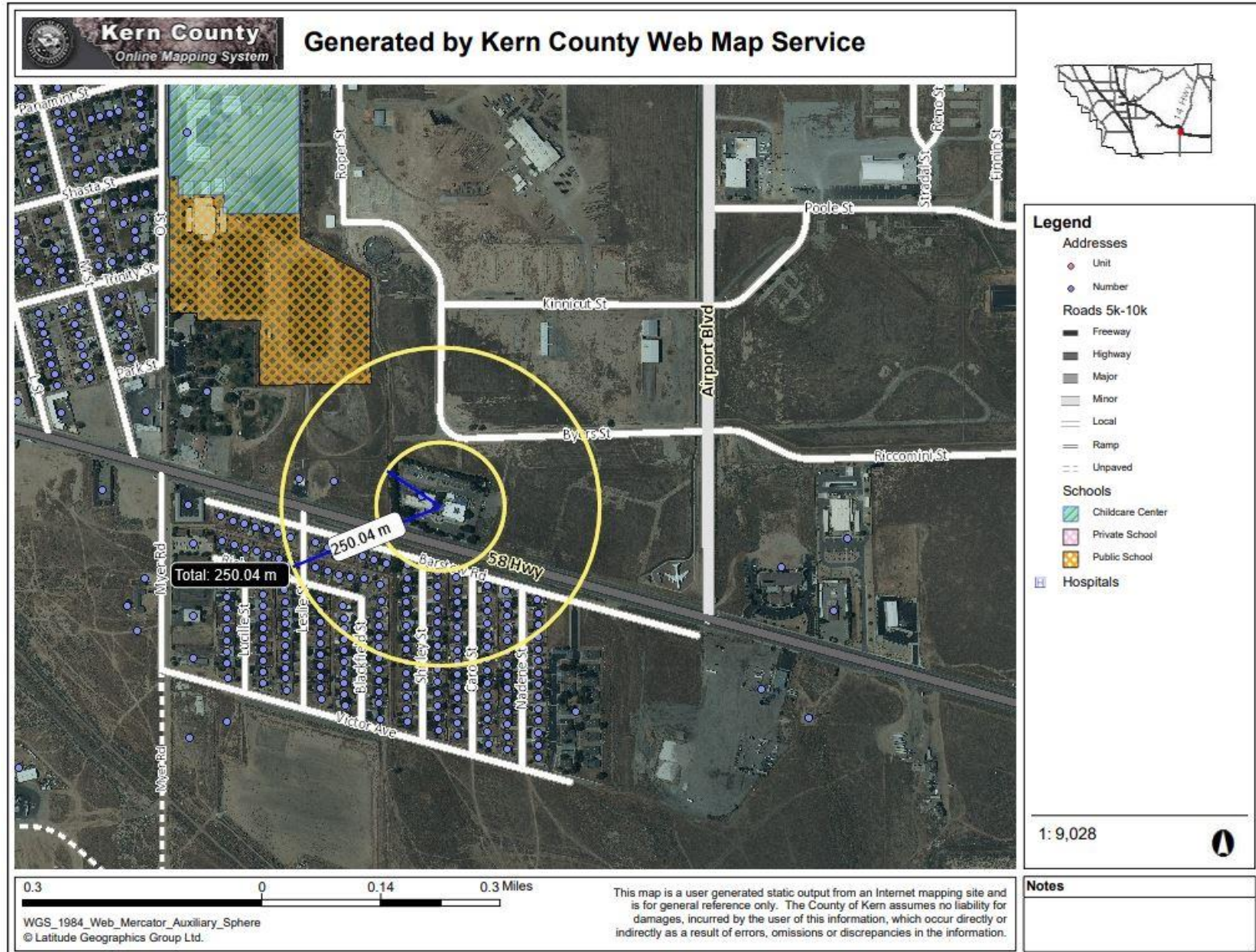


Figure A1: Proximity from Generator

Enter the Max Hourly and Annual Emissions in the yellow highlighted columns below				CAPCOA Method									
Substance	Chemical Abstract Number	Max Hourly Emissions (lb/hr)	Annual Emissions (lb/yr)	Emissions and Potency Method						Dispersion Adjustment Method			
				Average Hourly (lb/hr)	Acute HQ	Chronic HQ	Acute HQ	Chronic HQ	Max of Acute or Chronic	Acute HQ	Chronic HQ	Max of Acute or Chronic	Cancer Risk
PARTICULATE EMISSIONS FROM DIESEL-FUELED ENGINES	9901	5.32E-02	1.06E+01	5.32E-02	0.00E+00	1.06E-02	0.00E+00	1.60E+00	1.60E+00	0.00E+00	2.66E-02	2.66E-02	3.19E-03

Emissions Potency Method							
Calculated Prioritization Score for Receptors at Given Distance R (m)							
Non-Carcinogenic Score	1.60E+00	3.99E-01	6.39E-02	1.76E-02	4.79E-03	3.19E-03	1.60E-03
Carcinogenic Score	2.46E+01	6.15E+00	9.84E-01	2.71E-01	7.379E-02	4.92E-02	2.46E-02

Dispersion Adjustment Method							
Calculated Prioritization Score for Receptors at Given Distance R (m)							
Non-Carcinogenic Score							
H < 20	1.60E+00	3.99E-01	6.39E-02	1.76E-02	4.79E-03	3.19E-03	1.60E-03
20 ≤ H < 45	2.40E-01	2.04E-01	5.27E-02	1.53E-02	4.31E-03	2.16E-03	1.44E-03
H ≥ 45	2.66E-02	2.66E-02	2.40E-02	1.06E-02	3.46E-03	1.76E-03	1.12E-03
Carcinogenic Score							
H < 20	2.45E+01	6.13E+00	9.81E-01	2.70E-01	7.36E-02	4.91E-02	2.45E-02
20 ≤ H < 45	3.68E+00	3.13E+00	8.10E-01	2.36E-01	6.62E-02	3.31E-02	2.21E-02
H ≥ 45	4.09E-01	4.09E-01	3.68E-01	1.64E-01	5.32E-02	2.70E-02	1.72E-02

Table of CAPCOA Method Adjustment Factors								
Release Height (m)	Receptor Proximity Factors for R (m)							Dispersion Adjustment Factor for H
	R < 100	100 ≤ R < 250	250 ≤ R < 500	500 ≤ R < 1000	1000 ≤ R < 1500	1500 ≤ R < 2000	R ≥ 2000	
H < 20	1	0.25	0.04	0.011	0.003	0.002	0.001	60
20 ≤ H < 45	1	0.85	0.22	0.064	0.018	0.009	0.006	9
H ≥ 45	1	1	0.9	0.4	0.13	0.066	0.042	1

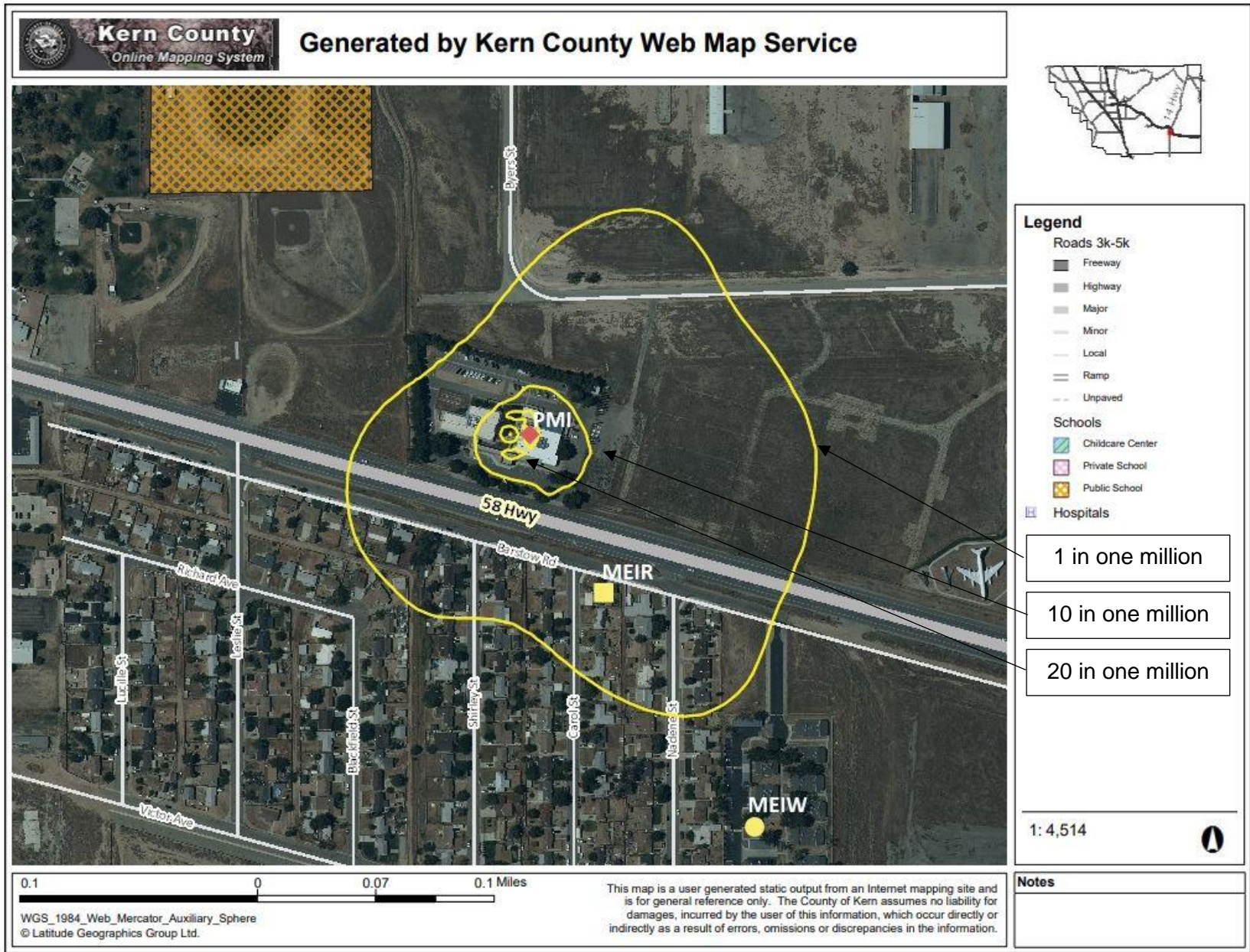


Figure A2: Resident Cancer Risk, 200 hr/yr Operation

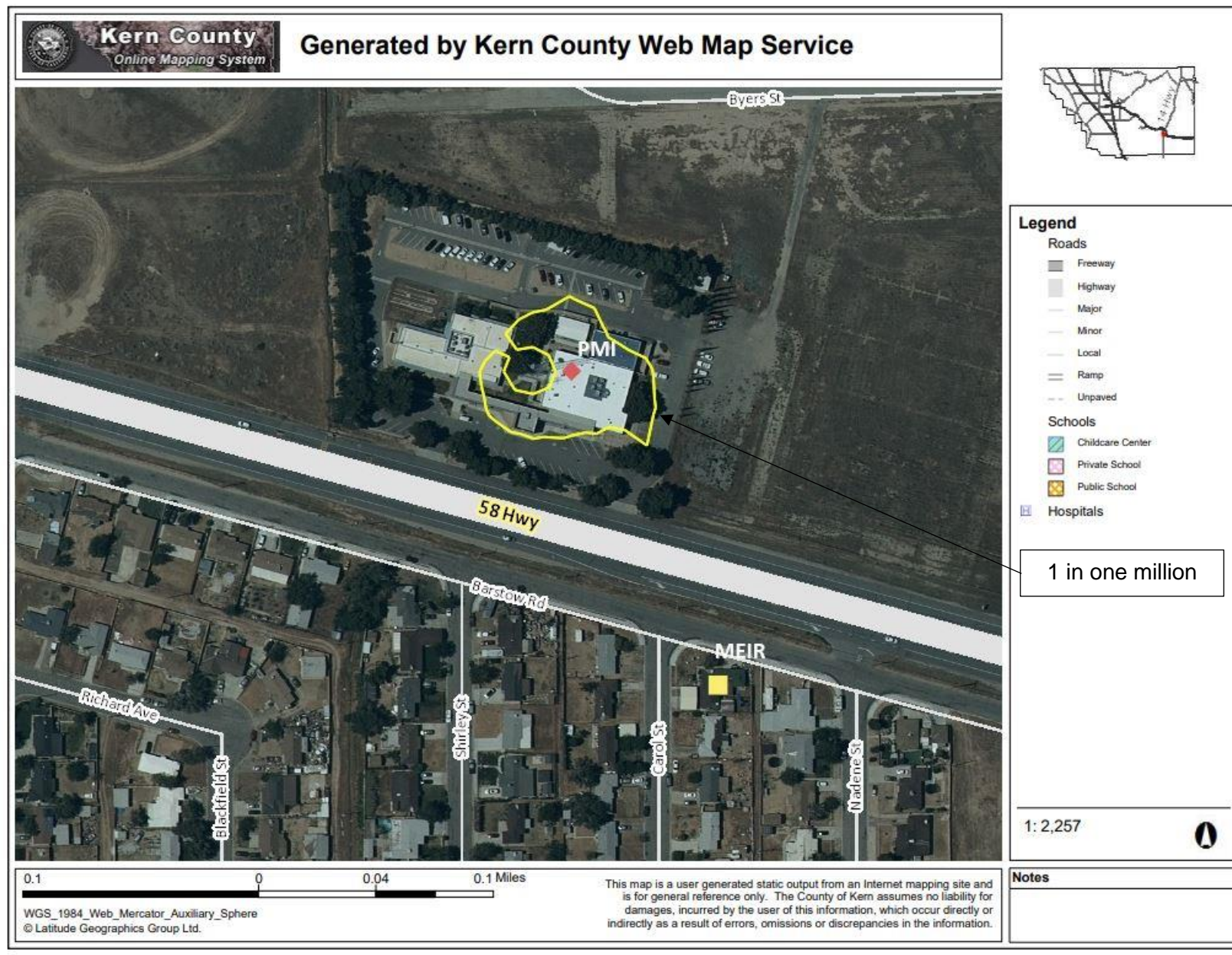


Figure A2: Worker Cancer Risk, 200 hr/yr Operation

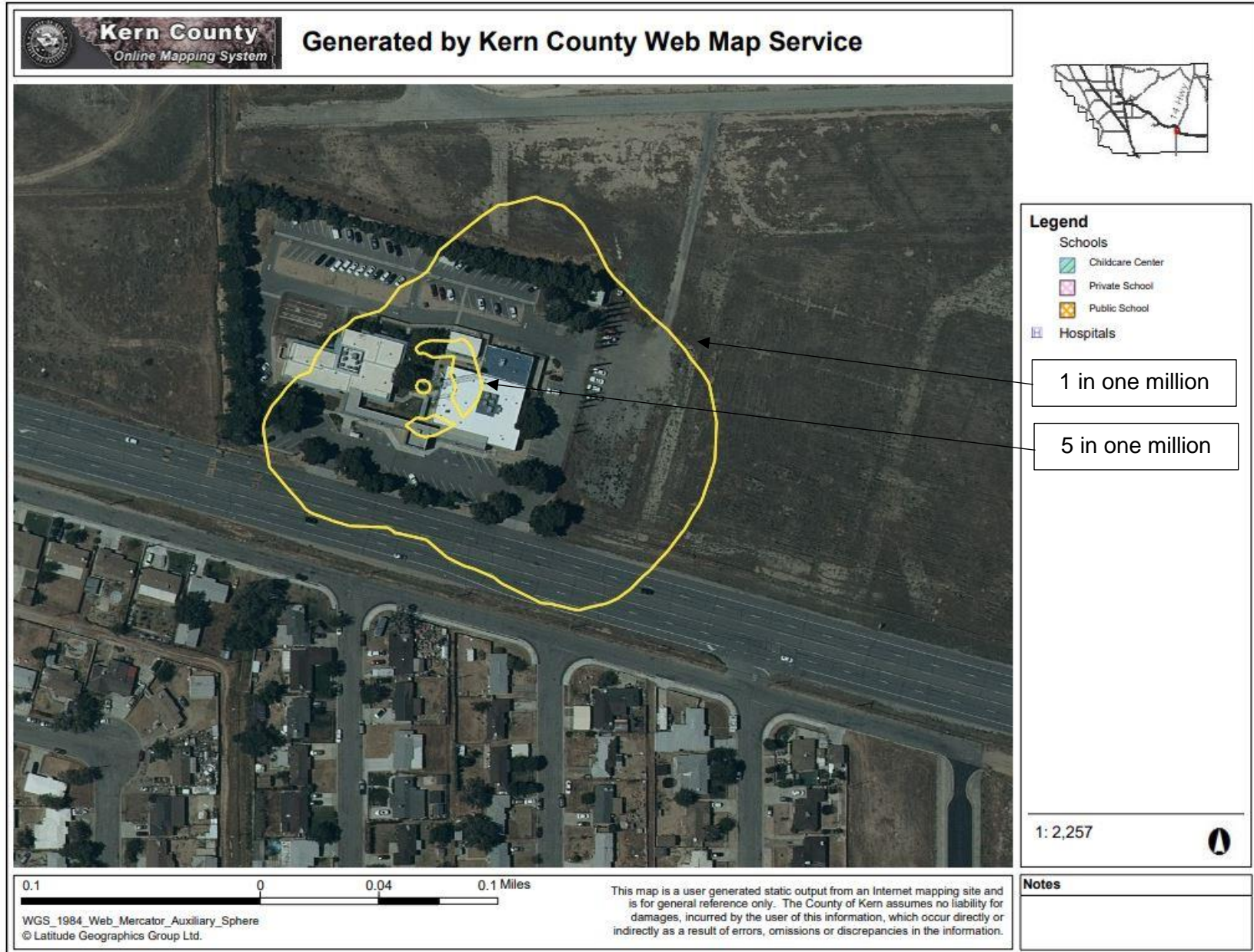


Figure A3: Resident Cancer Risk, 50 hr/yr Operation

Attachment B

NSR Balance and SSPE

ATC No.: 0066018; Project No.: 231208

Mojave Courts and Admin Buiding			PM-10		SOx		NOx		VOC		CO	
PTO/ATC No.	Issue Date	Project Description	lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr
0066009	Pending	172-Bhp CNG Fueled Piston Engine										
006609A	Pending	Shift from Propane to Natural Gas Fuel										
0066018	Pending	Emergency Generator w/ 161-bhp diesel piston engine										
Total Adjustments since 12/28/1976		NSR Balance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Stationary Source Potential to Emit (SSPE)										
			PM10	PM10	SOx	SOx	NOx	NOx	VOC	VOC	CO	CO
			lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr	lb/day	tons/yr

FINAL CHECKLIST
EVALUATION OF APPLICATION FOR AUTHORITY TO CONSTRUCT

_____ If large, package is divided into sections (each one in a folder) as described in guidelines and each folder has a correctly prepared label. Each folder has been folded on the correct line to accommodate the volume of materials to be contained.

_____ Permit fee billing edit has been prepared, including ATCs involved in project, even if there is no fee due for one or more ATCs.

_____ Application analysis fee billing prepared. Copy of time sheet is attached.

_____ Rough draft ATCs have been prepared in accordance with guidelines and in correct format with correct punctuation. Drafts read logically and are legible. Each Design and Operational condition is followed by number of Rule requiring condition or providing basis for condition.

_____ Emissions calculations have been performed, a maximum daily emission rate has been set, and compliance has been required.

_____ Emissions summary sheets (for whole project and for each ATC) have been prepared, including NSR balances and SSPE for whole stationary source. NSPS status has been marked.

_____ NSR balance for PM₁₀ and SO_x and stationary source potential to emit (SSPE) for NO_x and VOC have been determined. Summary table(s) attached.

_____ NSPS/NESHAPS, BACT/LAER, and/or NSR report has been prepared, with three copies of each.

_____ Source test requirements summary has been prepared (don't specify emission limits, just mark "inlet", "outlet", "units", etc.), and one copy has been made.

_____ Engineering analysis includes all items described in guidelines, all items appear in correct order, and all parts of analysis read logically and are legible.

_____ Rule 210.1 Certificate of Compliance, if required, has been received and is of proper content and form.

_____ CEQA Environmental Questionnaire (initial study) has been received and evaluated.

_____ CEQA Indemnity Agreement, if required, has been received.

_____ Problems encountered summary sheet has been prepared, including all items (understandably and clearly described) which resulted in unnecessary expenditure of time; "unnecessary" meaning the time would not have been spent if the application had been correctly submitted, the data was all correct, no changes were made "in midstream", etc.

_____ Engineering evaluation time sheet has been prepared, including all time spent in processing applications. This includes time spent discussing the application with others, time spent revising, etc.

Signed: _____
Project Evaluation Engineer

Date: _____

Initialed: _____, Air Pollution Control Officer

_____ Applicant has been provided with draft copy of the ATCs (or ERCs)

Initialed: _____, Permit Clerk

ATTACHMENT A

**PRELIMINARY BACT
DETERMINATION LIST**

(To be completed by application processing engineer as part of determination of completeness review within 30 days of receipt of ATC Application. Submit with standard outline of ATC engineering analysis.)

Reviewed by: _____

Date: ____ / ____ / ____

APPLICANT: Kern County General Services

PROJECT DESCRIPTION: Emergency generator driven by diesel piston engine

For each ATC subject to BACT, present a preliminary BACT determination list for administrative review.

ATC NUMBER(S): 0066018

* Basic or process equipment type and rating: 161-bhp piston engine

* Applicant Proposed BACT: EPA Tier 3 certification

* Preliminary BACT determination list:

Evaluate for Cost Effectiveness (to be checked by APCO):

_____ 1. (Category 1) Ultra-low sulfur diesel fuel; Turbocharging, after cooling

_____ 2. (Category 1) Compliance with ATCM requirements for emergency engines (model year 2008); ≤200 hours/yr operation

_____ 3. (Category 1); _____

_____ 4. (Category _____) _____

(Attach additional list, if needed)

COMMENTS: * _____

STANDARD OUTLINE

EASTERN KERN AIR POLLUTION CONTROL DISTRICT

DATE 02/09/24

Application Nos.: 0066018

Project No.: 231208

Deemed Complete On: 02/08/23

Processing Engineer: Samuel Johnson

Applicant: Kern County General Services

Location: 1773 CA-58 BUS, Mojave

Contact: Brian Sessions, Contractor (Agent)

I. **Proposed Project:**

Replacement of Emergency generator set driven by diesel piston engine at the Courts building in Mojave.

II. **APPLICABLE RULES AND REGULATIONS:**

Applicability (Check if Rule applies.)

- A. Rule 202 (exemptions) - Section(s) providing exemption(s):
____ _
- B. Rule 205 (Cancellation of Applications)
- C. Rule 210.1 (New Source Review) - applicable Section(s):
 Section II.O. (functionally identical replacement)
 Section II.Q. (identical replacement)
 Section III.A. (BACT)
 Exempt from Rule by Subsection
 Section III.B. (Offsets)
 Exempt from offsets by Subsection 2.a
 Section III.B.4. (offset ratios)
 (____ 1:1, ____ 1.2:1, or ____ 2.0:1) or ____ 3.0:1)
 Subsection III.B.6.c. (interpollutant offsets)
 Subsection III.C.2. (modeling)
 Subsection III.C.3 (compliance certification)
 Subsection VI.A.3. (public notice)
 Subsection VI.B. (subject to CEC review)
- D. Rule 210.1A (Major New Source Review):
____ > 25 tpy NO_x
____ > 25 tpy VOC
____ > 40 tpy SO₂ (Kern River & Cummings Valley)
____ > 15 tpy PM₁₀ (Kern River & Cummings Valley)
____ Exempt from Rule (Indian Wells Valley)
- E. Rule 210.3 (Emissions Reductions Banking)
- F. Rule 210.4 (Prevention of Significant Deterioration)
____ ≥ 100 tpy CO
____ ≥ 40 tpy SO₂
____ ≥ 40 tpy NO_x
____ ≥ 15 tpy PM₁₀
____ ≥ 10 tpy PM_{2.5}
____ ≥ 10 tpy Total reduced sulfur & compounds (including H₂S)
____ ≥ 3 tpy Fluorides
____ ≥ 0.6 tpy Lead
- G. Rule 210.5 (Visibility Protection)
____ ≥ 40 tpy SO₂
____ ≥ 40 tpy NO_x
____ ≥ 15 tpy PM₁₀
- H. Rule 210.9 (Construction/Reconstruction of Major Source of HAP)

II. **APPLICABLE RULES AND REGULATIONS (Cont.)**

- I. Rule 302 (Permit Fee Schedules)
- J. Rule 401 (Visible Emissions)
- K. Rule 402 (Fugitive Dust)
- L. Rule 404.1 (PM Concentration) 0.1 gr/scf
- M. Rule 405 (PM Emission Rate)
- N. Rule 406 (Portland Cement Kiln PM Emission Rate)
- O. Rule 407 (Sulfur Compounds)
- P. Rule 408 (Disposal of Solids or Liquids)
- Q. Rule 409 (Fuel Burning Equipment - SOx, NOx, and PM)
- R. Rule 410 (Organic Solvents)
- s. Rule 410.1 (Architectural Coatings)
- T. Rule 410.3 (Organic Solvent Degreasing Operations)
- U. Rule 410.4 (Metal, Plastic, and Pleasure Craft Parts and Products Coating Operations)
- V. Rule 410.4.A. (Motor Vehicle and Mobile Equipment Refinishing)
- W. Rule 410.5 (Cutback, Slow Cure, and Emulsified Asphalt, Paving)
- X. Rule 410.6 (Perchloroethylene Dry Cleaning Systems)
- Y. Rule 410.6.A. (Petroleum Solvent Dry Cleaning Operations)
- Z. Rule 410.7 (Graphic Arts)
- AA. Rule 410.8 (Aerospace Assembly and Coating Operations)
- BB. Rule 410.9 (Wood Products Surface Coating Operations)

II. **APPLICABLE RULES AND REGULATIONS (Cont.)**

- CC. Rule 411 (Storage of Organic Liquids, tvp> 1.5 psia)
 - Subsection III.A. (pressure vessel exemption)
 - Subsection III.B. (emergency standby exemption)
 - Subsection IV.A.3.a. (welded tank/metallic primary seal)
 - Subsection IV.A.4.b. (riveted tank/metallic shoe primary seal)
 - Subsection IV.A.4.c. (resilient toroid primary seal)
 - Subsection IV.A.4.d. (closure device equivalent to I.A.1.)
 - Subsection IV.B. (fixed roof with internal floating roof)
 - Subsection IV.C. (fixed roof with vapor control system)
 - Subsection IV.D. (above ground gasoline storage tank vapor control requirements)

- DD. Rule 412 (Gasoline Storage Tanks)

- EE. Rule 412.1 (Refueling of Motor Vehicles)

- FF. Rule 413 (Organic Liquid Loading)

- GG. Rule 414 (Wastewater Separator)

- HH. Rule 414.1 (Valves, Pressure Relief Valves, and Flanges) (Refineries & Chemical Plants)

- II. Rule 414.2 (Soil Decontamination – Volatile Organic Compounds)

- JJ. Rule 414.5 (Pump and Compressor. Seals at Refineries & Chemical Plants)

- KK. Rule 415 (Reduction of Animal Matter)

- LL. Rule 416 (Open Burning)

- MM. Rule 417 (Agricultural Burning)

- NN. Rule 418 (Incinerator Burning)

- OO. Rule 418.1 (Medical Waste Incinerators)

- PP. Rule 419 (Nuisance)

- QQ. Rule 420 (Exception)

- RR. Rule 421 (Orchard Heaters)

- SS. Rule 422 (Federal New Source Performance Standards)
Subpart _____ Standards of Performance for _____

- TT. Rule 422.1 Municipal Solid Waste Landfills (Nonmethane Organic Compounds)

II. **APPLICABLE RULES AND REGULATIONS (Cont.)**

- Rule 423 (National Emission Standards for Hazardous Air Pollutants) Subpart ZZZZ
National Emission Standards for Reciprocating Internal Combustion Engines
(RICE) _____
- VV. Rule 424 Residential Water Heaters (Oxides of Nitrogen)
- WW. Rule 425 Cogeneration Gas Turbine Engines (Oxides of Nitrogen) (Oxides of Nitrogen)
- XX. Rule 425.1 Hot Mix Asphalt Paving Plants (Oxides of Nitrogen)
- YY. Rule 425.2 Boilers, Steam Generator, and Process Heaters
- ZZ. Rule 425.3 Portland Cement Kilns (Oxides of Nitrogen)
- AAA. Rule 426 Experimental Research Operations
- BBB. Rule 427 Stationary Piston Engines (Oxides of Nitrogen)
- CCC. Rule 428 (Commercial Offsite Multiuser Hazardous Waste & Nonhazardous Waste Disposal Facilities)
- DDD. Rule 429 (Decorative and Hard Chrome Plating and Chromic Acid Anodizing)
- EEE. Rule 429.1 (Cooling Towers)
- FFF. Rule 430 Sterilizers (Ethylene Oxide)
- GGG. Rule 431 Propellant Combustion and Rocket Testing
- HHH. Rule 432 Polyester Resin Operations
- III. Section 41700 of California Health & Safety Code (Health Risk)
- JJJ. (CEQA) California Environmental Quality Act
- KKK. Other: 17 CCR §93115-93115.15; CH&SC §42301.6

Rule 202 Exempt Equipment:

AIR CONTAMINANTS TO BE CONSIDERED:

<input checked="" type="checkbox"/> PM ₁₀	<input type="checkbox"/> SO ₄	<input checked="" type="checkbox"/> SO ₂	<input checked="" type="checkbox"/> NO _x	<input checked="" type="checkbox"/> VOC
<input checked="" type="checkbox"/> CO	<input type="checkbox"/> Odors	<input checked="" type="checkbox"/> Visible Emissions	<input checked="" type="checkbox"/> Toxics	

POSSIBLE EMISSION POINTS:

- 1) Engine exhaust stack

NSR CONSIDERATION:

Source's NSR Balance Since 12/28/76

<u>0.00</u>	PM ₁₀	<u>N/A</u>	SO ₄	<u>0.00</u>	SO ₂	<u>0.00</u>	NO _x	<u>0.00</u>	VOC	<u>0.00</u>	CO
tons/yr		tons/yr		tons/yr		tons/yr		tons/yr		tons/yr	

Source's Potential to Emit: 0.00 NO_x 0.00 VOC
tons/yr tons/yr

BACT required for any new emissions unit or modified emissions unit (except CO)

New Source Review Balance/Potential to Emit: SO_x (as SO₂) ≥ 27 tons/year

PM₁₀ ≥ 15 tons/year, NO_x, VOC ≥ 25 tons/yr therefore offsets are required

Planned Air Pollution Control Equipment Design Review:

Final review is required.

08/06/20

Mr. Brian Sessions
Contractor
Skycon Electric
1115 Truxtun Ave, 3rd Floor
Bakersfield, CA 93301

SUBJECT: Application No.: 0066018 - Project No.: 231208
(In Reply Refer to ATC No. & Project No.)

Dear Mr. Sessions:

Your Authority to Construct application for an Emergency Generator Set driven by diesel piston engine has been received by this office.

A preliminary review of this application revealed it is complete. It is possible, however, after actual processing commences, additional information may be required to clarify, amplify, correct or otherwise supplement parts of your application.

Processing will be completed as soon as possible and you will be notified if additional support information is required.

Should you have any questions, please telephone Samuel Johnson of our office at (661) 862-5250.

Sincerely,

Gary Ray Jr.
Air Pollution Control Officer

GR:SJ:vm
ltrform2

11/XX/24

Mr. Brian Sessions
Contractor
Skycon Electric
1115 Truxtun Ave, 3rd Floor
Bakersfield, CA 93301

SUBJECT: Application No.: 0066018 - Project No.: 231208

Dear Mr. Sessions:

Processing of your Authority to Construct application for an Emergency Generator Set driven by diesel piston engine has been completed.

Pursuant to EKAPCD Rule 303, Sections II and VI, prior to issuance of an Authority to Construct, an Engineering Analysis Fee is required in the amount of \$110 per hour of time required to process the application. Additionally, pursuant to Rule 301, Section II, permit fees for the first year of operation are due as shown on the included invoice.

The enclosed invoice shows total fees due. Attached to the invoice is a copy of our engineering time accounting.

Thank you for your cooperation! Should you have any questions, please contact Samuel Johnson at (661) 862-5250.

Sincerely,

Gary Ray Jr.
Air Pollution Control Officer

GR:SJ:vm
Enclosures

Analfee.ltr

08/06/20

Mr. Brian Sessions
Contractor
Skycon Electric
1115 Truxtun Ave, 3rd Floor
Bakersfield, CA 93301

SUBJECT: Application No.: 0066018 - Project No.: 231208
(In Reply Refer to ATC No. & Project No.)

Dear Ms. Cooley:

Your Authority to Construct application for an Emergency Generator Set driven by diesel piston engine has been received by this office.

A preliminary review of this application revealed it is incomplete. Your application package must contain all information required by the District's List and Criteria before processing can commence. Please submit the following:

- 1.
- 2.
- 3.

Please be advised failure to provide the information described above within thirty days may result in denial of the requested Authority to Construct. Thank you for your cooperation in this matter. Should you have any questions, please telephone Samuel Johnson of our office at (661) 862-5250.

Sincerely,

Gary Ray Jr.
Air Pollution Control Officer

GR:SJ:vm
xxxx

11/XX/24

Mr. Brian Sessions
Contractor
Skycon Electric
1115 Truxtun Ave, 3rd Floor
Bakersfield, CA 93301

SUBJECT: Application No.: 0066018 - Project No.: 231208
(In Reply Refer to ATC No. & Project No.)

Dear Ms. Cooley:

Processing of your Authority to Construct application for an Emergency Generator Set driven by diesel piston engine has been completed.

Pursuant to EKAPCD Rule 303, Section II, prior to issuance of an Authority to Construct, an Engineering Analysis Fee is required in the amount of \$110 per hour of time required to process the application. Additionally, pursuant to Rule 301, Section II, permit fees for the first year of operation are due as shown on the included invoice. Also, the applicant is required to reimburse the District for publication of public notices.

The enclosed invoice shows total fees due. Attached to the invoice is a copy of our engineering time accounting. Publication costs for this project were \$ _____ as shown by the attached statement.

FAILURE TO SUBMIT FEES WITHIN 30 DAYS WILL RESULT IN DENIAL OF AUTHORITY TO CONSTRUCT FOR PROJECT #«Project».

Thank you for your cooperation! Should you have any questions, please contact Samuel Johnson at (661) 862-5250.

Sincerely,

Gary Ray Jr.
Air Pollution Control Officer

GR:SJ:vm

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