

ENGINEERING EVALUATION
VALLEY HEALTH CENTER AT FRANKLIN-McKINLEY
 Application #7982 - Plant #15576

500 Tully Road
San Jose, CA. 95111

I. BACKGROUND

Valley Health Center at Franklin-McKinley has applied for an Authority to Construct/Permit to Operate for the following equipment:

S-1 Emergency Diesel Engine/Generator, John Deere, Model 6081AF001, Detroit Diesel Spectrum, Model 230DSEJB, 347 HP, 2.3 MMBtu/hr, Engine Family No. 2JDXL08.1008

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

The engine has a control module, turbocharger, charge air cooler and direct diesel fuel injection. The engine, S-1, meets the Environmental Protection Agency and California Air Resources Board (EPA/CARB) Tier 1 Mobile Off-Highway standard. The engine will burn commercially available California low sulfur diesel fuel. The sulfur content of the diesel fuel will not exceed 0.05% by weight. The operation of this engine, S-1, should not pose any health threat to the surrounding community or the public at large.

II. EMISSION CALCULATIONS

The S-1 Diesel Engine has been certified by CARB to be a cleaner burning engine. Except for SO₂, the emission factors for this engine are from the CARB Certification (CARB Executive Order # U-R-004-0113). The SO₂ emissions were calculated based on the maximum allowable sulfur content (0.05 wt% S) of the diesel fuel with assumption that all of the sulfur present will be converted to SO₂ during the combustion process. The emissions calculation is as follows:

Emissions from S-1:

Hours of Operation = 100 hr/yr
 Diesel Heat Capacity = 19,300 BTU/lb
 Fuel Consumption = 16.7 gal/hr
 Estimated Fuel Usage = 16.7 gal/hr X 100 hr/yr = 1670 gal/yr.

NO_x = 5.60 g/bhp-hr (347 hp)(1 lb/454 g)(100 hr/yr) = 428 lb/yr or 0.214 TPY
 CO = 1.00 g/bhp-hr (347 hp)(1 lb/454 g)(100 hr/yr) = 76.4 lb/yr or 0.038 TPY
 POC = 0.40 g/bhp-hr (347 hp)(1 lb/454 g)(100 hr/yr) = 30.6 lb/yr or 0.015 TPY
 PM₁₀ = 0.065 g/bhp-hr (347 hp)(1 lb/454 g)(100 hr/yr) = 5 lb/yr or 0.002 TPY
 SO_x = (16.7 gal/hr)(7.1 lb/gal)(0.0005S)(64 lb SO₂/32 lb S)(100 hr/yr) = 11.9 lb/yr or 0.006 TPY

III. PLANT CUMULATIVE INCREASE AFTER 4/5/91

	<u>Current</u> Ton/yr	<u>New</u> Ton/yr	<u>New Total</u> Lbs/yr	<u>Tons/yr</u>
POC =	0.00	0.015	30.6	0.015
NO _x =	0.00	0.214	428	0.214
SO ₂ =	0.00	0.006	11.9	0.006
CO =	0.00	0.038	76.4	0.038

NPOC =	0.00	0.000	0	0.000
PM ₁₀ =	0.00	0.004	5	0.002

IV. **TOXIC SCREENING ANALYSIS**

This application required a Toxics Risk Screening because the diesel particulate emissions are greater than the toxic trigger level.

Toxic Pollutant Emitted	Emission Rate for S-1 (lb/yr)	Risk Screening Trigger (lb/yr)
PM 10 (Diesel Particulate)	7.6	0.6

S-1 does meet Best Available Control Technology for toxics (TBACT) since the diesel particulate emissions are less than 0.15 gr/bhp-hr. For an engine that meets the TBACT requirement, it must also pass the toxic risk screening level of less than ten in a million. The cancer risk is conservative. It assumes a constant exposure of the ultra sensitive population (young people, the elderly, and the infirm, etc...) at 24 hours for a 70 years life.

This emergency generator passed the Health Risk Screening Analysis (HRA) conducted on August 25, 2003 by the District's Toxic Evaluation Section. The source poses no significant toxic risk, since the risks to the maximally exposed residential and industrial receptors are 0.4 and 5.0 in a million, respectively. The hazard indexes for the industrial and residential receptors are less than 0.005 and 0.0003, respectively, based on 100 hours operation per year. The level of risk for students at the Franklin Elementary School is 1.4 in a million and the hazard index is 0.004. Thus, in accordance with the risk management policy, the screen passes, since the engine meets the TBACT requirement of 0.15 g/BHP-hr limitation for particulate emission.

V. **BEST AVAILABLE CONTROL TECHNOLOGY**

S-1 from this facility triggers BACT since the emission rate of NOx from this source is more than 10 pounds of emission per highest day per Regulation 2-2-301. The use of post emission filtration devices or a Selective Catalytic Reduction (SCR) System to meet BACT(1) is not required because it is not cost effective for a unit that will be used only during emergency and reliability-related activities. Source S-1 will comply with BACT(2) because it is CARB certified at the level below the BACT(2) requirements. BACT(2) requirements can be found on the District's web site under BACT/TBACT Handbook, Section 2 – Combustion Sources for I.C. Engine – Compression Ignition ≥ 175 HP, Document # 96.1.2.

	<u>S-1 CARB certified</u>	<u>BACT(2)</u>
NOx	5.60 g/bhp-hr	6.9 g/bhp-hr
CO	1.00 g/bhp-hr	2.75 g/bhp-hr
POC	0.40 g/bhp-hr	1.5 g/bhp-hr
PM10-diesel	0.065 g/bhp-hr	0.15 g/bhp-hr

VI. **OFFSETS**

Offsets are not required since the facility's POC, and NOx emissions are less than 15 ton/yr per Regulation 2-2-302.

VII. **STATEMENT OF COMPLIANCE**

Source S-1 is subject to and expected to be in compliance with the requirements of District Regulation 1-301 "Public Nuisance", District Regulation 6 "Particulate Matter and Visible Emissions", Regulation 9-8 "NOx and CO from Stationary Internal Combustion Engines" and

Regulation 9-1 "Sulfur Dioxide". In order to ensure compliance with the requirements of these regulations, the facility will be conditionally permitted to meet the requirements.

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

The project is within 1000 feet of the nearest school and therefore the owner/operator is subject to the public notification requirements of Reg. 2-1-412. A public notice was prepared and sent on Date----. The public notices were sent to:

All addresses within ¼ mile of the diesel generator.
Parents and guardians of students at Prospect Sierra Middle School and Portola Middle School.

At the end of the comment period, that lasted for more than 30 days, there were ?? written comments. ??? phone-mail messages and ??? e-mail messages were received from parents of students at Prospect Sierra Middle School and Portola Middle School.

Offsets, PSD, NSPS, and NESHAPS are not triggered.

VIII. CONDITIONS

Permit condition for S-1, Emergency Standby Diesel Engine/Generator, 347 HP, Valley Health Center at Franklin-McKinley; Plant # 15576; Application # 7982.

1. The engine for emergency generator S-1 shall be fired exclusively on diesel fuel having a sulfur content no greater than 0.05% by weight. The sulfur content of the fuel oil shall be certified by the fuel oil vendor. [Basis: Cumulative Increase]

"Emergency Conditions" is defined as any of the following: [Basis: Regulation 9-8-231]

- a. Loss of regular natural gas supply
- b. Failure of regular electric power supply
- c. Flood mitigation
- d. Sewage overflow mitigation
- e. Fire
- f. Failure of a primary motor, but only for such time as needed to repair or replace the primary motor.

2. S-1 shall only be operated to mitigate emergency conditions or for reliability-related activities. Operation for reliability-related activities shall not exceed 100 hours in any calendar year at this engine. Operation while mitigating emergency conditions is unlimited. [Basis: Regulation 9-8-330, Cumulative Increase]

"Reliability-related activities" is defined as any of the following: [Basis: Regulation 9-8-232]

- a. Operation of an emergency standby engine to test its ability to perform for an emergency use, or
- b. Operation of an emergency standby engine during maintenance of a primary motor.

3. S-1 shall be equipped with either: [Basis: Regulation 9-8-530]

a non-resettable totalizing meter that measures the hours of operation for the engine

OR

a non-resettable fuel usage meter; the following factors shall be used to convert fuel usage to hours of operation:

S-1: 27.4 gal/hr.

- 4. The following monthly records shall be maintained in a District-approved log for at least 2 years for S-1 and shall be made available for District inspection upon request: [Basis: Regulations 9-8-530, 1-441]
 - a. Total hours of operation for each engine
 - b. Hours of operation under emergency conditions for each engine and a description of the nature of each emergency condition
 - c. Fuel usage for S-1.

IX. RECOMMENDATION

Waive the Authority to Construct and Issue conditional Permit to Operate to Club Quarters for the following equipment:

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Date: _____