

DRAFT ENGINEERING EVALUATION

Facility ID No. 203048
Target Store – T1426
450 North Capitol Avenue, San Jose, CA 95133
Application No. 676892

Background

Target Store - T1426 is applying for an Authority to Construct/Permit to Operate for the following equipment:

S-1 Emergency Standby Diesel Fire Pump Driver
Make: John Deere, Model: 4045TF290E,
Year: 2021, 64 bhp, 1.10 MMBtu/hr

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 www.baaqmd.gov.

S-1 will power an emergency fire pump and meets the Environmental Protection Agency and California Air Resources Board (EPA/CARB) Tier 3 Off-road standard. The engine will burn commercially available California low sulfur diesel fuel. The sulfur content of the diesel fuel will not exceed 0.0015% by weight. The engine's EPA certified emission factor for Diesel Particulates exceeds the CARB/ATCM limit and will therefore be limited to 34 hours per year of non-emergency operation.

This evaluation report will discuss compliance of the proposed project with all applicable rules and regulations.

Emissions

Emissions for all four engines are identical since all of them belong to the same EPA family engine and have the same model and size. Table 1 shows emissions per single engine and total annual emissions in tons per year in column six.

Table 1. Annual and Daily Emissions from EPA/CARB Certified Data from S-1

Pollutant	Emission Factor (g/bhp-hr)	Max Daily Emissions (lb/day)	Annual Emissions (lb/yr)	Annual Emissions (tons/yr)
NO _x	3.14	10.62	15.06	0.008
POC	0.29	0.98	1.39	0.001
CO	0.89	3.01	4.27	0.002
PM ₁₀ /PM _{2.5} ¹	0.20	0.68	0.96	0.000
SO ₂	N/A ²	0.02	0.03	0.000

Basis:

- Annual emissions: Reliability-related activity 34 hours.
- Max daily emissions: 24-hour operation

- Emissions from Carryover EPA Engine Family DJDXL04.5214 for S-1
- ¹ Conservative Assumption: All PM emissions are PM2.5
- ² SO₂ emission factor from AP-42 Table 3.4-1, SO₂ (15 ppm) = 0.00809*0.0015 lb SO₂/bhp-hr

Plant Cumulative Increase

Table 2 summarizes the cumulative increase in criteria pollutant emissions that will result from this application. Cumulative increase considers 34 hours of operation per year for S-1.

Table 2. Plant Cumulative Emissions Increase, Post 4/5/91

Pollutant	Existing Emissions Post 4/5/91 (tons/yr)	Application Emissions (tons/yr)	Cumulative Emissions (tons/yr)
NO _x	0.000	0.008	0.008
POC	0.000	0.001	0.001
CO	0.000	0.002	0.002
PM ₁₀ /PM _{2.5}	0.000	0.000	0.000
SO ₂	0.000	0.000	0.000

Health Risk Assessment (HRA)

All PM₁₀ emissions are considered diesel particulate emissions. The PM₁₀ emissions from this application are summarized in Table 1. There were no other related projects permitted in the last five years. Since the diesel particulate emissions from the project are greater than the toxic trigger level of 0.26 lb/year, an HRA is required. This application did not qualify for HRA streamlining.

HRA Results

This analysis estimates the incremental health risk resulting from toxic air contaminant (TAC) emissions from non-emergency operation of a standby generator diesel engine at this facility. Results from this HRA indicate that the project cancer risk is estimated at 0.74 in a million, and the project chronic hazard index (HI) is estimated at 0.00024. See HRA Report for more details.

TBACT

In accordance with the District’s Regulation 2-5-301, S-1 does not require TBACT because the estimated source cancer risk is less than 1.0 in a million. BACT and TBACT determinations for compression ignition engines with a rated capacity between 50-1000 bhp are described in BAAQMD BACT/TBACT Workbook for IC Engines – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump, Document #96.1.3, Revision 8, dated 12/22/2020 (see Attachment 1).

Project Risk Limits

Since the proposed engine, operating at 34 hours/year for reliability-related testing do not require TBACT, and the estimated project cancer risk does not exceed 10 in a million and the chronic hazard index does not exceed 1.0, this project complies with the District’s Regulation 2-5-302 project risk requirements.

Best Available Control Technology (BACT)

In accordance with Regulation 2-2-301, BACT is triggered for any new or modified source with the potential to emit 10 pounds or more per highest day of POC, NPOC, NO_x, CO, SO₂, or PM₁₀.

As shown in Table 1, emissions of NO_x exceed 10 pounds per day and thus trigger BACT requirements.

Per Section 2-2-202, BACT is defined as an emission limitation, control device, or control technique applied at a source that is the most stringent of:

- the most effective device or technique successfully utilized,
- the most stringent emission limitation achieved by an emission control device or technique for the type of equipment comprising such a source,
- the most effective emission control limitation for the type of equipment comprising such a source that is contained in an approved implementation plan of any state, or
- the most effective control device or technique or most stringent emission limitation that is technologically feasible, taking into consideration cost-effectiveness, any ancillary health and environmental impacts, and energy requirements.

These requirements are generally categorized as either technologically feasible and cost-effective (termed “BACT 1”) or achieved-in-practice (termed “BACT 2”).

BACT 2 is either equal to or less stringent than BACT 1. Because achieved-in-practice is required regardless of cost and BACT 1 is more stringent than BACT 2, an evaluation for what has been achieved-in-practice is first conducted.

Achieved-in-Practice.

Achieved-in-practice BACT is presented in the current BAAQMD BACT/TBACT Workbook for IC Engine – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump 50 BHP and < 1000 BHP Output, Document #96.1.3, Revision 8, dated 12/22/2020.

For NO_x and CO, achieved-in-practice BACT has been determined to be meeting the CARB Air Toxics Control Measure (ATCM) standard for the respective pollutant at the applicable horsepower rating.

Technologically Feasible and Cost-Effective.

The following control technologies and mitigation measures have been found technically feasible for abating NO_x emissions from internal combustion engines¹:

- Engine ignition timing retard (achievable NO_x reduction 20 to 30 percent), and
- Selective catalytic reduction (achievable NO_x reduction of 90 percent)

¹ United States Environmental Protection Agency. Control Techniques Guidelines for Alternative Control Techniques Document – NO_x Emissions from Stationary Reciprocating Internal Combustion Engines. EPA-453/R-93-032. July 1993. Updated September 2000.

Techniques for mitigating CO emissions include:

- Catalytic oxidation, and
- Good combustion practices (e.g., preventative maintenance, change oil and filter every 500 hours of operation, inspect all hoses and belts every 500 hours of operation, minimize idling time).

Although Regulation 2-2 does not include a definition for cost-effectiveness, Section 2-2-414 requires the Air District to publish and periodically update a BACT Workbook and that BACT will be determined using the workbook as a guidance document.

Section 1 of the BACT Workbook includes a maximum cost guideline for NO_x emissions of \$17,500 per ton of emissions reduced. The BACT Workbook does not have a maximum cost effectiveness value for CO. However, the South Coast Air Quality Management District lists a maximum cost-effectiveness value of \$801 for CO.

Using these maximum cost effectiveness values and assuming that 90 percent of the emissions in Table 1 could be abated, maximum annualized costs for NO_x controls could not exceed \$2,740 and \$38 for CO controls to be deemed cost-effective.

All NO_x and CO controls are expected to exceed both maximum annualized costs. Therefore, requiring more stringent controls than meeting achieved-in-practice requirements is deemed not cost-effective.

Consequently, S-1 is required to comply with the current achieved-in-practice standards:

S-1	Pollutant	Emission Factor	BACT(2) Standard
	NO _x *	3.14 g/bhp-hr	3.33 g/bhp-hr

Basis: The standard is expressed as 4.8 g/bhp of non-methane hydrocarbons +NO_x. NO_x is estimated to be 95% of the combined standard (4.8*0.95 = 4.56 g/bhp-hr)

Offsets

Offset must be provided for any new or modified source at a facility that will have the potential to emit more than 10 tons per year of NO_x or POC, as specified in Regulation 2-2-302; 100 tons per year or more of PM_{2.5}, PM₁₀ or sulfur dioxide, as specified in Regulation 2-2- 303.

Table 3. Potential to Emit for FID 203048

Pollutant	Existing Annual Emissions (TPY)	Application Annual Emissions* (TPY)	Facility Annual Emissions (TPY) *	Offset Requirement (TPY)	Offset Required
NO _x	0.000	0.030	0.030	>10	N
POC	0.000	0.003	0.003	>10	N
CO	0.000	0.008	0.008	-	N
PM ₁₀ /PM _{2.5} ¹	0.000	0.002	0.002	≥100	N
SO ₂	0.000	0.000	0.000	≥100	N

Basis: Annual emissions: Reliability-related activity of 34 hours and emergency operation of 100 hours for S-1.

Since the facility’s potential to emit is below the offsets trigger levels specified in Regulation 2-2, offsets are not required.

Statement of Compliance

The owner/operator is expected to comply with all applicable requirements. Key requirements are listed below:

Airborne Toxic Control Measure for Stationary Compression Ignition Engines

ATCM, 5/19/2011, section § 93115, title 17, CA Code of Regulations

S-1 meets the new direct-drive emergency fire pump engine definition, and it has an output power greater than 50 hp, therefore is subject to section 93115. S3 and S-4 meet the applicable emission standards for all pollutants for the same model year and maximum horsepower rating as specified in Table 2 (attached as an image below), in effect on the date of submittal, as defined in section 93115.6(4), and are certified to the new nonroad compression-ignition (CI) engine emission standards for all pollutants as specified in 40 CFR § 60.4202(d.) Standards of Performance for Stationary Compression Ignition Internal Combustion Engines (2006).

Image 1: Table 2 from title 17, California Code of Regulations section 93115.

Table 2: Emission Standards for New Stationary Emergency Standby Direct-Drive Fire Pump Engines > 50 BHP g/bhp-hr (g/kW-hr)				
Maximum Engine Power	Model year(s)	PM	NMHC+NOx	CO
50 ≤ HP < 75 (37 ≤ kW < 56)	2010 and earlier 2011+ ¹	0.60 (0.80) 0.30 (0.40)	7.8 (10.5) 3.5 (4.7)	3.7 (5.0)
75 ≤ HP < 100 (56 ≤ kW < 75)	2010 and earlier 2011+ ¹	0.60 (0.80) 0.30 (0.40)	7.8 (10.5) 3.5 (4.7)	3.7 (5.0)
100 ≤ HP < 175 (75 ≤ kW < 130)	2009 and earlier 2010+ ²	0.60 (0.80) 0.22 (0.30)	7.8 (10.5) 3.0 (4.0)	3.7 (5.0)
175 ≤ HP < 300 (130 ≤ kW < 225)	2008 and earlier 2009+ ³	0.40 (0.54) 0.15 (0.20)	7.8 (10.5) 3.0 (4.0)	2.6 (3.5)
300 ≤ HP < 600 (225 ≤ kW < 450)	2008 and earlier 2009+ ³	0.40 (0.54) 0.15 (0.20)	7.8 (10.5) 3.0 (4.0)	2.6 (3.5)
600 ≤ HP < 750 (450 ≤ kW < 560)	2008 and earlier 2009+	0.40 (0.54) 0.15 (0.20)	7.8 (10.5) 3.0 (4.0)	2.6 (3.5)
HP > 750 (kW > 560)	2007 and earlier 2008+	0.40 (0.54) 0.15 (0.20)	7.8 (10.5) 4.8 (6.4)	2.6 (3.5)

Per 93115.6(4)b The District: 1. may establish more stringent diesel PM, NMHC+NOx, HC, NOx, and CO emission rate standards; and more stringent limits on hours of maintenance and testing on a site-specific basis.

District Rules

Regulation 2-5-302 (New Source Review of Toxic Air Contaminants) S-1 is a source of Toxic Air Contaminants (TAC) therefore subject to this regulation. A Health Risk Assessment (HRA) was conducted for this project. Since the proposed engine does not

trigger TBACT, and the estimated project cancer risk does not exceed 10 in a million and the chronic hazard index does not exceed 1.0, this project complies with the District’s

Regulation 6-1-303 (*Ringelmann No. 2 Limitation*) Except as provided in Sections 6-1-303, 304 and 306, any source of particulate matter must comply with this regulation. The operation of S-3 and S-4 does not fall under sections 6-1-303, 304 and 306, therefore are subject to 6-1-303.

Regulation 9-1-301 (*Limitations on Ground Level Concentrations of SO₂*) S-1 will operate within the State of California, therefore, use Ultra Low Sulfur Diesel (ULSD) which has a sulfur content of 15 ppm. Hence, the project is likely to comply with the requirements of this regulation.

Regulation 9-8 (*NO_x and CO from Stationary Internal Combustion Engines*)
Section 9-8-110.5 – Limited exemption for emergency standby engines. The requirements of Sections 9-8-301 through 305, 501 and 503 shall not apply to the emergency standby engines. This is applicable to this project since S-1 is an emergency engine that will be used to mitigate imminent fires.
Section 9-8-330 – Hours of operation for emergency standby engines. Section 330.1 allows unlimited hours of operation for emergency use. Section 330.3 adds that reliability-related activities are limited to 50 hours in a calendar year, or limitations contained in a District permit, whichever is lower. Permit conditions limit to 34 hours per calendar year maintenance and reliability operation for each engine in this application.
Section 9-8-502 – Recordkeeping Any person who operates any engine subject to Section 9-8-300 shall comply with the recordkeeping requirements. These requirements are established in this section and the permit condition.

California Environmental Quality Act (CEQA)

This project is ministerial under the District Regulation 2-1-311 (Permit Handbook Chapter 2.3) and is therefore not subject to CEQA review.

New Source Performance Standards (NSPS)

40 CFR 60, Subpart IIII (*Stationary Compression Ignition Internal Combustion Engines*) S-1 is a fire pump engine greater than 50 hp and has a displacement of less 30 L or above, therefore per § 60.4202(d) Table 3 subject to the NSPS Certification requirements.

Section §§ 60.4202(d) and 60.4205(c), state that fire pump engines must comply with the emission standards in Table 4 to Subpart IIII of Part 60—Emission Standards for Stationary Fire Pump Engines, a section of this table is below.

Maximum Engine Power	Model Year	NMHC+NO _x	CO	PM
37≤KW<56 (50≤HP<75)	2010 and earlier	10.5 (7.8)	5.0 (3.7)	0.80 (0.60)
	2011 +	4.7 (3.5)		0.40 (0.30)

According to the information in Table 1: Annual and Daily Emissions from EPA/CARB Certified Data from S-1, this engine complies with the applicable requirements. Additionally, the engine is certified and labeled as specified in 40 CFR, 60, Subpart III.

National Emissions Standards for Hazardous Air Pollutants (NESHAP)

40 CFR 63, Subpart ZZZZ (*Stationary Reciprocating Internal Combustion Engines (RICE)*) establishes national emission limitations and operating limitations for hazardous air pollutants (HAP) emitted from stationary reciprocating internal combustion engines (RICE) located at major and area sources of HAP emissions. S-1 meets the stationary RICE definition in this subpart; however, this is not considered a major source of HAP emissions, therefore is not subject to section § 63.6610. Emergency stationary RICE located at area sources of HAP may be operated for up to 50 hours per calendar year in non-emergency situations. The source is certified by EPA, and is expected to be installed, operated, and maintained per the manufacturer’s instructions.

Prevention of Significant Deterioration (PSD)

This application is not part of a PSD project as defined in Regulation 2-2.

School Notification (Regulation 2-1-412)

The proposed source is not located within an Overburdened Community as defined in Regulation 2-1-243 and required a refined HRA, however, it will be located less than 1,000 feet from the K-12 schools, with more than 12 students enrolled below:

- Ben Painter Elementary, 500 Rough and Ready Rd, San Jose, CA 95133
- William Sheppard Middle School, 480 Rough and Ready Rd, San Jose, CA 95133

Therefore, the proposed source is subject to the public notification requirements of Regulation 2-1-412. A public notice will be prepared and sent to all addresses within 1,000 feet of the proposed sources and parents and guardians of students.

Permit Conditions

Permit Condition #100072 for S-1

1. The owner or operator shall operate each emergency standby engine only for the following purposes: to mitigate emergency conditions, for emission testing to demonstrate compliance with a District, state or Federal emission limit, or for reliability-related activities (maintenance and other testing, but excluding emission testing). Operating while mitigating emergency conditions or while emission testing to show compliance with District, state or Federal emission limits is not limited. [Basis: Title 17, California Code of Regulations, section 93115, ATCM for Stationary CI Engines]
2. The owner/operator shall operate each emergency standby engine only when a non-resettable totalizing meter (with a minimum display capability of 9,999 hours) that

measures the hours of operation for the engine is installed, operated and properly maintained.

[Basis: Title 17, California Code of Regulations, section 93115, ATCM for Stationary CI Engines]

3. Records: The owner/operator shall maintain the following monthly records in a District-approved log for at least 36 months from the date of entry (60 months if the facility has been issued a Title V Major Facility Review Permit or a Synthetic Minor Operating Permit). Log entries shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request.
 - a. Hours of operation for reliability-related activities (maintenance and testing).
 - b. Hours of operation for emission testing to show compliance with emission limits.
 - c. Hours of operation (emergency).
 - d. For each emergency, the nature of the emergency condition.
 - e. Fuel usage for each engine(s).

[Basis: Title 17, California Code of Regulations, section 93115, ATCM for Stationary CI Engines]

4. At School and Near-School Operation: If the emergency standby engine is located on school grounds or within 500 feet of any school grounds, the following requirements shall apply: The owner or operator shall not operate each stationary emergency standby diesel-fueled engine for non-emergency use, including maintenance and testing, during the following periods:
 - a. Whenever there is a school sponsored activity (if the engine is located on school grounds)
 - b. Between 7:30 a.m. and 3:30 p.m. on days when school is in session.

'School' or 'School Grounds' means any public or private school used for the purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in a private home(s). 'School' or 'School Grounds' includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property.

[Basis: Title 17, California Code of Regulations, section 93115, ATCM for Stationary CI Engines]

Permit Condition #100072 for S-1

The owner/operator shall not exceed the following limits per year per engine for reliability-related activities:

- 34 Hours of Diesel fuel (Diesel fuel)

[Basis: Cumulative Increase; Regulation 2-5; Title 17, California Code of Regulations, section 93115, ATCM for Stationary CI Engines]

Permit Condition #100076 for S-1

The owner/operator shall operate this emergency standby engine only when directly coupled to pump(s) exclusively used in water-based fire protection system(s).

End of Conditions

Recommendation

The District has reviewed the material contained in the permit application for the proposed project and has made a preliminary determination that the project is expected to comply with all applicable requirements of District, state, and federal air quality-related regulations. The preliminary recommendation is to issue an Authority to Construct for the equipment listed below. However, the proposed sources will be located within 1,000 feet of a K-12 school and triggered an HRA within an Overburdened Community (OBC) which triggers the public notification requirements of Regulation 2-1-412. After the comments are received from the public and reviewed, the District will make a final determination on the permit.

I recommend that the District initiate a public notice and consider any comments received prior to taking any final action on issuance of an Authority to Construct and/or a Permit to Operate for the following equipment:

- S-1 Emergency Standby Diesel Fire Pump Driver**
Make: John Deere, Model: 4045TF290E,
Year: 2021, 64 bhp, 1.10 MMBtu/hr
Permit Condition Nos. 100072, 100073 and 100076

Prepared by: Isis Virrueta, AQE
May 2023

Attachment 1

BAY AREA AIR QUALITY MANAGEMENT DISTRICT Best Available Control Technology (BACT) Guideline
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Source Category

Source:	IC Engine-Compression Ignition: Stationary Emergency, non- Agricultural, non-direct drive fire pump	Revision:	8
		Document #:	96.1.3
Class:	> 50 BHP and < 1000 BHP Output	Date:	12/22/2020*

Determination

Pollutant	BACT 1. Technologically Feasible/ Cost Effective 2. Achieved in Practice 3. TBACT	TYPICAL TECHNOLOGY
POC (NMHC)	1. n/s ^c 2. CARB ATCM standard ^a for POC at applicable horsepower rating (see attached Table 1).	1. n/s ^c 2. Any engine certified or verified to achieve the applicable standard. ^a
NO_x	1. n/s ^c 2. CARB ATCM standard ^a for NO _x at applicable horsepower rating (see attached Table 1).	1. n/s ^c 2. Any engine certified or verified to achieve the applicable standard. ^a
SO₂	1. n/s ^c 2. Fuel sulfur content not to exceed 0.0015% (wt) or 15 ppm (wt).	1. n/s ^c 2. CARB Diesel Fuel (Ultra Low Sulfur Diesel)
CO	1. n/s ^c 2. CARB ATCM standard ^a for CO at the applicable horsepower rating (see attached Table 1).	1. n/s ^c 2. Any engine certified or verified to achieve the applicable standard. ^a
PM₁₀	1. n/s ^c 2. 0.15 g/bhp-hr 3. 0.15 g/bhp-hr	1. n/s ^c 2. Any engine or technology demonstrated, certified or verified to achieve the applicable standard. 3. Any engine or technology demonstrated, certified or verified to achieve the applicable standard.
NPOC	1. n/s 2. n/s	1. n/s 2. n/s

* Applies to open permit applications with a complete date on or after 1/1/2020.

References

- a. ATCM standard (listed below): Where NMHC + NOx is listed (with no individual standards for NOx or NMHC) as the standard, the portions may be considered 95% NOx and 5% NMHC. For the purposes of determining BACT NMHC = POC. Any engine which has been certified or demonstrated to meet the current year tier standard may be considered compliant with the certified emission standard for that pollutant.
- b. Deleted (no longer applies).
- c. Cost- effectiveness analysis must be based on lesser of 50 hr/yr or non-emergency operation as limited by District health risk screen analysis.

Table 1: BACT 2 Emission Limits based on CARB ATCM

Emissions Standards for Stationary Emergency Standby Diesel-Fueled CI Engines ≥ 50 BHP g/Kw-hr (g/bhp-hr)			
Maximum Engine Power	PM	NMHC+NOx	CO
37 \leq KW < 56 (50 < HP < 75)	0.20 (0.15)	4.7 (3.5)	5.0 (3.7)
56 \leq KW < 75 (75 < HP < 100)	0.20 (0.15)	4.7 (3.5)	5.0 (3.7)
75 \leq KW < 130 (100 < HP < 175)	0.20 (0.15)	4.0 (3.0)	5.0 (3.7)
130 \leq KW < 225 (175 \leq HP < 300)	0.20 (0.15)	4.0 (3.0)	3.5 (2.6)
225 \leq KW < 450 (300 < HP < 600)	0.20 (0.15)	4.0 (3.0)	3.5 (2.6)
450 \leq KW \leq 560 (600 < HP < 750)	0.20 (0.15)	4.0 (3.0)	3.5 (2.6)
560 < KW < 750 (750 < HP < 1000)	0.20 (0.15)	6.4 (4.8)	3.5 (2.6)

