



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



AUG 01 2019

Jordan Leichty
Maas Energy Works, Inc.
3711 Meadow View Dr, #100
Redding, CA 96002

Re: Notice of Preliminary Decision - Authority to Construct
Facility Number: S-8918
Project Number: S-1183893

Dear Mr. Leichty:

Enclosed for your review and comment is the District's analysis of Timothy Van Beek, SP DBA Two Fiets's application for an Authority to Construct for the modification of an existing 1,215 bhp digester gas-fired IC engine powering an electric generator (unit S-8918-1) to increase the CO emission limit, from 0.60 g/bhp-hr to 2.0 g/bhp-hr, at 14808 Road 152, Tipton.

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

Thank you for your cooperation in this matter. If you have any questions regarding this matter, please contact Mr. Manuel Salinas of Permit Services at (559) 230-5833.

Sincerely,

Arnaud Marjollet
Director of Permit Services

AM:ms

Enclosures

cc: Courtney Graham, CARB (w/ enclosure) via email

Samir Sheikh

Executive Director/Air Pollution Control Officer

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San Joaquin Valley Air Pollution Control District

Authority to Construct Application Review

Modification of a Digester Gas-Fired IC Engine

Facility Name: Timothy Van Beek, SP DBA Two Fiets Date: July 16, 2019
Mailing Address: 14808 Road 152 Engineer: Manuel Salinas
Tipton, CA 93272 Lead Engineer: Derek Fukuda
Contact Person: Jordan Leichty
Telephone: (319) 750-3434
Application #: S-8918-1-1
Project #: S-1183893
Deemed Complete: February 13, 2019

I. Proposal

Timothy Van Beek, SP DBA Two Fiets operates a digester system and digester gas-fired IC engine. The facility has submitted an Authority to Construct (ATC) permit application for the following:

- Modify their existing 1,215 bhp digester gas-fired Internal Combustion (IC) engine powering an 800 kW electrical generator (See Appendix A). The facility is proposing to increase the CO emission factor from 0.6 g-CO/bhp-hr (equivalent to 82 ppmvd CO @ 15% O₂) to 2.0 g-CO/bhp-hr (equivalent to 223 ppmvd @ 15% O₂).

An initial source test was conducted by the facility on February 12, 2019 as required by previously issued ATC S-8918-1-0. District review of the test report showed the engine to be operating in full compliance with the permitted emission limits. In this project the facility has requested an increase of the CO emission factor to allow for a margin of compliance while meeting the 12 ppm NO_x limit. Test data shows they will be in compliance with the new CO limit as well. Previously issued ATC S-8918-1-0 has yet to be implemented. The following condition will be added.

- Authority to Construct (ATC) S-8918-1-0 shall be implemented concurrently, or prior to the modification and startup of the equipment authorized by this Authority to Construct. [District Rule 2201]

II. Applicable Rules

Rule 1070 Inspections (12/17/92)
Rule 2020 Exemptions (12/18/14)
Rule 2201 New and Modified Stationary Source Review Rule (2/18/16)
Rule 2410 Prevention of Significant Deterioration (6/16/11)
Rule 2520 Federally Mandated Operating Permits (6/21/01)

Rule 4001 New Source Performance Standards (4/14/99)
Rule 4002 National Emission Standards for Hazardous Air Pollutants (5/20/04)
Rule 4101 Visible Emissions (2/17/05)
Rule 4102 Nuisance (12/17/92)
Rule 4201 Particulate Matter Concentration (12/17/92)
Rule 4701 Internal Combustion Engines - Phase 1 (8/21/03)
Rule 4702 Internal Combustion Engines (11/14/13)
Rule 4801 Sulfur Compounds (12/17/92)
CH&SC 41700 Health Risk Assessment
CH&SC 42301.6 School Notice
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 facility is located at 14808 Road 152 in Tipton, CA. The equipment is not located within 1,000 feet of the outer boundary of a K-12 school. Therefore, the public notification requirement of California Health and Safety Code 42301.6 is not applicable to this project.

IV. Process Description

The applicant is proposing to modify one 1,215 bhp Guascor lean burn digester gas-fired IC engine. The engine is equipped with an SCR system and an oxidation catalyst for emissions control and powers an 800 kW generator. The electricity generated by this operation is sold to the utility grid. The engine is permitted to operate up to 24 hours per day and 8,500 hours per year.

V. Equipment Listing

Pre-Project Equipment Description:

S-8918-1-0: 1,215 BHP GUASCOR, MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR

Proposed Modification:

S-8918-1-1: MODIFICATION OF 1,215 BHP GUASCOR, MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR: INCREASE CO EMISSION FACTOR FROM 0.6 G-CO/BHP-HR (EQUIVALENT TO 82 PPMVD CO @ 15% O₂) TO 2.0 G-CO/BHP-HR (EQUIVALENT TO 223 PPMVD CO @ 15% O₂)

Post Project Equipment Description:

S-8918-1-1: 1,215 BHP GUASCOR, MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR

VI. Emission Control Technology Evaluation

The engine is equipped with:

- Turbocharger
- Intercooler
- Positive Crankcase Ventilation (PCV)
- Air/Fuel Ratio or an O₂ Controller
- Lean Burn Technology
- Oxidation Catalyst
- Selective Catalytic Reduction (SCR)

The turbocharger reduces the NO_x emission rate from the engine by increasing the efficiency and promoting more complete burning of the fuel.

The intercooler functions in conjunction with the turbocharger to reduce the inlet air temperature. By reducing the inlet air temperature, the peak combustion temperature is lowered, which reduces the formation of thermal NO_x.

The PCV system reduces crankcase VOC and PM₁₀ emissions by at least 90% over an uncontrolled crankcase vent.

The fuel/air ratio controller (oxygen controller) is used to maintain the amount of oxygen in the exhaust stream to optimize engine operation and catalyst function.

Lean burn technology increases the volume of air in the combustion process and therefore increases the heat capacity of the mixture. This technology also incorporates improved swirl patterns to promote thorough air/fuel mixing. This in turn lowers the combustion temperature and reduces NO_x formation.

A Selective Catalytic Reduction (SCR) system operates as an external control device where flue gases and a reagent, in this case urea, are passed through an appropriate catalyst. Urea, will be injected upstream of the catalyst where it is converted to ammonia. The ammonia is used to reduce NO_x, over the catalyst bed, to form elemental nitrogen and other by-products. The use of a catalyst typically reduces the NO_x emissions by up to 90%.

An oxidation catalyst which converts CO and VOC emissions to CO₂ and water will be included. Typically, these catalysts are located prior to the urea injection site since the oxidation catalyst would otherwise convert the excess ammonia into NO_x.

Additionally, prior to being combusted in the engine, the digester gas is treated in a gas conditioning system to reduce the H₂S such that the sulfur content will not exceed 40 ppmv as H₂S.

VII. General Calculations

A. Assumptions

- Higher Heating Value (HHV) for Digester Gas: 700 Btu/scf (proposed by the applicant, based on 70% methane content, also used in other similar District projects)
- Typical EPA F-factor for digester gas: 9,100 dscf/MMBtu (Estimated based on previous source tests and District practice)
- MMBtu/hr to bhp conversion 392.75 bhp-hr/MMBtu (per AP-42, Appendix A)
- Average sulfur content of the scrubbed biogas: 40 ppmv as H₂S (per applicant)
- Efficiency of engine = 30% (District practice)
- The engine will operate 24 hours/day and 8,500 hours per year (current permit)
- Ammonia slip from SCR = 10 ppm (current permit)

B. Emission Factors

Pre-Project Emission Factors (EF1)

Emission Factors for Digester Gas-Fired Engine			
Pollutant	g/bhp-hr	ppmvd (@ 15%O ₂)	Source
NO _x	0.15	10 ppmvd	Current Permit
SO _x	0.04	40 ppmvd in fuel gas	Mass Balance Equation Below
PM ₁₀	0.08	--	Current Permit
CO	0.6	66 ppmvd	Current Permit
VOC	0.1	19 ppmvd	Current Permit
NH ₃	0.06	10 ppmvd	Current Permit

SO_x – 40 ppmvd H₂S @ 15% O₂ in fuel gas

$$\frac{40 \text{ ft}^3 \text{ H}_2\text{S}}{10^6 \text{ ft}^3} \times \frac{32.06 \text{ lb S}}{\text{lb - mol H}_2\text{S}} \times \frac{\text{lb - mole}}{379.5 \text{ ft}^3} \times \frac{64.06 \text{ lb SO}_2}{32.06 \text{ lb S}} \times \frac{\text{ft}^3}{700 \text{ Btu}} \times \frac{10^6 \text{ Btu}}{\text{MMBtu}} = 0.00965 \frac{\text{lb SO}_x}{\text{MMBtu}}$$

$$0.00965 \frac{\text{lb SO}_x}{\text{MMBtu}} \times \frac{\text{MMBtu}}{392.75 \text{ bhp - hr}} \times \frac{\text{Btu}_{\text{in}}}{0.30 \text{ Btu}_{\text{out}}} \times \frac{453.59 \text{ g}}{\text{lb}} = 0.04 \frac{\text{g - SO}_x}{\text{bhp - hr}}$$

Post-Project Emission Factors (EF2)

Emission Factors for Digester Gas-Fired Engine			
Pollutant	g/bhp-hr	ppmvd (@ 15%O ₂)	Source
NO _x	0.15	10 ppmvd	Current Permit
SO _x	0.04	40 ppmvd in fuel gas	Mass Balance Equation Below
PM ₁₀	0.08	--	Current Permit
CO	2.0	223 ppmvd	Proposed by Applicant
VOC	0.1	19 ppmvd	Current Permit
NH ₃	0.06	10 ppmvd	Current Permit

SO_x – 40 ppmvd H₂S @ 15% O₂ in fuel gas

$$\frac{40 \text{ ft}^3 \text{ H}_2\text{S}}{10^6 \text{ ft}^3} \times \frac{32.06 \text{ lb S}}{\text{lb - mol H}_2\text{S}} \times \frac{\text{lb - mole}}{379.5 \text{ ft}^3} \times \frac{64.06 \text{ lb SO}_2}{32.06 \text{ lb S}} \times \frac{\text{ft}^3}{700 \text{ Btu}} \times \frac{10^6 \text{ Btu}}{\text{MMBtu}} = 0.00965 \frac{\text{lb SO}_x}{\text{MMBtu}}$$

$$0.00965 \frac{\text{lb SO}_x}{\text{MMBtu}} \times \frac{\text{MMBtu}}{392.75 \text{ bhp - hr}} \times \frac{\text{Btu}_{\text{in}}}{0.30 \text{ Btu}_{\text{out}}} \times \frac{453.59 \text{ g}}{\text{lb}} = 0.04 \frac{\text{g - SO}_x}{\text{bhp - hr}}$$

CO – 223 ppmvd @ 15% O₂

$$\frac{223 \text{ ft}^3 \text{ CO}}{10^6 \text{ ft}^3} \times \frac{9,100 \text{ ft}^3}{1 \text{ MMBtu}} \times \frac{28 \text{ lb CO}}{1 \text{ lb - mole}} \times \frac{20.9}{20.9 - 15} \times \frac{1 \text{ lb - mole}}{379.5 \text{ ft}^3} \times \frac{\text{MMBtu}}{392.75 \text{ bhp - hr}} \times \frac{453.6 \text{ g}}{\text{lb}} \times \frac{\text{Btu}_{\text{in}}}{0.30 \text{ Btu}_{\text{out}}} = 2.0 \frac{\text{g - CO}}{\text{bhp - hr}}$$

C. Calculations

1. Pre-Project Potential to Emit (PE1)

$$\text{PE1 (lb/day)} = [\text{EF (g/bhp-hr)} \times \text{Rating (bhp)} \times 24 \text{ (hr/day)}] / 453.6 \text{ (g/lb)}$$

$$\text{PE1 (lb/year)} = [\text{EF (g/bhp-hr)} \times \text{Rating (bhp)} \times 8,500 \text{ (hr/year)}] / 453.6 \text{ (g/lb)}$$

Daily PE1							
NO _x	0.15	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	9.6 (lb/day)
SO _x	0.04	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	2.4 (lb/day)
PM ₁₀	0.08	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	5.2 (lb/day)
CO	0.6	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	38.6 (lb/day)
VOC	0.1	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	6.4 (lb/day)
NH ₃	0.06	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	3.9 (lb/day)

Annual PE1								
NO _x	0.15	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	3,415	(lb/yr)
SO _x	0.04	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	842	(lb/yr)
PM ₁₀	0.08	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	1,844	(lb/yr)
CO	0.6	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	13,661	(lb/yr)
VOC	0.1	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	2,277	(lb/yr)
NH ₃	0.06	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	1,366	(lb/yr)

2. Post-Project Potential to Emit (PE2)

$$\text{PE2 (lb/day)} = [\text{EF (g/hp-hr)} \times \text{Rating (bhp)} \times 24 \text{ (hr/day)}] / 453.6 \text{ (g/lb)}$$

$$\text{PE2 (lb/year)} = [\text{EF (g/hp-hr)} \times \text{Rating (bhp)} \times 8,500 \text{ (hr/year)}] / 453.6 \text{ (g/lb)}$$

Daily PE2								
NO _x	0.15	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	9.6	(lb/day)
SO _x	0.04	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	2.4	(lb/day)
PM ₁₀	0.08	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	5.2	(lb/day)
CO	2.0	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	128.6	(lb/day)
VOC	0.1	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	6.4	(lb/day)
NH ₃	0.06	(g/bhp-hr) x	1,215	(bhp) x	24	(hr/day) ÷ 453.59 (g/lb) =	3.9	(lb/day)

Annual PE2								
NO _x	0.15	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	3,415	(lb/yr)
SO _x	0.04	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	842	(lb/yr)
PM ₁₀	0.08	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	1,844	(lb/yr)
CO	2.0	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	45,537	(lb/yr)
VOC	0.1	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	2,277	(lb/yr)
NH ₃	0.06	(g/bhp-hr) x	1,215	(bhp) x	8,500	(hr/day) ÷ 453.59 (g/lb) =	1,366	(lb/yr)

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

Pursuant to District Rule 2201, the SSPE1 is the Potential to Emit (PE) from all units with valid Authorities to Construct (ATC) or Permits to Operate (PTO) at the Stationary Source and the quantity of Emission Reduction Credits (ERC) which have been banked since September 19, 1991 for Actual Emissions Reductions (AER) that have occurred at the source, and which have not been used on-site.

Emissions information comes from previous project S-1163463.

SSPE1 (lb/year)						
Permit Unit	NO _x	SO _x	PM ₁₀	CO	VOC	NH ₃
S-8918-1-0	3,415	842	1,844	13,661	2,277	1,366
S-8918-2-0	0	0	0	0	0	0
SSPE1	3,415	842	1,844	13,661	2,277	1,366

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

Pursuant to District Rule 2201, the SSPE2 is the PE from all units with valid ATCs or PTOs at the Stationary Source and the quantity of ERCs which have been banked since September 19, 1991 for AER that have occurred at the source, and which have not been used on-site.

SSPE2 (lb/year)						
Permit Unit	NO _x	SO _x	PM ₁₀	CO	VOC	NH ₃
S-8918-1-1	3,415	842	1,844	45,537	2,277	1,366
S-8918-2-0	0	0	0	0	0	0
SSPE2	3,415	842	1,844	45,537	2,277	1,366

5. Major Source Determination

Rule 2201 Major Source Determination:

Pursuant to District Rule 2201, a Major Source is a stationary source with a SSPE2 equal to or exceeding one or more of the following threshold values. For the purposes of determining major source status the following shall not be included:

- any ERCs associated with the stationary source,
- Emissions from non-road IC engines (i.e. IC engines at a particular site at the facility for less than 12 months),
- Fugitive emissions, except for the specific source categories specified in 40 CFR 51.165.

Rule 2201 Major Source Determination (lb/year)						
	NO_x	SO_x	PM₁₀	PM_{2.5}	CO	VOC
SSPE1	3,415	842	1,844	1,844	13,661	2,277
SSPE2	3,415	842	1,844	1,844	45,537	2,277
Major Source Threshold	20,000	140,000	140,000	140,000	200,000	20,000
Major Source?	No	No	No	No	No	No

Note: PM_{2.5} assumed to be equal to PM₁₀

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

Rule 2410 Major Source Determination:

The facility or the equipment evaluated under this project is not listed as one of the categories specified in 40 CFR 52.21 (b)(1)(iii). Therefore the PSD Major Source threshold is 250 tpy for any regulated NSR pollutant.

PSD Major Source Determination (tons/year)						
	NO₂	VOC	SO₂	CO	PM	PM₁₀
Estimated Facility PE before Project Increase	1.7	1.1	0.4	6.8	0.9	0.9
PSD Major Source Thresholds	250	250	250	250	250	250
PSD Major Source ?	N	N	N	N	N	N

As shown above, the facility is not an existing PSD major source for any regulated NSR pollutant expected to be emitted at this facility.

6. Baseline Emissions (BE)

The BE calculation (in lb/year) is performed pollutant-by-pollutant for each unit within the project to calculate the QNEC, and if applicable, to determine the amount of offsets required.

Pursuant to District Rule 2201, BE = PE1 for:

- Any unit located at a non-Major Source,
- Any Highly-Utilized Emissions Unit, located at a Major Source,
- Any Fully-Offset Emissions Unit, located at a Major Source, or
- Any Clean Emissions Unit, located at a Major Source.

otherwise,

BE = Historic Actual Emissions (HAE), calculated pursuant to District Rule 2201.

As shown in Section VII.C.5 above, the facility is not a Major Source for any pollutant.

Therefore BE = PE1.

As calculated in Section VII.C.1 above, PE1 is summarized in the following table:

BE (lb/year)						
	NO _x	SO _x	PM ₁₀	PM _{2.5}	CO	VOC
S-8918-1-1	3,415	842	1,844	1,844	13,661	2,277

7. SB 288 Major Modification

SB 288 Major Modification is defined in 40 CFR Part 51.165 as "any physical change in or change in the method of operation of a major stationary source that would result in a significant net emissions increase of any pollutant subject to regulation under the Act."

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

8. Federal Major Modification

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

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

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

Rule 2410 applies to any pollutant regulated under the Clean Air Act, except those for which the District has been classified nonattainment. The pollutants which must be addressed in the PSD applicability determination for sources located in the SJV and which are emitted in this project are: (See 52.21 (b) (23) definition of significant)

- NO₂ (as a primary pollutant)
- SO₂ (as a primary pollutant)
- CO
- PM
- PM₁₀
- VOC

I. Project Emissions Increase - New Major Source Determination

The post-project potentials to emit from all new and modified units are compared to the PSD major source thresholds to determine if the project constitutes a new major source subject to PSD requirements.

The facility or the equipment evaluated under this project is not listed as one of the categories specified in 40 CFR 52.21 (b)(1)(i). The PSD Major Source threshold is 250 tpy for any regulated NSR pollutant.

PSD Major Source Determination: Potential to Emit (tons/year)						
	NO ₂	VOC	SO ₂	CO	PM	PM ₁₀
Total PE from New and Modified Units	1.7	1.1	0.4	22.8	0.9	0.9
PSD Major Source threshold	250	250	250	250	250	250
New PSD Major Source?	N	N	N	N	N	N

As shown in the table above, the potential to emit for the project, by itself, does not exceed any PSD major source threshold. Therefore Rule 2410 is not applicable and no further analysis is required.

10. Quarterly Net Emissions Change (QNEC)

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

VIII. Compliance Determination

Rule 2201 New and Modified Stationary Source Review Rule

A. Best Available Control Technology (BACT)

1. BACT Applicability

Pursuant to District Rule 2201, Section 4.1, BACT requirements are triggered on a pollutant-by-pollutant basis and on an emissions unit-by-emissions unit basis. Unless specifically exempted by Rule 2201, BACT shall be required for the following actions*:

- Any new emissions unit with a potential to emit exceeding two pounds per day,
- 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 Adjusted Increase in Permitted Emissions (AIPE) exceeding two pounds per day, and/or
- d. Any new or modified emissions unit, in a stationary source project, which results in an SB 288 Major Modification or a Federal Major Modification, as defined by the rule.

*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.

a. New emissions units – PE > 2 lb/day

As discussed in Section I above, there are no new emissions units associated with this project. Therefore BACT for new units with PE > 2 lb/day purposes is not triggered.

b. Relocation of emissions units – PE > 2 lb/day

As discussed in Section I above, there are no emissions units being relocated from one stationary source to another; therefore BACT is not triggered for relocation of an emissions unit.

c. Modification of emissions units – AIPE > 2 lb/day

$$\text{AIPE} = \text{PE2} - \text{HAPE}$$

Where,

AIPE = Adjusted Increase in Permitted Emissions, (lb/day)

PE2 = Post-Project Potential to Emit, (lb/day)

HAPE = Historically Adjusted Potential to Emit, (lb/day)

$$\text{HAPE} = \text{PE1} \times (\text{EF2}/\text{EF1})$$

Where,

PE1 = The emissions unit's PE prior to modification or relocation, (lb/day)

EF2 = The emissions unit's permitted emission factor for the pollutant after modification or relocation. If EF2 is greater than EF1 then EF2/EF1 shall be set to 1

EF1 = The emissions unit's permitted emission factor for the pollutant before the modification or relocation

$$\text{AIPE} = \text{PE2} - (\text{PE1} * (\text{EF2} / \text{EF1}))$$

NO_x, SO_x, PM₁₀, and VOC:

As discussed above, the emission factors and daily PE values for NO_x, SO_x, PM₁₀, and VOC are not changing for this unit within this project. Therefore, the AIPE = PE2 - PE1. Since PE2 equals the PE1 for all pollutants, the AIPE = 0.0 lb/day. Therefore BACT is not triggered for NO_x, SO_x, PM₁₀, and VOC.

CO:

$$\begin{aligned}\text{AIPE} &= 128.6 - (38.6 * (2.0/0.6)) \\ &= 128.6 - 38.6 * 1 \\ &= 90.0 \text{ lb/day}\end{aligned}$$

As demonstrated above, the AIPE is greater than 2.0 lb/day for CO emissions. However BACT is not triggered for CO since the SSPE2 for CO is not greater than 200,000 lb/year, as demonstrated in Section VII.C.5 above.

d. SB 288/Federal Major Modification

As discussed in Sections VII.C.7 and VII.C.8 above, this project does not constitute an SB 288 and/or Federal Major Modification. Therefore BACT is not triggered for Major Modification purposes.

B. Offsets

1. Offset Applicability

Pursuant to District Rule 2201, Section 4.5, offset requirements shall be triggered on a pollutant by pollutant basis and shall be required if the SSPE2 equals or exceeds the offset threshold levels in Table 4-1 of Rule 2201.

The SSPE2 is compared to the offset thresholds in the following table.

Offset Determination (lb/year)					
	NO _x	SO _x	PM ₁₀	CO	VOC
SSPE2	3,415	842	1,844	45,537	2,277
Offset Thresholds	20,000	54,750	29,200	200,000	20,000
Offsets triggered?	No	No	No	No	No

2. Quantity of Offsets Required

As seen above, the SSPE2 is not greater than the offset thresholds for all the pollutants; therefore offset calculations are not necessary and offsets will not be required for this project.

C. Public Notification

1. Applicability

Pursuant to District Rule 2201, Section 5.4, public noticing is required for:

- a. New Major Sources, Federal Major Modifications, and SB 288 Major Modifications,
- b. Any new emissions unit with a Potential to Emit greater than 100 pounds during any one day for any one pollutant,
- c. Any project which results in the offset thresholds being surpassed,
- d. Any project with an SSPE of greater than 20,000 lb/year for any pollutant, and/or
- e. Any project which results in a Title V significant permit modification.

a. New Major Sources, Federal Major Modifications, and SB 288 Major Modifications

New Major Sources are new facilities, which are also Major Sources. As shown in Section VII.C.5 above, the SSPE2 is not greater than the Major Source threshold for any pollutant. Therefore, public noticing is not required for this project for new Major Source purposes.

As demonstrated in Sections VII.C.7 and VII.C.8, this project does not constitute an SB 288 or Federal Major Modification; therefore, public noticing for SB 288 or Federal Major Modification purposes is not required.

b. PE > 100 lb/day

Applications which include a new emissions unit with a PE greater than 100 pounds during any one day for any pollutant will trigger public noticing requirements. As seen in Section VII.C.2 above, this project does not include a new emissions unit which has daily emissions greater than 100 lb/day for any pollutant, therefore public noticing for PE > 100 lb/day purposes is not required.

c. Offset Threshold

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

Offset Thresholds				
Pollutant	SSPE1 (lb/year)	SSPE2 (lb/year)	Offset Threshold	Public Notice Required?
NO _x	3,415	3,415	20,000 lb/year	No
SO _x	842	842	54,750 lb/year	No
PM ₁₀	1,844	1,844	29,200 lb/year	No
CO	13,661	45,537	200,000 lb/year	No
VOC	2,277	2,277	20,000 lb/year	No

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

d. SSIPe > 20,000 lb/year

Public notification is required for any permitting action that results in a SSIPe of more than 20,000 lb/year of any affected pollutant. According to District policy, the SSIPe = SSPE2 – SSPE1. The SSIPe is compared to the SSIPe Public Notice thresholds in the following table.

SSIPe Public Notice Thresholds					
Pollutant	SSPE2 (lb/year)	SSPE1 (lb/year)	SSIPe (lb/year)	SSIPe Public Notice Threshold	Public Notice Required?
NO _x	3,415	3,415	0	20,000 lb/year	No
SO _x	842	842	0	20,000 lb/year	No
PM ₁₀	1,844	1,844	0	20,000 lb/year	No
CO	45,537	13,661	31,876	20,000 lb/year	Yes
VOC	2,277	2,277	0	20,000 lb/year	No
NH ₃	1,366	1,366	0	20,000 lb/year	No

As demonstrated above, the SSIPes for CO is greater than 20,000 lb/year; therefore public noticing for SSIPe purposes is required.

e. Title V Significant Permit Modification

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

2. Public Notice Action

As discussed above, public noticing is required for this project for SSIPe for CO emissions greater than 20,000 lb/year. Therefore, public notice documents will be submitted to the California Air Resources Board (CARB) and a public notice will be published in a local newspaper of general circulation prior to the issuance of the ATC for this equipment.

D. Daily Emission Limits (DELs)

DELs and other enforceable conditions are required by Rule 2201 to restrict a unit's maximum daily emissions, to a level at or below the emissions associated with the maximum design capacity. The DEL must be contained in the latest ATC and contained in or enforced by the latest PTO and enforceable, in a practicable manner, on a daily basis. DELs are also required to enforce the applicability of BACT.

Proposed Rule 2201 (DEL) Conditions for the Digester Gas-Fired Engine

- This engine shall be fired only on digester gas fuel. [District Rule 2201]

- The sulfur content of the digester gas used as fuel in this engine shall not exceed 40 ppmv as H₂S. The applicant may utilize an averaging period of up to 24 hours in length for demonstration of compliance with the fuel sulfur content limit. [District Rules 2201, 4102, 4702, and 4801]
- This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rules 2201 and 4702]
- Ammonia (NH₃) emissions from this engine shall not exceed 10 ppmvd @ 15% O₂. [District Rule 2201]
- All equipment shall be maintained in good operating condition and shall be operated in a manner consistent with good air pollution control practice to minimize emissions of air contaminants. [District Rule 2201]
- Emissions from this IC engine shall not exceed any of the following limits: 0.15 g-NO_x/bhp-hr (equivalent to 10 ppmvd NO_x @ 15% O₂), NO_x referenced as NO₂; 0.08 g-PM₁₀/bhp-hr; 2.0 g-CO/bhp-hr (equivalent to 223 ppmvd CO @ 15% O₂); or 0.10 g-VOC/bhp-hr (equivalent to 19 ppmvd VOC @ 15% O₂), VOC referenced as CH₄. [District Rules 2201 and 4702]
- Air-to-fuel ratio controller(s) shall be maintained and operated appropriately in order to ensure proper operation of the engine and control device to minimize emissions at all times. [District Rule 2201]

Additionally, to limit annual emissions, the following condition will be included on the ATC:

- This engine shall not operate more than 8,500 hours per calendar year. [District Rule 2201]

E. Compliance Assurance

1. Source Testing

In accordance with District Policy APR 1705, source testing for NO_x, CO, and VOC emissions from digester gas fired IC engine served by catalyst control system (including SCR and an oxidation catalyst) shall be conducted initially and at least once every 24 months thereafter. In addition, in order to assure compliance with the ammonia slip limit from the SCR system, source testing of the ammonia emissions will be required at least once every 24 months.

The engine is not served by any control devices for PM₁₀ emissions. Therefore, it is not expected that the PM₁₀ emissions will change much over time as long as the quality of the gas combusted in this unit remains fairly consistent. The facility will be required to monitor the sulfur content of the digester gas combusted in this unit at least once per quarter. The results of this quarterly monitoring should demonstrate that the quality of the gas combusted is consistent. Therefore, ongoing periodic source testing for PM₁₀ emissions will not be required.

An initial source test was conducted by the facility on February 12, 2019. District review of the test report showed the engine to be operating in full compliance with the permitted emission limits. The facility has requested an increase of the CO emission factor to allow for a margin of compliance while meeting the 12 ppm NO_x limit and test data shows they will be in compliance with the new CO limit as well.

The following conditions will be listed on the permit to ensure compliance:

- Source testing to measure NO_x, CO, VOC, and ammonia (NH₃) emissions from this unit shall be conducted at least once every 24 months. [District Rules 1081, 2201, and 4702]
- For emissions source testing, the arithmetic average of three 30-consecutive-minute test runs shall apply. If two of three runs are above an applicable limit, the test cannot be used to demonstrate compliance with an applicable limit. VOC emissions shall be reported as methane. NO_x, CO, VOC, and NH₃ concentrations shall be reported in ppmv, corrected to 15% oxygen. [District Rules 2201 and 4702]
- The following methods shall be used for source testing: NO_x (ppmv) - EPA Method 7E or ARB Method 100; CO (ppmv) - EPA Method 10 or ARB Method 100; VOC (ppmv) - EPA Method 18, 25A or 25B, or ARB Method 100; stack gas oxygen - EPA Method 3 or 3A or ARB Method 100; stack gas velocity - EPA Method 2 or EPA Method 19; stack gas moisture content - EPA Method 4; PM₁₀ (filterable and condensable) - EPA Method 201 and 202, EPA Method 201a and 202, or ARB Method 5 in combination with 501; NH₃ - BAAQMD ST-1B or SCAQMD Method 207-1. Alternative test methods as approved by the District may also be used to address the source testing requirements of this permit. [District Rules 1081 and 4702]
- {109} Source testing shall be conducted using the methods and procedures approved by the District. The District must be notified at least 30 days prior to any compliance source test, and a source test plan must be submitted for approval at least 15 days prior to testing. [District Rule 1081]
- The results of each source test shall be submitted to the District within 60 days after completion of the source test. [District Rule 1081]

- The exhaust stack shall be equipped with permanent provisions to allow collection of stack gas samples consistent with EPA test methods and shall be equipped with safe permanent provisions to sample stack gases with a portable NO_x, CO, and O₂ analyzer during District inspections. The sampling ports shall be located in accordance with the CARB regulation titled California Air Resources Board Air Monitoring Quality Assurance Volume VI, Standard Operating Procedures for Stationary Emission Monitoring and Testing. [District Rule 1081]

2. Monitoring

The digester gas-fired engine is subject to District Rule 4702 – Internal Combustion Engines. Section 5.8.1 of District Rule 4702 requires engines rated at least 1,000 bhp that can operate more than 2,000 hour per calendar year or equipped with external control devices to install, operate, and maintain an APCO-approved alternate monitoring plan. Section 5.8.9 of District Rule 4702 requires monitoring of NO_x emissions at least once every calendar quarter for a non-agricultural spark-ignited IC engine.

However, Section 6.5.3 of District Rule 4702 requires monthly monitoring for engines equipped with non-certified control devices in order to demonstrate compliance with the emission limits in District Rule 4702. Therefore, monthly monitoring of NO_x, CO, and O₂ concentrations in accordance with pre-approved alternate monitoring plan “A” will be required. Since the engine will be equipped with SCR, quarterly monitoring of ammonia slip will also be required.

The following conditions will be listed on the permit to ensure compliance:

- The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if 2 consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
- The permittee shall monitor and record the stack concentration of NH₃ at least once every calendar quarter in which a source test is not performed. NH₃ monitoring shall be conducted utilizing District approved gas-detection tubes or a District approved equivalent method. Monitoring shall not be required if the unit is not in operation, i.e. the unit need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the unit unless monitoring has been performed within the last quarter. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4102]

- If the NO_x, CO, or NH₃ concentrations, as measured by the portable analyzer or the District approved ammonia monitoring equipment, exceed the allowable emission concentration, the permittee shall return the emissions to within the acceptable range as soon as possible, but no longer than 8 hours after detection. If the portable analyzer readings continue to exceed the allowable emissions concentration after 8 hours, the permittee shall notify the District within the following 1 hour, and conduct a certified source test within 60 days of the first exceedance. In lieu of conducting a source test, the permittee may stipulate a violation has occurred, subject to enforcement action. The permittee must then correct the violation, show compliance has been re-established, and resume monitoring procedures. If the deviations are the result of a qualifying breakdown condition pursuant to Rule 1100, the permittee may fully comply with Rule 1100 in lieu of performing the notification and testing required by this condition. [District Rules 2201 and 4702]
- {3787} All alternate monitoring parameter emission readings shall be taken with the unit operating either at conditions representative of normal operations or conditions specified in the permit-to-operate. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a protocol approved by the APCO. Emission readings taken shall be averaged over a 15 consecutive-minute period by either taking a cumulative 15 consecutive-minute sample reading or by taking at least five (5) readings, evenly spaced out over the 15 consecutive-minute period. [District Rule 4702]

In addition, Section 5.10.1 of District Rule 4702 requires an annual analysis of the sulfur content of engine fuel. Because of the variable content of digester gas, additional monitoring of the fuel sulfur content will be required.

The following conditions will be listed on the permit to ensure compliance:

- Fuel sulfur content analysis shall be performed at least annually using EPA Method 11 or EPA Method 15, as appropriate. Records of the fuel sulfur content analysis shall be maintained and provided to the District upon request. [District Rules 2201 and 4702]
- The sulfur content of the digester gas used to fuel the engine shall be monitored and recorded at least once every calendar quarter in which a fuel sulfur analysis is not performed. If quarterly monitoring shows a violation of the fuel sulfur content limit of this permit, monthly monitoring will be required until six consecutive months of monitoring show compliance with the fuel sulfur content limit. Once compliance with the fuel sulfur content limit is shown for six consecutive months, then the monitoring frequency may return to quarterly. Monitoring of the sulfur content of the digester gas fuel shall not be required if the engine does not operate during that period. Records of the results of monitoring of the digester gas fuel sulfur content shall be maintained. [District Rules 2201 and 4702]

- Monitoring of the digester gas sulfur content shall be performed using Gas Processors Association Standard 2377; ASTM Method D1072, D3246, D4084, D4810, or D5504; EPA Method 11 or 15; ARB Method 11; a continuous fuel gas monitor that meets the requirements specified in SCAQMD Rule 431.1; District-approved in-line H₂S monitors; or an alternative method approved by the District. Prior to utilization of in-line monitors to demonstrate compliance with the digester gas sulfur content limit of this permit, the permittee shall submit details of the proposed monitoring system, including the make, model, and detection limits, to the District and obtain District approval for the proposed monitor(s). [District Rules 2201 and 4702]

3. Recordkeeping

Recordkeeping is required to demonstrate compliance with the offset, public notification and daily emission limit requirements of Rule 2201. The following conditions will be listed on the permit to ensure compliance:

- The SCR catalyst shall be maintained and replaced in accordance with the recommendations of the catalyst manufacturer or emission control supplier. Records of catalyst maintenance and replacement shall be maintained. [District Rules 2201 and 4702]
- The permittee shall maintain records of: (1) the date and time of NO_x, CO, O₂, and NH₃ measurements, (2) the O₂ concentration in percent and the measured NO_x, CO, and NH₃ concentrations corrected to 15% O₂, (3) make and model of exhaust gas analyzer, (4) exhaust gas analyzer calibration records, (5) the method of determining the NH₃ emission concentration, and (6) a description of any corrective action taken to maintain the emissions within the acceptable range. [District Rules 2201 and 4702]
- The permittee shall maintain an engine operating log to demonstrate compliance. The engine operating log shall include, on a monthly basis, the following information: the total hours of operation, the type and quantity of fuel used during operation, maintenance and modifications performed, monitoring data, compliance source test results, and any other information necessary to demonstrate compliance. Quantity of fuel used shall be recorded in standard cubic feet using a non-resettable, totalizing mass or volumetric fuel flow meter or other APCO approved-device. [District Rules 2201 and 4702]
- Records of hydrogen sulfide analyzer(s) installed or utilized and the calibration records of such analyzer(s) shall be maintained. Records are only required on such analyzer(s) utilized to demonstrate compliance with this permit. [District Rule 2201]
- {4051} The permittee shall record the total time the engine operates, in hours per calendar year. [District Rule 2201]
- All records shall be maintained and retained for a minimum of five (5) years, and shall be made available for District inspection upon request. All records may be maintained and submitted in an electronic format approved by the District. [District Rules 2201 and 4702]

4. Reporting

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

F. Ambient Air Quality Analysis (AAQA)

Section 4.14 of District Rule 2201 requires that an 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. The District's Technical Services Division conducted the required analysis. Refer to Appendix C of this document for the AAQA summary sheet.

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

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

Rule 2410 Prevention of Significant Deterioration

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

Rule 2520 Federally Mandated Operating Permits

Since this facility's potential emissions do 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

This rule incorporates NSPS from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR) and applies to all new sources of air pollution and modifications of existing sources of air pollution listed in 40 CFR Part 60.

40 CFR 60 Subpart JJJJ Standards of Performance for Stationary Spark Ignition Internal Combustion Engines

The purpose of 40 CFR 60 Subpart JJJJ is to establish New Source Performance Standards to reduce emissions of NO_x, SO_x, PM, CO, and VOC from new stationary spark ignition (SI) internal combustion (IC) engines.

Pursuant to Section 60.4230, compliance with this subpart is required for owners and operators of stationary SI IC engines that commence construction after June 12, 2006, where the stationary SI ICE are manufactured: (a) on or after July 1, 2007, for engines with a maximum engine power greater than or equal to 500 HP (except lean burn engines with a maximum engine power greater than or equal to 500 HP and less than 1,350 HP); (b) on or after January 1, 2008, for lean burn engines with a maximum engine power greater than or equal to 500 HP and less than 1,350 HP;

(c) on or after July 1, 2008, for engines with a maximum engine power less than 500 HP; or (d) on or after January 1, 2009, for emergency engines with a maximum engine power greater than 19 KW (25 HP).

The engine is a 1,215 bhp SI ICE that was constructed after June 12, 2006 and manufactured after July 1, 2007; therefore, the engine is subject to this subpart. However, the District has not been delegated the authority to implement 40 CFR 60, Subpart JJJJ for non-Major Sources; therefore, the requirements from this subpart will not be included in the permit. However, the applicant will be responsible for compliance with the applicable requirements of this regulation.

Rule 4002 National Emission Standards for Hazardous Air Pollutants

This rule incorporates NESHAPs from Part 63, Chapter 1, Title 40, Code of Federal Regulations (CFR) and applies to all new sources of air pollution and modifications of existing sources of air pollution listed in 40 CFR Part 63.

40 CFR 63 Subpart ZZZZ National Emission Standards for Hazardous Air Pollutants for Stationary Internal Combustion Engines

40 CFR 63 Subpart ZZZZ establishes national emission limitations and operating limitations for hazardous air pollutants (HAPs) emitted from stationary reciprocating internal combustion engines (RICE) located at major and area sources of 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.

Pursuant to Section 63.6590(c), an affected source that is a new or reconstructed stationary Reciprocating Internal Combustion Engine (RICE) located at an area source must meet the requirements of 40 CFR 63, Subpart ZZZZ by meeting the requirements of 40 CFR 60, Subpart IIII, for compression ignition engines or 40 CFR 60, Subpart JJJJ, for spark ignition engines and no further requirements apply for such engines under this part.

As with 40 CFR 60, Subpart JJJJ, the District has not been delegated the authority to implement 40 CFR 63, Subpart ZZZZ for non-Major Sources; therefore, no requirements from this subpart will be included in the permit. However, the applicant will be responsible for compliance with the applicable requirements of this regulation.

Rule 4101 Visible Emissions

Rule 4101 states that no person shall discharge into the atmosphere emissions of any air contaminant aggregating more than 3 minutes in any hour which is as dark as or darker than Ringelmann 1 (or 20% opacity).

Since the engine is fired solely on gaseous fuel, visible emissions are not expected to exceed Ringelmann 1 or 20% opacity.

The following condition will be listed on the permit 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 prohibits discharge of air contaminants which could cause injury, detriment, nuisance or annoyance to the public. Public nuisance conditions are not expected as a result of these operations, provided the equipment is well maintained. Therefore, compliance with this rule is expected.

The following nuisance prohibition condition will be included on the permit:

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

California Health & Safety Code 41700 (Health Risk Assessment)

District Policy APR 1905 – *Risk Management Policy for Permitting New and Modified Sources* specifies that for an increase in emissions associated with a proposed new source or modification, the District perform an analysis to determine the possible impact to the nearest resident or worksite.

An HRA was conducted for the engine in previous project S-1163463 on August 21, 2017. The analysis parameters included the amount of digester gas the engine would be fired on and the receptor distances. Since those parameters have not changed an HRA is not required for this project. The following condition will be listed on the permit to ensure compliance.

- The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rule 4102]

Rule 4201 Particulate Matter Concentration

Section 3.1 prohibits discharge of dust, fumes, or total particulate matter into the atmosphere from any single source operation in excess of 0.1 grain per dry standard cubic foot.

$$0.08 \quad \frac{g}{hp \cdot hr} \times \frac{1hp \cdot hr}{2,545Btu} \times \frac{10^6 Btu}{9,100dscf} \times \frac{0.33Btu_{out}}{1Btu_{in}} \times \frac{15.43grain}{g} = 0.018 \quad \frac{grain}{dscf}$$

Since 0.018 grain/dscf is less than 0.1 grain/dscf, compliance with this rule is expected.

The following condition will be listed on the permit to ensure compliance:

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

Rule 4701 Internal Combustion Engines – Phase I

The purpose of this rule is to limit the emissions of nitrogen oxides (NO_x), carbon monoxide (CO), and volatile organic compounds (VOC) from internal combustion (IC) engines.

The requirements of Rule 4702 are equivalent or more stringent than the requirements of this Rule. Since the proposed IC engine is subject to both Rules 4701 and 4702, compliance with Rule 4702 is sufficient to demonstrate compliance with this rule.

Rule 4702 Internal Combustion Engines

The purpose of this rule is to limit the emissions of nitrogen oxides (NO_x), carbon monoxide (CO), volatile organic compounds (VOC), and sulfur oxides (SO_x) from IC engines.

This rule applies to any internal combustion engine with a rated brake horsepower of 25 brake horsepower or greater.

Section 5.2.1 requires that the operator of a spark-ignited non-agricultural internal combustion engine rated > 50 bhp shall not operate it in such a manner that results in emissions exceeding the limits in Table 1 of Rule 4702 until such time that the engine has demonstrated compliance with emission limits in Table 2 of Rule 4702 pursuant to the compliance deadlines in Section 7.5. In lieu of complying with Table 1 emission limits, the operator of a spark-ignited engine shall comply with the applicable emission limits pursuant to Section 8.0.

The engine is required to immediately comply with the emission limits contained in Table 2 since the applicable compliance dates have passed (except for an operator with at least 12 existing engines at one stationary source); therefore, the emissions limits in Table 1 of Rule 4702 are not applicable to the engine.

Section 5.2.2 requires that on and after the compliance schedule specified in Section 7.5, the operator of a spark-ignited non-agricultural internal combustion engine rated > 50 bhp shall comply with all the applicable requirements of the rule and the requirements of Section 5.2.2.1, 5.2.2.2, or 5.2.2.3, on an engine-by-engine basis.

Section 5.2.2.1 requires that on and after the compliance schedule specified in Section 7.5, the operator of a spark-ignited engine that is used exclusively in non-agricultural operations shall comply with Sections 5.2.2.1.1 through 5.2.2.1.3 on an engine-by-engine basis:

- 5.2.2.1.1 NO_x, CO, and VOC emission limits pursuant to Table 2;
- 5.2.2.1.2 SO_x control requirements of Section 5.7, pursuant to the deadlines specified in Section 7.5; and
- 5.2.2.1.3 Monitoring requirements of Section 5.10, pursuant to the deadlines specified in Section 7.5.

Section 5.2.2.2 allows that in lieu of complying with the NO_x emission limit requirement of Section 5.2.2.1.1, an operator may pay an annual fee to the District, as specified in Section 5.6, pursuant to Section 7.6. As shown below, the applicant is proposing to comply with the NO_x emission limit requirement of Table 2 as required by Section 5.2.2.1.1; therefore, no further discussion is required.

Section 5.2.2.3 allows that in lieu of complying with the NO_x, CO, and VOC limits of Table 2 on an engine-by-engine basis, an operator may elect to implement an alternative emission control plan pursuant to Section 8.0. As shown below, the applicant is proposing to comply with the NO_x, CO, and VOC emission limit requirements of Table 2; therefore, no further discussion is required.

Rule 4702, Table 2 Emission Limits/Standards for Spark-Ignited IC Engines rated >50 bhp Used in Non-Agricultural Operations (Emission Limits are effective according to the compliance schedule specified in Rule 4702, Section 7.5.)			
Engine Type	NO_x Emission Limit (ppmv @ 15% O₂, dry)	CO Emission Limit (ppmv @ 15% O₂, dry)	VOC Emission Limit (ppmv @ 15% O₂, dry)
2. e. Lean-Burn, Not Listed Above	11 ppmv	2,000 ppmv	750 ppmv

The engine is operated as a separate stationary source on land leased from an existing dairy, Van Beek Brothers Dairy (S-5059), and the District has determined that the engine is a non-agricultural IC engine. The engine is fired on digester gas which does not satisfy the definition of waste gas; therefore, the engine is required to comply with the following emissions limits from Table 2, Row 2.e: 11 ppmvd NO_x, 2,000 ppmvd CO, and 750 ppmvd VOC (all measured @ 15% O₂).

Therefore, the following previously presented condition will be listed on the permit to ensure compliance:

- Emissions from this IC engine shall not exceed any of the following limits: 0.15 g-NO_x/bhp-hr (equivalent to 10 ppmvd NO_x @ 15% O₂), NO_x referenced as NO₂; 0.08 g-PM₁₀/bhp-hr; 2.0 g-CO/bhp-hr (equivalent to 223 ppmvd CO @ 15% O₂); or 0.10 g-VOC/bhp-hr (equivalent to 19 ppmvd VOC @ 15% O₂), VOC referenced as CH₄. [District Rules 2201 and 4702]

Section 5.2.3 applies to spark-ignited engines used exclusively in agricultural operations. As stated above, the engine is operated as part of a separate non-agricultural stationary source; therefore, Section 5.2.3 does not apply to the engine.

Section 5.2.4 applies to certified compression-ignited engines. The engine is not a compression-ignited engine; therefore, Section 5.2.4 does not apply to the engine.

Section 5.2.5 applies to non-certified compression-ignited engines. The engine is not a compression-ignited engine; therefore, Section 5.2.5 does not apply to the engine.

Section 5.3 requires that all continuous emission monitoring systems (CEMS) emissions measurements shall be averaged over a period of 15 consecutive minutes. Any 15-consecutive

minute block average CEMS measurement exceeding the applicable emission limits of this rule shall constitute a violation of this rule. The engine does not have CEMS installed; therefore this section of the rule is not applicable.

Section 5.4 specifies procedures to calculate percent emission reductions if percent emission reductions are used to comply with the NO_x emission limits of Section 5.2. The use of percent emission reductions to comply with Section 5.2 is not being proposed for the engine under this project; therefore, this section of the rule is not applicable.

Section 5.5 requires the operator of an internal combustion engine that uses percent emission reduction to comply with the NO_x emission limits of Section 5.2 shall provide an accessible inlet and outlet on the external control device or the engine as appropriate for taking emission samples and as approved by the APCO. The use of percent emission reductions to comply with Section 5.2 is not being proposed for the engine under this project; therefore, this section of the rule is not applicable.

Section 5.6 specifies procedures that operators of non-agricultural spark-ignited IC engines who elect to comply under Section 5.2.2.2 must use for calculation of the annual emissions fee. The applicant has proposed that the engine complies with the applicable emission limits of Table 2 of District Rule 4702; therefore, payment of annual emissions fees for the engine is not required and this section of the rule is not applicable.

Section 5.7 requires that on and after the compliance schedule specified in Section 7.5, operators of non-agricultural spark-ignited engines and non-agricultural compression-ignited engines shall comply shall comply with Sections 5.7.1, 5.7.2, 5.7.3, 5.7.4, 5.7.5, or 5.7.6:

- 5.7.1 Operate the engine exclusively on PUC-quality natural gas, commercial propane, butane, or liquefied petroleum gas, or a combination of such gases; or
- 5.7.2 Limit gaseous fuel sulfur content to no more than five (5) grains of total sulfur per one hundred (100) standard cubic feet; or
- 5.7.3 Use California Reformulated Gasoline for gasoline-fired spark-ignited engines; or
- 5.7.4 Use California Reformulated Diesel for compression-ignited engines; or
- 5.7.5 Operate the engine on liquid fuel that contains no more than 15 ppm sulfur, as determined by the test method specified in Section 6.4.6; or
- 5.7.6 Install and properly operate an emission control system that reduces SO₂ emissions by at least 95% by weight as determined by the test method specified in Section 6.4.6.

The average sulfur content of the digester gas fuel for the engine is limited to 40 ppmv or 0.04 g/bhp-hr (approximately equal to 0.008 grains sulfur per 100 standard cubic feet). The following condition will be listed on the permit to ensure compliance:

- The sulfur content of the digester gas used as fuel in this engine shall not exceed 40 ppmv as H₂S. The applicant may utilize an averaging period of up to 24 hours in length for demonstration of compliance with the fuel sulfur content limit. [District Rules 2201, 4102, 4702, and 4801]

Section 5.8 requires that the operator of a non-agricultural spark-ignited IC engine subject to the requirements of Section 5.2 or any engine subject to the requirements of Section 8.0 shall comply with the following requirements of Sections 5.8.1 – 5.8.11:

Section 5.8.1 stipulates that for each engine with a rated brake horsepower of 1,000 hp or greater and which is allowed to operate more than 2,000 hours per calendar year, or with an external emission control device, shall either install, operate, and maintain continuous monitoring equipment for NO_x, CO, and oxygen, as identified in Rule 1080 (Stack Monitoring), or install, operate, and maintain APCO-approved alternate monitoring. The monitoring system may be a continuous emissions monitoring system (CEMS), a parametric emissions monitoring system (PEMS), or an alternative monitoring system approved by the APCO. APCO-approved alternate monitoring shall consist of one or more of the following:

- 5.8.1.1 Periodic NO_x and CO emission concentrations,
- 5.8.1.2 Engine exhaust oxygen concentration,
- 5.8.1.3 Air-to-fuel ratio,
- 5.8.1.4 Flow rate of reducing agents added to engine exhaust,
- 5.8.1.5 Catalyst inlet and exhaust temperature,
- 5.8.1.6 Catalyst inlet and exhaust oxygen concentration, or
- 5.8.1.7 Other operational characteristics.

The applicant has proposed to comply with this section of the rule by proposing a pre-approved alternate emissions monitoring plan that specifies that the permittee perform periodic monitoring of NO_x, CO, and O₂ emissions concentrations as specified in District Policy SSP-1810, dated 4/29/04. Therefore, the following condition will be placed on the permit to ensure compliance:

- The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]

Section 5.8.2 requires that for each non-agricultural spark-ignited IC engine not subject to Section 5.8.1, the operator shall monitor operational characteristics recommended by the engine manufacturer or emission control system supplier, and approved by the APCO. The engine is subject to Section 5.8.1; therefore this section is not applicable.

Section 5.8.3 requires that for each engine with an alternative monitoring system, the operator shall submit to, and receive approval from the APCO, adequate verification of the alternative monitoring system's acceptability. The engine includes a pre-approved alternate emissions monitoring plan that specifies that the permittee perform periodic NO_x, CO, and O₂ emissions concentrations as specified in District Policy SSP-1810, dated 4/29/04. Therefore, this section is satisfied.

Section 5.8.4 requires that for each engine with an APCO approved CEMS, operate the CEMS in compliance with the requirements of 40 Code of Federal Regulations (CFR) Part 51, 40 CFR Parts 60.7 and 60.13 (except subsection h), 40 CFR Appendix B (Performance Specifications), 40 CFR Appendix F (Quality Assurance Procedures), and applicable provisions of Rule 1080 (Stack Monitoring). The engine does not have CEMS installed; therefore, this section of the rule is not applicable.

Section 5.8.5 requires that each engine have the data gathering and retrieval capabilities of an installed monitoring system described in Section 5.8 approved by the APCO. As stated above, the engine includes an alternate emissions monitoring plan that has been pre-approved by the APCO. Therefore, this section is satisfied.

Section 5.8.6 requires that for each non-agricultural spark-ignited IC engine, the operator shall install and operate a nonresettable elapsed operating time meter. In lieu of installing a nonresettable time meter, the operator may use an alternative device, method, or technique in determining operating time provided that the alternative is approved by the APCO. The operator shall maintain and operate the required meter in accordance with the manufacturer's instructions. The applicant has proposed a nonresettable elapsed operating time meter for the engine in this project. Therefore, the following condition will be placed on the permit to ensure compliance:

- This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rules 2201 and 4702]

Section 5.8.7 requires that for each engine, the operator shall implement the Inspection and Monitoring (I&M) plan submitted to and approved by the APCO pursuant to Section 6.5. The applicant has submitted an I&M program with this ATC application and the requirements of this plan will be explained in detail in the section that covers Section 6.5 of this rule.

Section 5.8.8 requires that for each engine, the operator shall collect data through the I&M plan in a form approved by the APCO. The applicant has submitted an I&M program and the requirements of this plan will be explained in detail in the section that covers Section 6.5 of this rule.

Section 5.8.9 requires for each non-agricultural spark-ignited IC engine, the operator shall use a portable NO_x analyzer to take NO_x emission readings to verify compliance with the emission requirements of Section 5.2 or Section 8.0 during each calendar quarter in which a source test is not performed. If an engine is operated less than 120 calendar days per calendar year, the operator shall take one NO_x emission reading during the calendar year in which a source test is not performed and the engine is operated. All emission readings shall be taken with the engine operating either at conditions representative of normal operations or conditions specified in the Permit-to-Operate or Permit-Exempt Equipment Registration. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a protocol approved by the APCO. All NO_x emissions readings shall be reported to the APCO in a manner approved by the APCO. NO_x emission readings taken pursuant to this section shall be averaged over a 15 consecutive-minute period by either taking a cumulative 15 consecutive minute sample reading or by taking at least five (5) readings evenly spaced out over the 15 consecutive-minute period. Therefore, the following conditions will be placed on the permit to ensure compliance:

- The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
- {3787} All alternate monitoring parameter emission readings shall be taken with the unit operating either at conditions representative of normal operations or conditions specified in the permit-to-operate. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a protocol approved by the APCO. Emission readings taken shall be averaged over a 15 consecutive-minute period by either taking a cumulative 15 consecutive-minute sample reading or by taking at least five (5) readings, evenly spaced out over the 15 consecutive-minute period. [District Rule 4702]

Section 5.8.10 specifies that the APCO shall not approve an alternative monitoring system unless it is documented that continued operation within ranges of specified emissions related performance indicators or operational characteristics provides a reasonable assurance of compliance with applicable emission limits and that the operator shall source test over the proposed range of surrogate operating parameters to demonstrate compliance with the applicable emission standards. The permit for the engine includes a pre-approved alternate emissions monitoring plan that requires periodic NO_x, CO, and O₂ emissions concentrations. Therefore, this section is satisfied.

Section 5.8.11 requires that for each non-agricultural spark-ignited IC engine subject to the Alternate Emission Control Plan (AECPP) of Section 8.0, the operator shall install and operate a nonresettable fuel meter. The use of an Alternate Emission Control Plan to comply with Section 5.2 is not being proposed for the engine; therefore this section of the rule is not applicable.

Section 5.9 specifies monitoring requirements for all other engines that are not subject to the requirements of Section 5.8. The engine is subject to the requirements of Section 5.8; therefore this section of the rule is not applicable.

Section 5.10 specifies SO_x Emissions Monitoring Requirements. On and after the compliance schedule specified in Section 7.5, an operator of a non-agricultural IC engine shall comply with the following requirements:

- 5.10.1 An operator of an engine complying with Sections 5.7.2 or 5.7.5 shall perform an annual sulfur fuel analysis in accordance with the test methods in Section 6.4. The operator shall keep the records of the fuel analysis and shall provide it to the District upon request,
- 5.10.2 An operator of an engine complying with Section 5.7.6 by installing and operating a control device with at least 95% by weight SO_x reduction efficiency shall submit for approval by the APCO the proposed the key system operating parameters and frequency of the monitoring and recording not later than July 1, 2013, and
- 5.10.3 An operator of an engine complying with Section 5.7.6 shall perform an annual source test unless a more frequent sampling and reporting period is included in the Permit-to-Operate. Source tests shall be performed in accordance with the test methods in Section 6.4.

The following condition will be listed on the permit to ensure compliance:

- Fuel sulfur content analysis shall be performed at least annually using EPA Method 11 or EPA Method 15, as appropriate. Records of the fuel sulfur analysis shall be maintained and provided to the District upon request. [District Rules 2201 and 4702]

Section 5.11 requires operators of engines used exclusively in agricultural operations that are not required to have a Permit-to-Operate pursuant to California Health and Safety Code Section 42301.16 but are required to comply with Section 5.2 of Rule 4702 shall register such engines pursuant to Rule 2250 (Permit-Exempt Equipment Registration). The engine is required to have a District Permit to Operate; therefore this section of the rule is not applicable.

Section 6.1 requires that the operator of an engine subject to the requirements of Rule 4702 shall submit to the APCO an approvable emission control plan of all actions to be taken to satisfy the emission requirements of Section 5.2 and the compliance schedules of Section 7.0. If there is no change to the previously-approved emission control plan, the operator shall submit a letter to the District indicating that the previously approved plan is still valid.

Section 6.1.1 specifies that the requirement to submit an emission control plan shall apply to the following engines:

- 6.1.1.1 Engines that have been retrofitted with an exhaust control device, except those certified per Section 9.0;
- 6.1.1.2 Engines subject to Section 8.0;
- 6.1.1.3 An agricultural spark-ignited engine that is subject to the requirements of Section 8.0;

- 6.1.1.4 An agricultural spark-ignited engine that has been retrofitted with a catalytic emission control and is not subject to the requirements of Section 8.0.

Section 6.1.2 specifies that the emission control plan shall contain the following information, as applicable for the engine:

- 6.1.2.1 Permit-to-Operate number, Authority-to-Construct number, or Permit-Exempt Equipment Registration number,
- 6.1.2.2 Engine manufacturer,
- 6.1.2.3 Model designation and engine serial number,
- 6.1.2.4 Rated brake horsepower,
- 6.1.2.5 Type of fuel and type of ignition,
- 6.1.2.6 Combustion type: rich-burn or lean-burn,
- 6.1.2.7 Total hours of operation in the previous one-year period, including typical daily operating schedule,
- 6.1.2.8 Fuel consumption (cubic feet for gas or gallons for liquid) for the previous one-year period,
- 6.1.2.9 Stack modifications to facilitate continuous in-stack monitoring and to facilitate source testing,
- 6.1.2.10 Type of control to be applied, including in-stack monitoring specifications,
- 6.1.2.11 Applicable emission limits,
- 6.1.2.12 Documentation showing existing emissions of NO_x, VOC, and CO, and
- 6.1.2.13 Date that the engine will be in full compliance with this rule.

Section 6.1.3 requires that the emission control plan shall identify the type of emission control device or technique to be applied to each engine and a construction/removal schedule, or shall provide support documentation sufficient to demonstrate that the engine is in compliance with the emission requirements of this rule.

Section 6.1.4 requires that for an engine being permanently removed from service, the emission control plan shall include a letter of intent pursuant to Section 7.2. The applicant has submitted all the required information for Section 6.1 in the application for the engine evaluated under this project.

Section 6.2.1 requires that the operator of an engine subject to the requirements of Section 5.2 shall maintain an engine operating log to demonstrate compliance with Rule 4702. This information 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 engine operating log shall include, on a monthly basis, the following information:

- 6.2.1.1 Total hours of operation,
- 6.2.1.2 Type of fuel used,
- 6.2.1.3 Maintenance or modifications performed,
- 6.2.1.4 Monitoring data,
- 6.2.1.5 Compliance source test results, and
- 6.2.1.6 Any other information necessary to demonstrate compliance with this rule.
- 6.2.1.7 For an engine subject to Section 8.0, the quantity (cubic feet of gas or gallons of liquid) of fuel used on a daily basis.

The following condition will be placed on the permit to ensure compliance:

- The permittee shall maintain an engine operating log to demonstrate compliance. The engine operating log shall include, on a monthly basis, the following information: the total hours of operation, the type and quantity of fuel used, maintenance and modifications performed, monitoring data, compliance source test results, and any other information necessary to demonstrate compliance. Quantity of fuel used shall be recorded in standard cubic feet using a non-resettable, totalizing mass or volumetric fuel flow meter or other APCO approved-device. [District Rules 2201 and 4702]

Section 6.2.2 requires that the data collected pursuant to the requirements of Section 5.8 and Section 5.9 shall be maintained for at least five years, shall be readily available, and made available to the APCO upon request.

The following previously presented condition will be listed on the permit to ensure compliance:

- All records shall be maintained and retained for a minimum of five (5) years, and shall be made available for District inspection upon request. All records may be maintained and submitted in an electronic format approved by the District. [District Rules 2201 and 4702]

Section 6.2.3 requires that an operator claiming an exemption under Section 4.2 or Section 4.3 shall maintain annual operating records. The applicant is not claiming an exemption for the engine under Section 4.2 or Section 4.3; therefore, this section does not apply.

Section 6.3 requires that the operator of an engine subject to the emission limits in Section 5.2 or the requirements of Section 8.2, shall comply with the compliance testing requirements of Section 6.3.

Section 6.3.1 specifies that the requirements of Sections 6.3.2 through Section 6.3.4 shall apply to the following engines:

- 6.3.1.1 Engines that have been retrofitted with an exhaust control device, except those certified per Section 9.0;
- 6.3.1.2 Engines subject to Section 8.0;
- 6.3.1.3 An agricultural spark-ignited engine that is subject to the requirements of Section 8.0;
- 6.3.1.4 An agricultural spark-ignited engine that has been retrofitted with a catalytic emission control and is not subject to the requirements of Section 8.0.

Section 6.3.2 requires demonstration of compliance with applicable limits, ppmv or percent reduction, in accordance with the test methods in Section 6.4, as specified below:

- 6.3.2.1 By the applicable date specified in Section 5.2, and at least once every 24 months thereafter, except for an engine subject to Section 6.3.2.2.
- 6.3.2.2 By the applicable date specified in Section 5.2 and at least once every 60 months thereafter, for an agricultural spark-ignited engine that has been retro-fitted with a catalytic emission control device.

- 6.3.2.3 A portable NO_x analyzer may be used to show initial compliance with the applicable limits/standards in Section 5.2 for agricultural spark-ignited engines, provided the criteria specified in Sections 6.3.2.3.1 to 6.3.2.3.5 are met, and a source test is conducted in accordance with Section 6.3.2 within 12 months from the required compliance date.

The following conditions will be included the permit to ensure compliance:

- Source testing to measure NO_x, CO, VOC, and ammonia (NH₃) emissions from this unit shall be conducted at least once every 24 months. [District Rules 1081, 2201, and 4702]

Section 6.3.3 requires the operator to conduct emissions source testing with the engine operating either at conditions representative of normal operations or conditions specified in the Permit-to-Operate or Permit-Exempt Equipment Registration. For emissions source testing performed pursuant to Section 6.3.2 for the purpose of determining compliance with an applicable standard or numerical limitation, the arithmetic average of three (3) 30-consecutive-minute test runs shall apply. If two (2) of three (3) runs are above an applicable limit, the test cannot be used to demonstrate compliance with an applicable limit. VOC shall be reported as methane. VOC, NO_x, and CO concentrations shall be reported in ppmv, corrected to 15 percent oxygen. For engines that comply with a percent reduction limit, the percent reduction of NO_x emissions shall also be reported.

The following conditions will be included in the permit to ensure compliance:

- {3791} Emissions source testing shall be conducted with the engine operating either at conditions representative of normal operations or conditions specified in the Permit to Operate. [District Rule 4702]
- For emissions source testing, the arithmetic average of three 30-consecutive-minute test runs shall apply. If two of three runs are above an applicable limit, the test cannot be used to demonstrate compliance with an applicable limit. VOC emissions shall be reported as methane. NO_x, CO, VOC, and NH₃ concentrations shall be reported in ppmv, corrected to 15% oxygen. [District Rules 2201 and 4702]

Section 6.3.4 requires that in addition to other information, the source test protocol shall describe which critical parameters will be measured and how the appropriate range for these parameters shall be established. The range for these parameters shall be incorporated into the I&M plan.

Section 6.3.5 specifies that engines that are limited by Permit-to-Operate or Permit-Exempt Equipment Registration condition to be fueled exclusively with PUC quality natural gas shall not be subject to the reoccurring source test requirements of Section 6.3.2 for VOC emissions. The engine is fueled by digester gas; therefore, this section does not apply.

Section 6.3.6 specifies requirements for spark-ignited engines for testing a unit or units that represent a specified group of units, in lieu of compliance with the applicable requirements of Section 6.3.2. Testing of representative units is not being proposed for the engine; therefore, this section does not apply.

Section 6.4 requires that the compliance with the requirements of Section 5.2 shall be determined, as required, in accordance with the following test procedures or any other method approved by EPA and the APCO:

- 6.4.1 Oxides of nitrogen - EPA Method 7E, or ARB Method 100.
- 6.4.2 Carbon monoxide - EPA Method 10, or ARB Method 100.
- 6.4.3 Stack gas oxygen - EPA Method 3 or 3A, or ARB Method 100.
- 6.4.4 Volatile organic compounds - EPA Method 25A or 25B, or ARB Method 100. Methane and ethane, which are exempt compounds, shall be excluded from the result of the test.
- 6.4.5 Operating horsepower determination - any method approved by EPA and the APCO.
- 6.4.6 SO_x Test Methods

- 6.4.6.1 Oxides of sulfur – EPA Method 6C, EPA Method 8, or ARB Method 100.
- 6.4.6.2 Determination of total sulfur as hydrogen sulfide (H₂S) content – EPA Method 11 or EPA Method 15, as appropriate.
- 6.4.6.3 Sulfur content of liquid fuel – American Society for Testing and Materials (ASTM) D 6920-03 or ASTM D 5453-99.
- 6.4.6.4 The SO_x emission control system efficiency shall be determined using the following:

$$\% \text{ Control Efficiency} = [(C_{\text{SO}_2, \text{inlet}} - C_{\text{SO}_2, \text{outlet}}) / C_{\text{SO}_2, \text{inlet}}] \times 100$$

Where:

$C_{\text{SO}_2, \text{inlet}}$ = concentration of SO_x (expressed as SO₂) at the inlet side of the SO_x emission control system, in lb/Dscf

$C_{\text{SO}_2, \text{outlet}}$ = concentration of SO_x (expressed as SO₂) at the outlet side of the SO_x emission control system, in lb/Dscf

- 6.4.7 The Higher Heating Value (hhv) of the fuel shall be determined by one of the following test methods:

- 6.4.7.1 ASTM D 240-02 or ASTM D 3282-88 for liquid hydrocarbon fuels.
- 6.4.7.2 ASTM D 1826-94 or ASTM 1945-96 in conjunction with ASTM D 3588-89 for gaseous fuel.

The following conditions will be listed on the permit to ensure compliance:

- The following methods shall be used for source testing: NO_x (ppmv) - EPA Method 7E or ARB Method 100; CO (ppmv) - EPA Method 10 or ARB Method 100; VOC (ppmv) - EPA Method 18, 25A or 25B, or ARB Method 100; stack gas oxygen - EPA Method 3 or 3A or ARB Method 100; stack gas velocity - EPA Method 2 or EPA Method 19; stack gas moisture content - EPA Method 4; PM₁₀ (filterable and condensable) - EPA Method 201 and 202, EPA Method 201a and 202, or ARB Method 5 in combination with Method 501; NH₃ - BAAQMD ST-1B or SCAQMD Method 207-1. Alternative test methods as approved by the District may also be used to address the source testing requirements of this permit. [District Rules 1081 and 4702]
- Fuel sulfur content analysis shall be performed at least annually using EPA Method 11 or EPA Method 15, as appropriate. Records of the fuel sulfur content analysis shall be maintained and provided to the District upon request. [District Rules 2201 and 4702]

- The Higher Heating Value (HHV) of the fuel gas shall be determined using ASTM D1826, ASTM 1945 in conjunction with ASTM D3588, or an alternative method approved by the District. [District Rules 2201 and 4702]

Section 6.5 requires that the operator of an engine that is subject to the requirements of Section 5.2 or the requirements of Section 8.0 shall submit to the APCO for approval, an Inspection & Maintenance (I&M) plan that specifies all actions to be taken to satisfy the requirements of Sections 6.5.1 through Section 6.5.9 and the requirements of Section 5.8. The actions to be identified in the I&M plan shall include, but are not limited to, the information specified below. If there is no change to the previously approved I&M plan, the operator shall submit a letter to the District indicating that previously approved plan is still valid.

Section 6.5.1 specifies that the I&M plan requirements of Sections 6.5.2 through Section 6.5.9 shall apply to the following engines:

- 6.5.1.1 Engines that have been retrofitted with an exhaust control device, except those certified per Section 9.0;
- 6.5.1.2 Engines subject to Section 8.0;
- 6.5.1.3 An agricultural spark-ignited engine that is subject to the requirements of Section 8.0.
- 6.5.1.4 An agricultural spark-ignited engine that has been retrofitted with a catalytic emission control and is not subject to the requirements of Section 8.0.

The engine is equipped with an SCR system for control of NO_x and oxidation catalyst for control of CO and VOC. Therefore, the requirements of Sections 6.5.2 through 6.5.9 are applicable to the engine.

Section 6.5.2 requires procedures requiring the operator to establish ranges for control equipment parameters, engine operating parameters, and engine exhaust oxygen concentrations that source testing has shown result in pollutant concentrations within the rule limits.

Section 6.5.3 requires procedures for monthly inspections as approved by the APCO. The applicable control equipment parameters and engine operating parameters will be inspected and monitored monthly in conformance with a regular inspection schedule in the I&M plan.

Section 6.5.4 requires procedures for the corrective actions on the noncompliant parameter(s) that the operator will take when an engine is found to be operating outside the acceptable range for control equipment parameters, engine operating parameters, and engine exhaust NO_x, CO, VOC, or oxygen concentrations.

Section 6.5.5 requires procedures for the operator to notify the APCO when an engine is found to be operating outside the acceptable range for control equipment parameters, engine operating parameters, and engine exhaust NO_x, CO, VOC, or oxygen concentrations.

Section 6.5.6 requires procedures for and corrective maintenance performed for the purpose of maintaining an engine in proper operating condition. The applicant has proposed that the engine is operated and maintained per the manufacturer's specifications.

Section 6.5.7 requires procedures and a schedule for using a portable NO_x analyzer to take NO_x emission readings pursuant to Section 5.8.9.

Section 6.5.8 requires procedures for collecting and recording required data and other information in a form approved by the APCO including, but not limited to, data collected through the I&M plan and the monitoring systems described in Sections 5.8.1 and 5.8.2. Data collected through the I&M plan shall have retrieval capabilities as approved by the APCO.

NO_x Emissions:

In order to satisfy the I&M requirements for NO_x emissions, the applicant has proposed to perform the following:

1. The applicant will take periodic NO_x emission concentration measurements with a portable analyzer at least once every calendar quarter.
2. To ensure that NO_x emissions concentrations are not being exceeded between periodic NO_x portable analyzer measurements, the applicant is proposing to determine a correlation between the SCR system's reagent injection rate and NO_x emissions. The appropriate ranges for each operating load were established during initial source testing and will be monitored at least once per month.

Ranges were established, as required by ATC S-8918-1-0, during initial testing and they will be incorporated into the permit. The following conditions will be listed on the permit as a mechanism to ensure compliance:

- The SCR system reagent injection rate shall not be less than 0.48 gallons per hour (gph) at an operating load less than 80%. The SCR system reagent injection rate shall not be less than 0.51 gph at an operating load greater than 80% and less than 90%. The SCR system reagent injection rate shall not be less than 0.54 gph at an operating load greater than 90% and less than 100%. [District Rule 4702]
- The SCR system reagent injection rate may be reestablished during a performance test by monitoring the SCR system reagent injection rate concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable SCR system reagent injection rate(s) demonstrated during the performance test that result in compliance with the NO_x emission limits shall be imposed as a condition in the Permit to Operate. [District Rule 4702]

- If the SCR system reagent injection rate is outside of the established acceptable range, the permittee shall return the SCR system reagent injection rate to within the established acceptable range as soon as possible, but no longer than 8 hours after detection. If the SCR system reagent injection rate is not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of NO_x and O₂ at least once every month. Monthly monitoring of the stack concentration of NO_x and O₂ shall continue until the operator can show that the SCR system reagent injection rate is returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]
- The permittee shall monitor and record the SCR system reagent injection rate and the engine operating load at least once per month. [District Rule 4702]
- The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
- The permittee shall monitor and record the stack concentration of NH₃ at least once every calendar quarter in which a source test is not performed. NH₃ monitoring shall be conducted utilizing District approved gas-detection tubes or a District approved equivalent method. Monitoring shall not be required if the unit is not in operation, i.e. the unit need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the unit unless monitoring has been performed within the last quarter. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4102]
- If the NO_x, CO, or NH₃ concentrations corrected to 15% O₂, as measured by the portable analyzer or the District-approved ammonia monitoring equipment, exceed the respective permitted emissions concentration(s), the permittee shall return the emissions to within the acceptable range as soon as possible, but no longer than 8 hours of operation after detection. If the portable analyzer or ammonia monitoring equipment readings continue to exceed the permitted emissions concentration(s) after 8 hours of operation after detection, the permittee shall notify the District within the following 1 hour and conduct a certified source test within 60 days of the first exceedance. In lieu of conducting a source test, the permittee may stipulate a violation has occurred, subject to enforcement action. The permittee must then correct the violation, show compliance has been re-established, and resume monitoring procedures. If the deviations are the result of a qualifying breakdown condition pursuant to Rule 1100, the permittee may fully comply with Rule 1100 in lieu of the performing the notification and testing required by this condition. [District Rules 2201 and 4702]

CO and VOC Emissions:

In order to satisfy the I&M requirements for CO and VOC emissions, the applicant has proposed to perform the following:

1. The applicant will take periodic CO emission concentration measurements with a portable analyzer at least once every calendar quarter. Per the catalyst manufacturer, if the oxidation catalyst is controlling CO emissions, it should also be achieving the desired removal efficiency for VOC emissions. Therefore, quarterly emission concentration measurements with a portable analyzer for VOC emissions will not be required.
2. To ensure that CO and VOC emissions concentrations are not being exceeded between periodic CO emission concentration measurements, the applicant proposed to determine a correlation between the catalyst control system inlet exhaust temperature and back pressure. The appropriate ranges for each operating load were established during initial source testing and will be monitored at least once per month.

Inlet temperature and SCR differential pressure were established, as required by ATC S-8918-1-0, during initial testing and they will be incorporated into the permit. The following conditions will be listed on the permit as a mechanism to ensure compliance:

- The SCR system inlet temperature shall not be greater than 875 °F at any operating load. [District Rule 4702]
- The SCR differential pressure shall not be greater than 8 inches water column at any operating load. [District Rule 4702]
- The inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system may be reestablished during a performance test by monitoring concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system demonstrated during the performance test that result in compliance with the CO and VOC emission limits shall be imposed as a condition in the Permit to Operate [District Rule 4702]
- The permittee shall monitor and record the inlet temperature to the SCR system, the back pressure of the exhaust upstream of the catalyst control system, and the engine operating load at least once per month. [District Rule 4702]

- If the inlet temperature to the catalyst control system and/or the back pressure of the exhaust upstream of the catalyst control system is outside of the established acceptable ranges established during the initial compliance test, the permittee shall return the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system back to the acceptable range as soon as possible, but no longer than 8 hours after detection. If the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of CO and O₂ at least once every month. Monthly monitoring of the stack concentration of CO and O₂ shall continue until the operator can show that the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]
- The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
- If the NO_x, CO, or NH₃ concentrations corrected to 15% O₂, as measured by the portable analyzer or the District-approved ammonia monitoring equipment, exceed the respective permitted emissions concentration(s), the permittee shall return the emissions to within the acceptable range as soon as possible, but no longer than 8 hours of operation after detection. If the portable analyzer or ammonia monitoring equipment readings continue to exceed the permitted emissions concentration(s) after 8 hours of operation after detection, the permittee shall notify the District within the following 1 hour and conduct a certified source test within 60 days of the first exceedance. In lieu of conducting a source test, the permittee may stipulate a violation has occurred, subject to enforcement action. The permittee must then correct the violation, show compliance has been re-established, and resume monitoring procedures. If the deviations are the result of a qualifying breakdown condition pursuant to Rule 1100, the permittee may fully comply with Rule 1100 in lieu of the performing the notification and testing required by this condition. [District Rules 2201 and 4702]

Section 6.5.9 specifies procedures for revising the I&M plan. The I&M plan shall be updated to reflect any change in operation. The I&M plan shall be updated prior to any planned change in operation. An engine operator that changes significant I&M plan elements must notify the District no later than seven days after the change and must submit an updated I&M plan to the APCO no later than 14 days after the change for approval. The date and time of the change to the I&M plan shall be recorded in the engine operating log. For new engines and modifications to existing engines, the I&M plan shall be submitted to and approved by the APCO prior to issuance of the Permit-to-Operate or Permit-Exempt Equipment Registration. The operator of an engine may request a change to the I&M plan at any time. The applicant has proposed to comply with the I&M plan modification requirements per this section of the rule. The following condition will be listed on the permit to ensure compliance:

- {3212} The permittee shall update the I&M plan for this engine prior to any planned change in operation. The permittee must notify the District no later than seven days after changing the I&M plan and must submit an updated I&M plan to the APCO for approval no later than 14 days after the change. The date and time of the change to the I&M plan shall be recorded in the engine's operating log. For modifications, the revised I&M plan shall be submitted to and approved by the APCO prior to issuance of the Permit to Operate. The permittee may request a change to the I&M plan at any time. [District Rule 4702]

Section 7.0 specifies the schedules for compliance with the general requirements of Section 5.0 and the Alternative Emission Control Plan (AECPP) option of Section 8.0. The engine was required to comply with the applicable sections of District Rule 4702 upon initial startup of the equipment; therefore, compliance with this section is expected.

Section 8.0 specifies requirements for use of an Alternative Emission Control Plan (AECPP) to comply with the NO_x emission requirements of Section 5.2 for a group of engines. The use of an Alternate Emission Control Plan to comply with Section 5.2 is not being proposed for the engine; therefore, this section of the rule is not applicable.

Section 9.0 specifies requirements for certification of exhaust control systems for compliance with District Rule 4702. Certification under this section for the exhaust control systems for the proposed engine is not currently being proposed; therefore, this section of the rule is not applicable at this time.

Conclusion

As shown above, the engine satisfies all the requirements of Rule 4702. The following conditions will be added to the permit to ensure continued compliance:

- {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]
- {3203} This engine shall be operated within the ranges that the source testing has shown result in pollution concentrations within the emissions limits as specified on this permit. [District Rule 4702]

Rule 4801 Sulfur Compounds

The purpose of this District Rule 4801 is to limit the emissions of sulfur compounds. The limit is 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:

Volume of SO_x as (SO₂) = (n x R x T) ÷ P

Where:

n = moles SO_x

T (standard temperature) = 60 °F or 520 °R

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

To demonstrate compliance with the sulfur compound emission limit of Rule 4801, the maximum sulfur compound emissions from the engine will be calculated using the maximum sulfur content allowed for the digester gas, which is 40 ppmv, equivalent to 0.00965 lb-SO_x/MMBtu.

$$0.00965 \frac{\text{lb}}{\text{MMBtu}} \times \frac{1 \text{ MMBtu}}{9,100 \text{ scf}_{\text{exhaust}}} \times \frac{1 \text{ lb} \cdot \text{mol}}{64 \text{ lb} \cdot \text{SO}_2} \times \frac{10.73 \text{ psi} \cdot \text{ft}^3}{\text{lb} \cdot \text{mol} \cdot ^\circ\text{R}} \times \frac{520^\circ\text{R}}{14.7 \text{ psi}} \times 1,000,000 \text{ ppm} = 6.29 \text{ ppmv}$$

Since 6.29 ppmv is ≤ 2000 ppmv, the engine is expected to comply with Rule 4801. The following condition will be placed on the permit to ensure compliance:

- The sulfur content of the digester gas used as fuel in this engine shall not exceed 40 ppmv as H₂S. The applicant may utilize an averaging period of up to 24 hours in length for demonstration of compliance with the fuel sulfur content limit. [District Rules 2201, 4702, and 4801]

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.

California Environmental Quality Act (CEQA)

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 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; and
- 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.

Greenhouse Gas (GHG) Significance Determination

It is determined that no other agency has prepared or will prepare an environmental review document for the project. Thus the District is the Lead Agency for this project.

The proposed project is for modification of an IC engine that will combust dairy digester gas to produce electricity. The digester system at this facility diverts manure from existing open basins at an adjacent dairy (S-5059) to covered lagoon digester(s), which will result in the capture of the methane that was previously released into the atmosphere from the open basins and pond at the dairy. Combustion of the dairy digester gas in the engine will oxidize the methane in the gas to carbon dioxide and water vapor. Because methane has a global warming potential at least 21 times that of carbon dioxide, combustion of the methane from the dairy digester(s) will result in a large net decrease in the global warming potential emitted from the dairy when compared to current levels. Therefore, the project will not result in an increase in project specific greenhouse gas emissions. The District therefore concludes that the project would have a less than cumulatively significant impact on global climate change.

District CEQA Findings

The District is the Lead Agency for this project because there is no other agency with broader statutory authority over this project.

The District performed an Engineering Evaluation (this document) for the proposed project and determined that for each emissions unit affected by the project the potential project emission increase is equal to or less than 2 lbs per day per pollutant except for CO emissions, which does not require a specific Best Available Control Technology determination. Therefore, the potential project emission increase is considerably below all annual criteria emissions CEQA significant thresholds. The activity will occur at an existing facility and involves negligible expansion of the existing use. Furthermore, the District determined that the activity will not have a significant effect on the environment. Therefore, the District finds that the activity is categorically exempt from the provisions of CEQA pursuant to CEQA Guideline § 15301 (Existing Facilities), and finds that the project is exempt per the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment (CEQA Guidelines §15061(b)(3)).

Indemnification Agreement/Letter of Credit Determination

According to District Policy APR 2010 (CEQA Implementation Policy), when the District is the Lead or Responsible Agency for CEQA purposes, an indemnification agreement and/or a letter of credit may be required. The decision to require an indemnity agreement and/or a letter of credit is based on a case-by-case analysis of a particular project's potential for litigation risk,

which in turn may be based on a project's potential to generate public concern, its potential for significant impacts, and the project proponent's ability to pay for the costs of litigation without a letter of credit, among other factors.

The criteria pollutant emissions and toxic air contaminant emissions associated with the proposed project are not significant, and there is minimal potential for public concern for this particular type of facility/operation. Therefore, an Indemnification Agreement and/or a Letter of Credit will not be required for this project in the absence of expressed public concern.

IX. Recommendation

Compliance with all applicable rules and regulations is expected. Pending a successful NSR Public Noticing period, issue ATC S-8918-1-1 subject to the permit conditions on the attached draft ATC in Appendix D.

X. Billing Information

Annual Permit Fees			
Permit Number	Fee Schedule	Fee Description	Annual Fee
S-8918-1-1	3020-10-F	1,215 hp IC engine	\$900.00

Appendices

- A: Unimplemented ATC S-8918-1-0
- B: Quarterly Net Emissions Change
- C: Ambient Air Quality Analysis (AAQA)
- D: Draft ATC S-8918-1-1

APPENDIX A
Unimplemented ATC S-8918-1-0



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



AUTHORITY TO CONSTRUCT

PERMIT NO: S-8918-1-0

ISSUANCE DATE: 09/27/2017

LEGAL OWNER OR OPERATOR: TIMOTHY VAN BEEK, SP DBA TWO FIETS

MAILING ADDRESS: 14808 ROAD 152
TIPTON, CA 93272

LOCATION: 14808 ROAD 152
TIPTON, CA 93272

EQUIPMENT DESCRIPTION:

1,215 BHP GUASCOR MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR

CONDITIONS

1. All equipment shall be maintained in good operating condition and shall be operated in a manner consistent with good air pollution control practice to minimize emissions of air contaminants. [District Rule 2201]
2. No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
3. Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
4. 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]
5. The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rule 4102]
6. 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]
7. This engine shall be operated within the ranges that the source testing has shown result in pollution concentrations within the emissions limits as specified on this permit. [District Rule 4702]
8. This engine shall be fired on digester gas fuel only. [District Rule 2201]

CONDITIONS CONTINUE ON NEXT PAGE

YOU MUST NOTIFY THE DISTRICT COMPLIANCE DIVISION AT (661) 392-5500 WHEN CONSTRUCTION IS COMPLETED AND PRIOR TO OPERATING THE EQUIPMENT OR MODIFICATIONS AUTHORIZED BY THIS AUTHORITY TO CONSTRUCT. This is NOT a PERMIT TO OPERATE. Approval or denial of a PERMIT TO OPERATE will be made after an inspection to verify that the equipment has been constructed in accordance with the approved plans, specifications and conditions of this Authority to Construct, and to determine if the equipment can be operated in compliance with all Rules and Regulations of the San Joaquin Valley Unified Air Pollution Control District. Unless construction has commenced pursuant to Rule 2050, this Authority to Construct shall expire and application shall be cancelled two years from the date of issuance. The applicant is responsible for complying with all laws, ordinances and regulations of all other governmental agencies which may pertain to the above equipment.

Seyed Sadredin, Executive Director / APCO


Arnaud Marjollet, Director of Permit Services
S-8918-1-0 : Sep 27 2017 1:08PM - MASLOWST : Joint Inspection NOT Required

9. The sulfur content of the digester gas used as fuel in this engine shall not exceed 40 ppmv as H₂S. The applicant may utilize an averaging period of up to 24 hours in length for demonstration of compliance with the fuel sulfur content limit. [District Rules 2201, 4102, 4702, and 4801]
10. This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rules 2201 and 4702]
11. The owner/operator shall minimize the emissions from the engine to the maximum extent possible during the commissioning period. [District Rule 2201]
12. Commissioning activities are defined as, but not limited to, all adjustment, tuning, and calibration activities recommended by the equipment manufacturers and the construction contractor to ensure safe and reliable operation of the reciprocating IC engine, emission control equipment, and associated electrical delivery systems. [District Rule 2201]
13. Commissioning period shall commence when all mechanical, electrical, and control systems are installed and individual system startup has been completed, or when the engine is first fired, whichever occurs first. The commissioning period shall terminate when the initial engine tuning has completed and the engine is available for commercial operation. The total duration of the commissioning period for this engine shall not exceed 120 hours of operation of the engine. [District Rule 2201]
14. During the commissioning period this engine shall operate for no more than 7 hours on any day in which the SCR and oxidation catalyst are not installed and operating for the entire duration of engine operation for that day. The permittee shall record total operating time of the engine for each day during the commissioning period in which the SCR and oxidation catalyst are not installed and operating for the entire duration of engine operation on that day. [District Rule 2201]
15. The total number of firing hours of this unit without abatement of emissions by the SCR system and oxidation catalyst shall not exceed 120 hours during the commissioning period. Such operation of this unit without abatement shall be limited to discrete commissioning activities that can only be properly executed without the SCR system or oxidation catalyst. Upon completion of these activities, the permittee shall provide written notice to the District and the unused balance of the 120 firing hours without abatement shall expire. [District Rule 2201]
16. At the earliest feasible opportunity, in accordance with the recommendations of the equipment supplier and the construction contractor, the engine shall be tuned to minimize emissions. [District Rule 2201]
17. At the earliest feasible opportunity, in accordance with the recommendations of the equipment supplier and the construction contractor, the Selective Catalytic Reduction (SCR) system and oxidation catalyst shall be installed, adjusted, and operated to minimize emissions from this unit. [District Rule 2201]
18. The permittee shall submit a summary of activities to be performed during the commissioning period to the District at least two weeks prior to the first firing of this engine. The summary shall include a list of each commissioning activity, the anticipated duration of each activity in hours, and the purpose of the activity. The activities described shall include, but are not limited to, the tuning of the engine, the installation and operation of the SCR system and oxidation catalyst, the installation, calibration, and testing of emissions monitors, and any activities requiring the firing of this unit without abatement by the SCR system and oxidation catalyst. [District Rule 2201]
19. Emission rates from this engine unit during the commissioning period shall not exceed any of the following limits: 0.5 g-NO_x/bhp-hr, 0.08 g-PM₁₀/bhp-hr, 2.5 g-CO/bhp-hr, or 0.88 g-VOC/bhp-hr. [District Rule 2201]
20. The permittee shall record total operating time of the engine in hours during the commissioning period. [District Rule 2201]
21. This engine shall not operate more than 8,500 hours per calendar year. [District Rule 2201]
22. After the commissioning period, emissions from this IC engine shall not exceed any of the following limits: 0.15 g-NO_x/bhp-hr (equivalent to 10 ppmvd NO_x @ 15% O₂), NO_x referenced as NO₂; 0.08 g-PM₁₀/bhp-hr; 0.6 g-CO/bhp-hr (equivalent to 66 ppmvd CO @ 15% O₂); or 0.10 g-VOC/bhp-hr (equivalent to 19 ppmvd VOC @ 15% O₂), VOC referenced as CH₄. [District Rules 2201 and 4702]

CONDITIONS CONTINUE ON NEXT PAGE

23. The SCR catalyst shall be maintained and replaced in accordance with the recommendations of the catalyst manufacturer or emission control supplier. Records of catalyst maintenance and replacement shall be maintained. [District Rules 2201 and 4702]
24. Air-to-fuel ratio controller(s) shall be maintained and operated appropriately in order to ensure proper operation of the engine and control device to minimize emissions at all times. [District Rule 2201]
25. Ammonia (NH₃) emissions from this engine shall not exceed 10 ppmvd @ 15% O₂. [District Rules 2201 and 4102]
26. Source testing to measure NO_x, CO, VOC, PM₁₀, and ammonia (NH₃) emissions from this unit shall be conducted within 60 days upon end of the commissioning period. [District Rules 1081, 2201, and 4702]
27. Source testing to measure NO_x, CO, VOC, and ammonia (NH₃) emissions from this unit shall be conducted at least once every 24 months. [District Rules 1081, 2201, and 4702]
28. Fuel sulfur content analysis shall be performed at least annually using EPA Method 11 or EPA Method 15, as appropriate. Records of the fuel sulfur content analysis shall be maintained and provided to the District upon request. [District Rules 2201 and 4702]
29. Emissions source testing shall be conducted with the engine operating either at conditions representative of normal operations or conditions specified in the Permit to Operate. [District Rule 4702]
30. For emissions source testing, the arithmetic average of three 30-consecutive-minute test runs shall apply. If two of three runs are above an applicable limit, the test cannot be used to demonstrate compliance with an applicable limit. VOC emissions shall be reported as methane. NO_x, CO, VOC, and NH₃ concentrations shall be reported in ppmv, corrected to 15% oxygen. [District Rules 2201 and 4702]
31. The following methods shall be used for source testing: NO_x (ppmv) - EPA Method 7E or ARB Method 100; CO (ppmv) - EPA Method 10 or ARB Method 100; VOC (ppmv) - EPA Method 18, 25A or 25B, or ARB Method 100; stack gas oxygen - EPA Method 3 or 3A or ARB Method 100; stack gas velocity - EPA Method 2 or EPA Method 19; stack gas moisture content - EPA Method 4; PM₁₀ (filterable and condensable) - EPA Method 201 and 202, EPA Method 201a and 202, or ARB Method 5 in combination with Method 501; NH₃ - BAAQMD ST-1B or SCAQMD Method 207-1. Alternative test methods as approved by the District may also be used to address the source testing requirements of this permit. [District Rules 1081 and 4702]
32. The Higher Heating Value (HHV) of the fuel gas shall be determined using ASTM D1826, ASTM 1945 in conjunction with ASTM D3588, or an alternative method approved by the District. [District Rules 2201 and 4702]
33. Source testing shall be conducted using the methods and procedures approved by the District. The District must be notified at least 30 days prior to any compliance source test, and a source test plan must be submitted for approval at least 15 days prior to testing. [District Rule 1081]
34. The results of each source test shall be submitted to the District within 60 days after completion of the source test. [District Rule 1081]
35. The sulfur content of the digester gas used to fuel the engine shall be monitored and recorded at least once every calendar quarter in which a fuel sulfur analysis is not performed. If quarterly monitoring shows a violation of the fuel sulfur content limit of this permit, monthly monitoring will be required until six consecutive months of monitoring show compliance with the fuel sulfur content limit. Once compliance with the fuel sulfur content limit is shown for six consecutive months, then the monitoring frequency may return to quarterly. Monitoring of the sulfur content of the digester gas fuel shall not be required if the engine does not operate during that period. Records of the results of monitoring of the digester gas fuel sulfur content shall be maintained. [District Rules 2201 and 4702]
36. Monitoring of the digester gas sulfur content shall be performed using gas detection tubes calibrated for H₂S; a digital analyzer approved for gaseous fuel analysis; a continuous fuel gas monitor that meets the requirements specified in SCAQMD Rule 431.1, Attachment A; District-approved source test methods, including EPA Method 15, ASTM Method D1072, D4084, and D5504; District-approved in-line H₂S monitors; or an alternative method approved by the District. Prior to utilization of in-line monitors to demonstrate compliance with the digester gas sulfur content limit of this permit, the permittee shall submit details of the proposed monitoring system, including the make, model, and detection limits, to the District and obtain District approval for the proposed monitor(s). [District Rules 2201 and 4702]

CONDITIONS CONTINUE ON NEXT PAGE

37. The exhaust stack shall be equipped with permanent provisions to allow collection of stack gas samples consistent with EPA test methods and shall be equipped with safe permanent provisions to sample stack gases with a portable NO_x, CO, and O₂ analyzer during District inspections. The sampling ports shall be located in accordance with the CARB regulation titled California Air Resources Board Air Monitoring Quality Assurance Volume VI, Standard Operating Procedures for Stationary Emission Monitoring and Testing. [District Rule 1081]
38. The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
39. The permittee shall monitor and record the stack concentration of NH₃ at least once every calendar quarter in which a source test is not performed. NH₃ monitoring shall be conducted utilizing District approved gas-detection tubes or a District approved equivalent method. Monitoring shall not be required if the unit is not in operation, i.e. the unit need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the unit unless monitoring has been performed within the last quarter. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4102]
40. If the NO_x, CO, or NH₃ concentrations corrected to 15% O₂, as measured by the portable analyzer or the District-approved ammonia monitoring equipment, exceed the respective permitted emissions concentration(s), the permittee shall return the emissions to within the acceptable range as soon as possible, but no longer than 8 hours of operation after detection. If the portable analyzer or ammonia monitoring equipment readings continue to exceed the permitted emissions concentration(s) after 8 hours of operation after detection, the permittee shall notify the District within the following 1 hour and conduct a certified source test within 60 days of the first exceedance. In lieu of conducting a source test, the permittee may stipulate a violation has occurred, subject to enforcement action. The permittee must then correct the violation, show compliance has been re-established, and resume monitoring procedures. If the deviations are the result of a qualifying breakdown condition pursuant to Rule 1100, the permittee may fully comply with Rule 1100 in lieu of the performing the notification and testing required by this condition. [District Rules 2201 and 4702]
41. All alternate monitoring parameter emission readings shall be taken with the unit operating either at conditions representative of normal operations or conditions specified in the permit-to-operate. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a protocol approved by the APCO. Emission readings taken shall be averaged over a 15 consecutive-minute period by either taking a cumulative 15 consecutive-minute sample reading or by taking at least five (5) readings, evenly spaced out over the 15 consecutive-minute period. [District Rule 4702]
42. The permittee shall maintain records of: (1) the date and time of NO_x, CO, O₂, and NH₃ measurements, (2) the O₂ concentration in percent and the measured NO_x, CO, and NH₃ concentrations corrected to 15% O₂, (3) make and model of exhaust gas analyzer, (4) exhaust gas analyzer calibration records, (5) the method of determining the NH₃ emission concentration, and (6) a description of any corrective action taken to maintain the emissions within the acceptable range. [District Rules 2201 and 4702]
43. The permittee shall monitor and record the SCR system reagent injection rate and the engine operating load at least once per month. [District Rule 4702]
44. During initial performance testing, the SCR system reagent injection rate shall be monitored concurrently with each testing run to establish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges shall be established for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable SCR system reagent injection rate(s) demonstrated during the initial performance test that result in compliance with the NO_x emission limits shall be imposed as a condition in the final Permit to Operate. [District Rule 4702]

CONDITIONS CONTINUE ON NEXT PAGE

45. The SCR system reagent injection rate may be reestablished during a performance test by monitoring the SCR system reagent injection rate concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable SCR system reagent injection rate(s) demonstrated during the performance test that result in compliance with the NOx emission limits shall be imposed as a condition in the Permit to Operate. [District Rule 4702]
46. If the SCR system reagent injection rate is outside of the established acceptable range, the permittee shall return the SCR system reagent injection rate to within the established acceptable range as soon as possible, but no longer than 8 hours after detection. If the SCR system reagent injection rate is not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of NOx and O2 at least once every month. Monthly monitoring of the stack concentration of NOx and O2 shall continue until the operator can show that the SCR system reagent injection rate is returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]
47. During initial performance testing, the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system shall be monitored concurrently with each testing run to establish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges shall be established for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable inlet temperature and back pressure demonstrated during the initial compliance test that result in compliance with the CO and VOC emission limits shall be imposed as a condition in the final Permit to Operate. [District Rule 4702]
48. The inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system may be reestablished during a performance test by monitoring concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system demonstrated during the performance test that result in compliance with the CO and VOC emission limits shall be imposed as a condition in the Permit to Operate. [District Rule 4702]
49. The permittee shall monitor and record the inlet temperature to the SCR system, the back pressure of the exhaust upstream of the catalyst control system, and the engine operating load at least once per month. [District Rule 4702]
50. If the inlet temperature to the catalyst control system and/or the back pressure of the exhaust upstream of the catalyst control system is outside of the established acceptable ranges established during the initial compliance test, the permittee shall return the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system back to the acceptable range as soon as possible, but no longer than 8 hours after detection. If the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of CO and O2 at least once every month. Monthly monitoring of the stack concentration of CO and O2 shall continue until the operator can show that the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]
51. The permittee shall update the I&M plan for this engine prior to any planned change in operation. The permittee must notify the District no later than seven days after changing the I&M plan and must submit an updated I&M plan to the APCO for approval no later than 14 days after the change. The date and time of the change to the I&M plan shall be recorded in the engine's operating log. For modifications, the revised I&M plan shall be submitted to and approved by the APCO prior to issuance of the Permit to Operate. The permittee may request a change to the I&M plan at any time. [District Rule 4702]

52. The permittee shall maintain an engine operating log to demonstrate compliance. The engine operating log shall include, on a monthly basis, the following information: the total hours of operation, the type and quantity of fuel used during commissioning period(s), the type and quantity of fuel used during normal operation, maintenance and modifications performed, monitoring data, compliance source test results, and any other information necessary to demonstrate compliance. Quantity of fuel used shall be recorded in standard cubic feet using a non-resettable, totalizing mass or volumetric fuel flow meter or other APCO approved-device. [District Rules 2201 and 4702]
53. Records of hydrogen sulfide analyzer(s) installed or utilized and the calibration records of such analyzer(s) shall be maintained. Records are only required on such analyzer(s) utilized to demonstrate compliance with this permit. [District Rule 2201]
54. The permittee shall record the total time the engine operates, in hours per calendar year. [District Rule 2201]
55. All records shall be maintained and retained for a minimum of five (5) years, and shall be made available for District inspection upon request. All records may be maintained and submitted in an electronic format approved by the District. [District Rules 2201 and 4702]

APPENDIX B
Quarterly Net Emission Change Calculations

Quarterly Net Emissions Change (QNEC)

The QNEC is entered into PAS database and subsequently reported to CARB. For seasonal sources, or where the emissions differ quarter to quarter, then evaluate each pollutant for each quarter separately. The QNEC is calculated for each pollutant, for each unit, as the difference between the post-project quarterly potential to emit (PE2) and the pre-project quarterly potential to emit (PE1).

The Quarterly Net Emissions Change is used to complete the emission profile screen for the District's PAS database. The QNEC shall be calculated as follows:

$QNEC = PE2 - PE1$, where:

QNEC = Quarterly Net Emissions Change for each emissions unit, lb/qtr.

PE2 = Post Project Potential to Emit for each emissions unit, lb/qtr.

PE1 = Pre-Project Potential to Emit for each emissions unit, lb/qtr.

Using the values in Sections VII.C.2 and VII.C.1 in the evaluation above, quarterly PE2 and quarterly PE1 can be calculated as follows:

$$\begin{aligned} PE2_{\text{quarterly}} &= PE2_{\text{annual}} \div 4 \text{ quarters/year} \\ &= 3,415 \text{ lb/year} \div 4 \text{ qtr/year} \\ &= 853.75 \text{ lb PM}_{10}/\text{qtr} \end{aligned}$$

$$\begin{aligned} PE1_{\text{quarterly}} &= PE1_{\text{annual}} \div 4 \text{ quarters/year} \\ &= 3,415 \text{ lb/year} \div 4 \text{ qtr/year} \\ &= 853.75 \text{ lb PM}_{10}/\text{qtr} \end{aligned}$$

Quarterly NEC [QNEC]			
Pollutant	PE2 (lb/qtr)	PE1 (lb/qtr)	QNEC (lb/qtr)
NO _x	853.75	853.75	0
SO _x	210.5	210.5	0
PM ₁₀	461	461	0
CO	11,384.25	3,415.25	7,969
VOC	569.25	569.25	0

APPENDIX C
Ambient Air Quality Analysis (AAQA)

San Joaquin Valley Air Pollution Control District

Ambient Air Quality Analysis

To: Jesse Garcia – Permit Services
From: Madison R Perkins – Technical Services
Date: May 1, 2019
Facility Name: TIMOTHY VAN BEEK, SP DBA TWO FIETS
Location: 14808 ROAD 152, TIPTON
Application #(s): S-8918-1-1
Project #: S-1183893

1. Summary

1.1 AAQA

Pollutant	Air Quality Standard (State/Federal)				
	1 Hour	3 Hours	8 Hours	24 Hours	Annual
CO	Pass		Pass		
NO _x	Pass				Pass
SO _x	Pass	Pass		Pass	Pass
H ₂ S	Pass				
PM10				Pass	Pass
PM2.5				Pass	Pass
Ozone	Pass		Pass		

Notes:

1. Results were taken from the attached AAQA Report.
2. The criteria pollutants are below EPA's level of significance as found in 40 CFR Part 51.165 (b)(2) unless otherwise noted below.
3. Modeled PM10 concentrations were below the District SIL for non-fugitive sources of 5 µg/m³ for the 24-hour average concentration and 1 µg/m³ for the annual concentration.
4. Modeled PM10 concentrations were below the District SIL for fugitive sources of 10.4 µg/m³ for the 24-hour average concentration and 2.08 µg/m³ for the annual concentration.
5. Modeled PM2.5 concentrations were below the District SIL for non-fugitive sources of 1.2 µg/m³ for the 24-hour average concentration and 0.2 µg/m³ for the annual concentration.
6. Modeled PM2.5 concentrations were below the District SIL for fugitive sources of 2.5 µg/m³ for the 24-hour average concentration and 0.63 µg/m³ for the annual concentration.
7. The California Ambient Air Quality Standard for H₂S is 42 µg/m³ for 1-hour.
8. Compliance with the ozone standards was demonstrated using EPA's Modeled Emission Rates for Precursors (MERPs) Tier 1 screening method.

Pollutant	Air Quality Standard (State/Federal)				
	1 Hour	3 Hours	8 Hours	24 Hours	Annual
CO	NA		NA		
NO _x	NA				Pass
SO _x	NA	NA		NA	Pass
H ₂ S	NA				
PM10				NA	Pass
PM2.5				NA	Pass
Ozone	NA		NA		

Notes:

1. Results were taken from the attached AAQA Report.
2. The criteria pollutants are below EPA's level of significance as found in 40 CFR Part 51.165 (b)(2) unless otherwise noted.
3. Modeled PM10 concentrations were below the District SIL for non-fugitive sources of 1 µg/m³ for the annual concentration.
4. Modeled PM10 concentrations were below the District SIL for fugitive sources of 2.08 µg/m³ for the annual concentration.
5. Modeled PM2.5 concentrations were below the District SIL for non-fugitive sources of 0.2 µg/m³ for the annual concentration.
6. Modeled PM2.5 concentrations were below the District SIL for fugitive sources of 0.63 µg/m³ for the annual concentration.

1.2 Proposed Permit Requirements

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

Unit # 1-1

1. No special requirements.

2. Project Description

Technical Services received a request on April 23, 2019 to perform an Ambient Air Quality Analysis (AAQA) for the following:

- Unit -1-1: MODIFICATION OF 1,215 BHP GUASCOR MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR: INCREASE CO EMISSION FACTOR

3. AAQA Report

The District modeled the impact of the proposed project on the National Ambient Air Quality Standard (NAAQS) and/or California Ambient Air Quality Standard (CAAQS) in accordance with District Policy APR-1925 (Policy for District Rule 2201 AAQA Modeling) and EPA's Guideline for Air Quality Modeling (Appendix W of 40 CFR Part 51). The District uses a progressive three level approach to perform AAQAs. The first level (Level 1) uses a very conservative approach. If this analysis indicates a likely exceedance of an AAQS or Significant Impact Level (SIL), the analysis proceeds to the second level (Level 2) which implements a more refined approach. For the 1-hour NO₂ standard, there is also a third level that can be implemented if the Level 2 analysis indicates a likely exceedance of an AAQS or SIL.

The modeling analyses predicts the maximum air quality impacts using the appropriate emissions for each standard's averaging period. Required model inputs for a refined AAQA include background ambient air quality data, land characteristics, meteorological inputs, a receptor grid,

and source parameters including emissions. These inputs are described in the sections that follow.

Ambient air concentrations of criteria pollutants are recorded at monitoring stations throughout the San Joaquin Valley. Monitoring stations may not measure all necessary pollutants, so background data may need to be collected from multiple sources. The following stations were used for this evaluation:

Monitoring Stations			
Pollutant	Station Name	County	Measurement Year
CO 1-hour	Tranquility	Fresno	2016
CO 8-hour	Tranquility	Fresno	2016

Technical Services performed modeling for directly emitted criteria pollutants with the emission rates below:

Emission Rates (lbs/hour)						
Unit ID	Process	NOx	SOx	CO	PM10	PM2.5
1	1	0	0	5.4	0	0

Emission Rates (lbs/year)						
Unit ID	Process	NOx	SOx	CO	PM10	PM2.5
1	1	0	0	45,537	0	0

The AERMOD model was used to determine if emissions from the project would cause or contribute to an exceedance of any state or federal air quality standard. The parameters outlined below and meteorological data for Tipton from 2007-2011 were used for the analysis:

The following parameters were used for the review:

Point Source Parameters						
Unit ID	Unit Description	Release Height (m)	Temp. (°K)	Exit Velocity (m/sec)	Stack Diameter (m)	Vertical/ Horizontal/ Capped
1	Digester Gas-Fired IC Engine	6.10	709.1	23.81	0.38	Vertical

4. Conclusion

4.1 AAQA

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

5. Attachments

- A. Modeling request from the project engineer
- B. Additional information from the applicant/project engineer
- C. AAQA results

APPENDIX D
Draft ATC S-8918-1-1

San Joaquin Valley
Air Pollution Control District

AUTHORITY TO CONSTRUCT

ISSUANCE DATE: DRAFT

PERMIT NO: S-8918-1-1

LEGAL OWNER OR OPERATOR: TIMOTHY VAN BEEK, SP DBA TWO FIETS

MAILING ADDRESS: 14808 ROAD 152
TIPTON, CA 93272

LOCATION: 14808 ROAD 152
TIPTON, CA 93272

EQUIPMENT DESCRIPTION:

MODIFICATION OF 1,215 BHP GUASCOR, MODEL SFGLD-480 DIGESTER GAS-FIRED LEAN-BURN IC ENGINE WITH A HUG ENGINEERING MODEL COMBIKAT CATALYST SYSTEM (SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM WITH OXIDATION CATALYST) POWERING AN ELECTRICAL GENERATOR: INCREASE CO EMISSION FACTOR FROM 0.60 G-CO/BHP-HR (EQUIVALENT TO 82 PPMVD CO @ 15% O₂) TO 2.0 G-CO/BHP-HR (EQUIVALENT TO 223 PPMVD CO @ 15% O₂)

CONDITIONS

1. Authority to Construct (ATC) S-8918-1-0 shall be implemented concurrently, or prior to the modification and startup of the equipment authorized by this ATC. [District Rule 2201]
2. All equipment shall be maintained in good operating condition and shall be operated in a manner consistent with good air pollution control practice to minimize emissions of air contaminants. [District Rule 2201]
3. {98} No air contaminant shall be released into the atmosphere which causes a public nuisance. [District Rule 4102]
4. {14} Particulate matter emissions shall not exceed 0.1 grains/dscf in concentration. [District Rule 4201]
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. {1898} The exhaust stack shall vent vertically upward. The vertical exhaust flow shall not be impeded by a rain cap (flapper ok), roof overhang, or any other obstruction. [District Rule 4102]
7. {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]

CONDITIONS CONTINUE ON NEXT PAGE

YOU **MUST** NOTIFY THE DISTRICT COMPLIANCE DIVISION AT (661) 392-5500 WHEN CONSTRUCTION IS COMPLETED AND PRIOR TO OPERATING THE EQUIPMENT OR MODIFICATIONS AUTHORIZED BY THIS AUTHORITY TO CONSTRUCT. This is NOT a PERMIT TO OPERATE. Approval or denial of a PERMIT TO OPERATE will be made after an inspection to verify that the equipment has been constructed in accordance with the approved plans, specifications and conditions of this Authority to Construct, and to determine if the equipment can be operated in compliance with all Rules and Regulations of the San Joaquin Valley Unified Air Pollution Control District. Unless construction has commenced pursuant to Rule 2050, this Authority to Construct shall expire and application shall be cancelled two years from the date of issuance. The applicant is responsible for complying with all laws, ordinances and regulations of all other governmental agencies which may pertain to the above equipment.

Samir Sheikh, Executive Director / APCO

Arnaud Marjollet, Director of Permit Services
S-8918-1-1 : Jul 23 2019 2:22PM - SALINASM - Joint Inspection NOT Required

8. {3203} This engine shall be operated within the ranges that the source testing has shown result in pollution concentrations within the emissions limits as specified on this permit. [District Rule 4702]
9. This engine shall be fired on digester gas fuel only. [District Rule 2201]
10. The sulfur content of the digester gas used as fuel in this engine shall not exceed 40 ppmv as H₂S. The applicant may utilize an averaging period of up to 24 hours in length for demonstration of compliance with the fuel sulfur content limit. [District Rules 2201, 4102, 4702, and 4801]
11. This engine shall be equipped with an operational non-resettable elapsed time meter or other APCO approved alternative. [District Rules 2201 and 4702]
12. At the earliest feasible opportunity, in accordance with the recommendations of the equipment supplier and the construction contractor, the engine shall be tuned to minimize emissions. [District Rule 2201]
13. This engine shall not operate more than 8,500 hours per calendar year. [District Rule 2201]
14. Emissions from this IC engine shall not exceed any of the following limits: 0.15 g-NO_x/bhp-hr (equivalent to 10 ppmvd NO_x @ 15% O₂), NO_x referenced as NO₂; 0.08 g-PM₁₀/bhp-hr; 2.0 g-CO/bhp-hr (equivalent to 223 ppmvd CO @ 15% O₂); or 0.10 g-VOC/bhp-hr (equivalent to 19 ppmvd VOC @ 15% O₂), VOC referenced as CH₄. [District Rules 2201 and 4702]
15. The SCR catalyst shall be maintained and replaced in accordance with the recommendations of the catalyst manufacturer or emission control supplier. Records of catalyst maintenance and replacement shall be maintained. [District Rules 2201 and 4702]
16. Air-to-fuel ratio controller(s) shall be maintained and operated appropriately in order to ensure proper operation of the engine and control device to minimize emissions at all times. [District Rule 2201]
17. Ammonia (NH₃) emissions from this engine shall not exceed 10 ppmvd @ 15% O₂. [District Rules 2201 and 4102]
18. Source testing to measure NO_x, CO, VOC, and ammonia (NH₃) emissions from this unit shall be conducted at least once every 24 months. [District Rules 1081, 2201, and 4702]
19. Fuel sulfur content analysis shall be performed at least annually using EPA Method 11 or EPA Method 15, as appropriate. Records of the fuel sulfur content analysis shall be maintained and provided to the District upon request. [District Rules 2201 and 4702]
20. {3791} Emissions source testing shall be conducted with the engine operating either at conditions representative of normal operations or conditions specified in the Permit to Operate. [District Rule 4702]
21. For emissions source testing, the arithmetic average of three 30-consecutive-minute test runs shall apply. If two of three runs are above an applicable limit, the test cannot be used to demonstrate compliance with an applicable limit. VOC emissions shall be reported as methane. NO_x, CO, VOC, and NH₃ concentrations shall be reported in ppmv, corrected to 15% oxygen. [District Rules 2201 and 4702]
22. The following methods shall be used for source testing: NO_x (ppmv) - EPA Method 7E or ARB Method 100; CO (ppmv) - EPA Method 10 or ARB Method 100; VOC (ppmv) - EPA Method 18, 25A or 25B, or ARB Method 100; stack gas oxygen - EPA Method 3 or 3A or ARB Method 100; stack gas velocity - EPA Method 2 or EPA Method 19; stack gas moisture content - EPA Method 4; PM₁₀ (filterable and condensable) - EPA Method 201 and 202, EPA Method 201a and 202, or ARB Method 5 in combination with Method 501; NH₃ - BAAQMD ST-1B or SCAQMD Method 207-1. Alternative test methods as approved by the District may also be used to address the source testing requirements of this permit. [District Rules 1081 and 4702]
23. The Higher Heating Value (HHV) of the fuel gas shall be determined using ASTM D1826, ASTM 1945 in conjunction with ASTM D3588, or an alternative method approved by the District. [District Rules 2201 and 4702]
24. {109} Source testing shall be conducted using the methods and procedures approved by the District. The District must be notified at least 30 days prior to any compliance source test, and a source test plan must be submitted for approval at least 15 days prior to testing. [District Rule 1081]
25. The results of each source test shall be submitted to the District within 60 days after completion of the source test. [District Rule 1081]

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CONDITIONS CONTINUE ON NEXT PAGE

26. The sulfur content of the digester gas used to fuel the engine shall be monitored and recorded at least once every calendar quarter in which a fuel sulfur analysis is not performed. If quarterly monitoring shows a violation of the fuel sulfur content limit of this permit, monthly monitoring will be required until six consecutive months of monitoring show compliance with the fuel sulfur content limit. Once compliance with the fuel sulfur content limit is shown for six consecutive months, then the monitoring frequency may return to quarterly. Monitoring of the sulfur content of the digester gas fuel shall not be required if the engine does not operate during that period. Records of the results of monitoring of the digester gas fuel sulfur content shall be maintained. [District Rules 2201 and 4702]
27. Monitoring of the digester gas sulfur content shall be performed using gas detection tubes calibrated for H₂S; a digital analyzer approved for gaseous fuel analysis; a continuous fuel gas monitor that meets the requirements specified in SCAQMD Rule 431.1, Attachment A; District-approved source test methods, including EPA Method 15, ASTM Method D1072, D4084, and D5504; District-approved in-line H₂S monitors; or an alternative method approved by the District. Prior to utilization of in-line monitors to demonstrate compliance with the digester gas sulfur content limit of this permit, the permittee shall submit details of the proposed monitoring system, including the make, model, and detection limits, to the District and obtain District approval for the proposed monitor(s). [District Rules 2201 and 4702]
28. The exhaust stack shall be equipped with permanent provisions to allow collection of stack gas samples consistent with EPA test methods and shall be equipped with safe permanent provisions to sample stack gases with a portable NO_x, CO, and O₂ analyzer during District inspections. The sampling ports shall be located in accordance with the CARB regulation titled California Air Resources Board Air Monitoring Quality Assurance Volume VI, Standard Operating Procedures for Stationary Emission Monitoring and Testing. [District Rule 1081]
29. The permittee shall monitor and record the stack concentration of NO_x, CO, and O₂ at least once every calendar quarter (in which a source test is not performed) using a portable emission monitor that meets District specifications. Monitoring shall be performed not less than once every month for 12 months if two consecutive deviations are observed during quarterly monitoring. Monitoring shall not be required if the engine is not in operation, i.e. the engine need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the engine unless monitoring has been performed within the last month if on a monthly monitoring schedule, or within the last quarter if on a quarterly monitoring schedule. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4702]
30. The permittee shall monitor and record the stack concentration of NH₃ at least once every calendar quarter in which a source test is not performed. NH₃ monitoring shall be conducted utilizing District approved gas-detection tubes or a District approved equivalent method. Monitoring shall not be required if the unit is not in operation, i.e. the unit need not be started solely to perform monitoring. Monitoring shall be performed within 5 days of restarting the unit unless monitoring has been performed within the last quarter. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. Records must be maintained of the dates of non-operation to validate extended monitoring frequencies. [District Rules 2201 and 4102]
31. If the NO_x, CO, or NH₃ concentrations corrected to 15% O₂, as measured by the portable analyzer or the District-approved ammonia monitoring equipment, exceed the respective permitted emissions concentration(s), the permittee shall return the emissions to within the acceptable range as soon as possible, but no longer than 8 hours of operation after detection. If the portable analyzer or ammonia monitoring equipment readings continue to exceed the permitted emissions concentration(s) after 8 hours of operation after detection, the permittee shall notify the District within the following 1 hour and conduct a certified source test within 60 days of the first exceedance. In lieu of conducting a source test, the permittee may stipulate a violation has occurred, subject to enforcement action. The permittee must then correct the violation, show compliance has been re-established, and resume monitoring procedures. If the deviations are the result of a qualifying breakdown condition pursuant to Rule 1100, the permittee may fully comply with Rule 1100 in lieu of the performing the notification and testing required by this condition. [District Rules 2201 and 4702]
32. {3787} All alternate monitoring parameter emission readings shall be taken with the unit operating either at conditions representative of normal operations or conditions specified in the permit-to-operate. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a protocol approved by the APCO. Emission readings taken shall be averaged over a 15 consecutive-minute period by either taking a cumulative 15 consecutive-minute sample reading or by taking at least five (5) readings, evenly spaced out over the 15 consecutive-minute period. [District Rule 4702]

CONDITIONS CONTINUE ON NEXT PAGE

33. The permittee shall maintain records of: (1) the date and time of NO_x, CO, O₂, and NH₃ measurements, (2) the O₂ concentration in percent and the measured NO_x, CO, and NH₃ concentrations corrected to 15% O₂, (3) make and model of exhaust gas analyzer, (4) exhaust gas analyzer calibration records, (5) the method of determining the NH₃ emission concentration, and (6) a description of any corrective action taken to maintain the emissions within the acceptable range. [District Rules 2201 and 4702]
34. The permittee shall monitor and record the SCR system reagent injection rate and the engine operating load at least once per month. [District Rule 4702]
35. The SCR system reagent injection rate shall not be less than 0.48 gallons per hour (gph) at an operating load less than 80%. The SCR system reagent injection rate shall not be less than 0.51 gph at an operating load greater than 80% and less than 90%. The SCR system reagent injection rate shall not be less than 0.54 gph at an operating load greater than 90% and less than 100%. [District Rule]
36. The SCR system reagent injection rate may be reestablished during a performance test by monitoring the SCR system reagent injection rate concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable SCR system reagent injection rate(s) demonstrated during the performance test that result in compliance with the NO_x emission limits shall be imposed as a condition in the Permit to Operate. [District Rule 4702]
37. If the SCR system reagent injection rate is outside of the established acceptable range, the permittee shall return the SCR system reagent injection rate to within the established acceptable range as soon as possible, but no longer than 8 hours after detection. If the SCR system reagent injection rate is not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of NO_x and O₂ at least once every month. Monthly monitoring of the stack concentration of NO_x and O₂ shall continue until the operator can show that the SCR system reagent injection rate is returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]
38. The SCR system inlet temperature shall not be greater than 875 °F at any operating load. [District Rule 4702]
39. The SCR differential pressure shall not be greater than 8 inches water column at any operating load. [District Rule 4702]
40. The inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system may be reestablished during a performance test by monitoring concurrently with each testing run to reestablish acceptable values and ranges that provide a reasonable assurance of ongoing compliance with the emissions limitations stated in this permit. Acceptable values and ranges may be reestablished for each load that the engine is expected to operate at, in a minimum of 10% increments (e.g. 70%, 80%, and 90%). The acceptable inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system demonstrated during the performance test that result in compliance with the CO and VOC emission limits shall be imposed as a condition in the Permit to Operate. [District Rule 4702]
41. The permittee shall monitor and record the inlet temperature to the SCR system, the back pressure of the exhaust upstream of the catalyst control system, and the engine operating load at least once per month. [District Rule 4702]
42. If the inlet temperature to the catalyst control system and/or the back pressure of the exhaust upstream of the catalyst control system is outside of the established acceptable ranges established during the initial compliance test, the permittee shall return the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system back to the acceptable range as soon as possible, but no longer than 8 hours after detection. If the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are not returned to within acceptable range within 8 hours, the permittee shall notify the District within the following 1 hour and begin monitoring and recording the stack concentration of CO and O₂ at least once every month. Monthly monitoring of the stack concentration of CO and O₂ shall continue until the operator can show that the inlet temperature to the catalyst control system and the back pressure of the exhaust upstream of the catalyst control system are returned to operating within the acceptable ranges specified within this permit. [District Rule 4702]

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CONDITIONS CONTINUE ON NEXT PAGE

43. {3212} The permittee shall update the I&M plan for this engine prior to any planned change in operation. The permittee must notify the District no later than seven days after changing the I&M plan and must submit an updated I&M plan to the APCO for approval no later than 14 days after the change. The date and time of the change to the I&M plan shall be recorded in the engine's operating log. For modifications, the revised I&M plan shall be submitted to and approved by the APCO prior to issuance of the Permit to Operate. The permittee may request a change to the I&M plan at any time. [District Rule 4702]
44. The permittee shall maintain an engine operating log to demonstrate compliance. The engine operating log shall include, on a monthly basis, the following information: the total hours of operation, the type and quantity of fuel used during operation, maintenance and modifications performed, monitoring data, compliance source test results, and any other information necessary to demonstrate compliance. Quantity of fuel used shall be recorded in standard cubic feet using a non-resettable, totalizing mass or volumetric fuel flow meter or other APCO approved-device. [District Rules 2201 and 4702]
45. Records of hydrogen sulfide analyzer(s) installed or utilized and the calibration records of such analyzer(s) shall be maintained. Records are only required on such analyzer(s) utilized to demonstrate compliance with this permit. [District Rule 2201]
46. {4051} The permittee shall record the total time the engine operates, in hours per calendar year. [District Rule 2201]
47. All records shall be maintained and retained for a minimum of five (5) years, and shall be made available for District inspection upon request. All records may be maintained and submitted in an electronic format approved by the District. [District Rules 2201 and 4702]

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