

## DRAFT ENGINEERING EVALUATION

**Facility ID No. 22121**  
**New Cingular Wireless PCS LLC dba AT & T Mobility**  
**3332 Adeline Street, Berkeley, CA 94703-4703**  
**Application No. 703166**

### **Background**

New Cingular Wireless PCS LLC dba AT & T Mobility is applying for an Authority to Construct/Permit to Operate for the following equipment:

**S-2 Emergency Standby Diesel Engine**  
**Make: Mitsubishi Heavy Industries, Model: D04EG-TAA, Model Year: 2023**  
**85 bhp, 0.63 MMBtu/hr**  
**Permit Condition Nos. 100072 and 100073**

The criteria pollutants are nitrogen oxides (NO<sub>x</sub>), carbon monoxide(CO), precursor organic compounds (POC) from unburned diesel fuel, sulfur dioxide (SO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). All of these pollutants are briefly discussed on the District's web site at [www.baaqmd.gov](http://www.baaqmd.gov).

S-2 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.

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

### **Emissions**

**Table 1. Annual and Daily Emissions from EPA/CARB Certified Data from S-2**

<b>Pollutant</b>	<b>Emission Factor (g/bhp-hr)</b>	<b>Max Daily Emissions (lb/day)</b>	<b>Annual Emissions (lb/yr)</b>	<b>Annual Emissions (tons/yr)</b>
NO <sub>x</sub>	2.57	11.548	24.080	0.012
POC	0.08	0.359	0.750	0.000
CO	0.45	2.022	4.216	0.002
PM <sub>10</sub> /PM <sub>2.5</sub> <sup>1</sup>	0.104	0.467	0.974	0.000
SO <sub>2</sub>	N/A <sup>2</sup>	0.025	0.051	0.000

Basis:

- Annual emissions: Reliability-related activity 50 hours for S-2
- Max daily emissions: 24-hour operation
- Emissions from EPA Engine Family PMVXL03.3CBB for S-2
- <sup>1</sup> Conservative Assumption: All PM emissions are PM<sub>2.5</sub>

- $^2 \text{SO}_2$  emission factor from AP-42 Table 3.4-1,  $\text{SO}_2$  (15 ppm) =  $0.00809 * 0.0015 \text{ lb SO}_2/\text{bhp-hr}$

**Plant Cumulative Increase**

Table 2 summarizes the cumulative increase in criteria pollutant emissions that will result from this application.

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

<b>Pollutant</b>	<b>Existing Emissions Post 4/5/91 (tons/yr)</b>	<b>Application Emissions (tons/yr)</b>	<b>Cumulative Emissions (tons/yr)</b>
NO <sub>x</sub>	0.000	0.012	0.012
POC	0.000	0.000	0.000
CO	0.000	0.002	0.002
PM <sub>10</sub> /PM <sub>2.5</sub>	0.000	0.000	0.000
SO <sub>2</sub>	0.000	0.000	0.000

S-1 Emergency Standby Natural Gas Generator Set was shut down on September 18, 2017. Therefore, there are no existing emissions at the facility.

**Health Risk Assessment (HRA)**

HRA was required. The diesel particulate emissions from the project are greater than the toxic trigger level of 0.26 lb/year. All PM<sub>10</sub> emissions are considered diesel particulate emissions. The PM<sub>10</sub> emissions from this application are summarized in Table 1. There were no other related projects permitted in the last three 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 because receptors are located less than 100 feet from the proposed engine location.

The project is in compliance with project risk requirements as recommended, limiting reliability-related activity hours by permit condition. See HRA report.

**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 maximum project cancer risk is estimated at 3.9 in a million, and the maximum project chronic hazard index is estimated at 0.0015. See HRA Report for more details.

**Table 3. HRA results**

<b>Maximally Exposed Receptor</b>	<b>Maximum Cancer Risk</b>	<b>Maximum Chronic Hazard Index</b>
Residential	3.9 chances in a million	0.0011
Off-site worker	1.9 chances in a million	0.0015
Student	Negligible	Negligible

**TBACT**

In accordance with the District’s Regulation 2-5-301, this source requires TBACT because the estimated source cancer risk is greater than 1.0 in a million. This application was received before 12/22/2020. Therefore, this application is subject to the BACT and TBACT determinations for compression ignition engines with a rated capacity between 50-1000 bhp 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). The proposed engine complies with TBACT by having a certified PM emission rate that is less than or equal to 0.15 g/bhp-hour. The certified PM emission rate for this engine is 0.104 g/bhp-hour.

**Project Risk Limits**

Since the proposed engine, operating at 50 hours/year for reliability related testing, complies with 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. No additional operating hour restrictions were necessary for this project.

**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<sub>x</sub>, CO, SO<sub>2</sub>, or PM<sub>10</sub>.

As shown in Table 1, emissions of NO<sub>x</sub> 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 (BACT (2)).*

This application was received before 12/22/2020. Therefore, Achieved-in-practice BACT (“BACT(2)”) for this source is presented in the previous BAAQMD BACT/TBACT Workbook for IC Engine – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump, Document #96.1.3, Revision 8, dated 12/22/2020.

For NO<sub>x</sub>, 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 (BACT (1)).*

The following control technologies and mitigation measures have been found technically feasible for abating NO<sub>x</sub> emissions from internal combustion engines.

- Engine ignition timing retard (achievable NO<sub>x</sub> reduction 20 to 30 percent), and
- Selective catalytic reduction (SCR) (achievable NO<sub>x</sub> reduction of 90 percent)

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<sub>x</sub> emissions of \$17,500 per ton of emissions reduced.

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<sub>x</sub> controls could not exceed \$189 to be deemed cost-effective. All NO<sub>x</sub> 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-2 is required to comply with the current achieved-in-practice standards:

S-2 satisfies the BACT(2) standards for the following pollutants which exceed 10 lb/day in Table 1:

<b>Pollutant</b>	<b>Emission Factor</b>	<b>BACT(2) Standard</b>
NOx	2.57 g/bhp-hr	3.33 g/bhp-hr

\* The standard is expressed as 3.5 g/bhp of NMHC+NOx. NOx is estimated to be 95% of the combined standard (3.5\*0.95 = 3.33 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 NOx or POC, as specified in Regulation 2-2-302; 100 tons per year or more of PM2.5, PM10 or sulfur dioxide, as specified in Regulation 2-2- 303.

**Table 4. Potential to Emit for FID 22121**

<b>Pollutant</b>	<b>Existing Annual Emissions (TPY)</b>	<b>Application Annual Emissions* (TPY)</b>	<b>Facility Annual Emissions (TPY) *</b>	<b>Offset Requirement (TPY)</b>	<b>Offset Required</b>
NOx	0	0.036	0.036	>10	N
POC	0	0.001	0.001	>10	N
CO	0	0.006	0.006	-	N
PM <sub>10</sub> /PM <sub>2.5</sub> <sup>1</sup>	0	0.001	0.001	≥100	N
SO <sub>2</sub>	0	0.000	0.000	≥100	N

\*Annual emissions: Reliability-related activity of 50 hours and emergency operation of 100 hours for S-2.

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

**District Rules**

Regulation 6-1-303 (*Ringelmann No. 2 Limitation*)

Regulation 9-1-301 (*Limitations on Ground Level Concentrations of SO<sub>2</sub>*)

Regulation 9-8 (*NOx and CO from Stationary Internal Combustion Engines*)

Section 9-8-110.5 – Limited exemption for emergency standby engines

Section 9-8-330 – Hours of operation for emergency standby engines

Section 9-8-502 – Recordkeeping

Sections 6-1-310.1 and 6-1-310.2 limit total suspended particulate (TSP) emissions to 0.15 grains/dscf of exhaust gas volume or less depending on the exhaust gas rate (see Table 6-1-310.2 for the corresponding TSP concentration limit). As shown in the emission calculations in the table below, the certified particulate emission rate from this engine is 0.104 grams per bhp-hour, which results in an outlet grain loading of **0.03** grains per dscf. Since this emission rate is less than the limit in Section 6-1-310, compliance with this section is expected through use of the certified engine.

**Table 6. Section 6-1-310 Emissions Calculations**

Engine Maximum Exhaust Flow Rate*	230	acfm	=	78.39	dscf/	=	4703.	dscf/
				85	min		91	hr
Engine Maximum Exhaust Temperature	900	F						
Water (H2O) Content (%)	12.50%							
PM10 abatement for Engine	0.00%							
Engine PM10 emissions**	0.02	lb/hr	=	77.43	kg/yr	=	136.2	gr/hr
Are Engine PM10 Emissions > 1000 kg/yr?	NO							
Applicable Regulation 6-1-310 section?	6-1-310.1							
TSP Concentration for Engine	0.03	gr/dscf						
Corresponding Regulation 6-1 TSP Limit	0.15	gr/dscf						
PM10 emissions < Corresponding Reg 6-1 TSP Limit?	YES							

\* dscfm = acfm x (460 R + 70 F)/(460 R + Engine Maximum Exhaust Temperature in F) x (1- water (H2O Content))

**California Environmental Quality Act (CEQA)**

This permit application is categorically exempt from the California Environmental Quality Act (CEQA). CEQA Guidelines, Section 15301 exempts projects that involve negligible or no expansion of use. The emergency standby engine will not expand the facility’s normal operation and will result in no increase or only a negligible increase in use of the facility. Further, based on the review of the permit application materials, including Appendix H, environmental information form, the project will not have any significant environmental impacts, and cumulative impacts from successive projects of the same type in the same place will not result in significant environmental impacts.

**New Source Performance Standards (NSPS)**

40 CFR 60, Subpart IIII (*Stationary Compression Ignition Internal Combustion Engines*)

**National Emissions Standards for Hazardous Air Pollutants (NESHAP)**

40 CFR 63, Subpart ZZZZ (*Stationary Reciprocating Internal Combustion Engines (RICE)*)

### **Prevention of Significant Deterioration (PSD)**

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

### **Public Notification (Regulation 2-1-412)**

This project is within 1,000 feet from the nearest K-12 school (American International Montessori School located on 3339 Martin Luther King Jr Way, Berkeley, CA 94703). Furthermore, this project is located within an Overburdened Community.

Therefore, this project is subject to the public notification requirements as defined in Regulation 2-1-243. Public notice will be prepared and sent to all addresses within 1,000 feet of the proposed source. All comments received shall be summarized in the final evaluation report.

### **Permit Conditions**

#### **Permit Condition #100072 for S-2**

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. 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 #100073 for S-2**

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

- 50 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]

*End of Conditions*

#### **Recommendation**

The Air 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 source will be located within 1,000 feet from the nearest K-12 school and will be located within an Overburdened Community which triggers public notification requirements per Regulation 2-1-412. After the comments are received from the public and are reviewed, the Air District will make a final determination on the permit.

I recommend that the District initiates 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-2 Emergency Standby Diesel Engine**  
**Make: Mitsubishi Heavy Industries, Model: D04EG-TAA, Model Year: 2023**  
**85 bhp, 0.63 MMBtu/hr**  
**Permit Condition Nos. 100072 and 100073**



Prepared By: Youjin Kim, Air Quality Engineer  
March 11, 2025

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## Attachment 1

<b>BAY AREA AIR QUALITY MANAGEMENT DISTRICT Best Available Control Technology (BACT) Guideline</b>
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### Source Category

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

### Determination

<b>Pollutant</b>	<b>BACT</b> 1. Technologically Feasible/ Cost Effective 2. Achieved in Practice 3. TBACT	<b>TYPICAL TECHNOLOGY</b>
<b>POC (NMHC)</b>	1. n/s <sup>c</sup> 2. CARB ATCM standard <sup>a</sup> for POC at applicable horsepower rating (see attached Table 1).	1. n/s <sup>c</sup> 2. Any engine certified or verified to achieve the applicable standard. <sup>a</sup>
<b>NOx</b>	1. n/s <sup>c</sup> 2. CARB ATCM standard <sup>a</sup> for NOx at applicable horsepower rating (see attached Table 1).	1. n/s <sup>c</sup> 2. Any engine certified or verified to achieve the applicable standard. <sup>a</sup>
<b>SO<sub>2</sub></b>	1. n/s <sup>c</sup> 2. Fuel sulfur content not to exceed 0.0015% (wt) or 15 ppm (wt).	1. n/s <sup>c</sup> 2. CARB Diesel Fuel (Ultra Low Sulfur Diesel)
<b>CO</b>	1. n/s <sup>c</sup> 2. CARB ATCM standard <sup>a</sup> for CO at the applicable horsepower rating (see attached Table 1).	1. n/s <sup>c</sup> 2. Any engine certified or verified to achieve the applicable standard. <sup>a</sup>
<b>PM<sub>10</sub></b>	1. n/s <sup>c</sup> 2. 0.15 g/bhp-hr  3. 0.15 g/bhp-hr	1. n/s <sup>c</sup> 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.
<b>NPOC</b>	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

<b>Emissions Standards for Stationary Emergency Standby Diesel-Fueled CI Engines <math>\geq 50</math> BHP g/Kw-hr (g/bhp-hr)</b>			
<b>Maximum Engine Power</b>	<b>PM</b>	<b>NMHC+NOx</b>	<b>CO</b>
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)

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