BOARD MEETING DATE: October 1, 2021 AGENDA NO. 24

PROPOSAL: Determine that Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines and Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines are Exempt from CEQA, and Adopt Proposed Rule 118.1 and Amend Rule 1470.

SYNOPSIS: Over the past several years, utilities have increased implementation of Public Safety Power Shutoff events where power lines are de-energized to reduce potential wildfires. As a result, critical service facilities have increased operation of emergency standby engines during Public Safety Power Shutoff events to provide continuous services to protect public health and safety. Proposed Rule 118.1 includes provisions for critical service facilities that operate an emergency standby engine during a Public Safety Power Shutoff event. Proposed Amended Rule 1470 provides an optional testing and maintenance schedule for water and sewage facilities with an emergency standby engine located in a very high fire hazard severity zone.

COMMITTEE: Stationary Source, August 20, 2021, Reviewed

RECOMMENDED ACTIONS:
Adopt the attached Resolution:

1. Determining that Proposed Rule 118.1 - Public Safety Provisions for Stationary Emergency Standby Engines and Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines, are exempt from the requirements of the California Environmental Quality Act; and
2. Adopting Proposed Rule 118.1 - Public Safety Provisions for Stationary Emergency Standby Engines and Amending Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines.

Wayne Nastri
Executive Officer

SN:ML:TT

Background
Since 2018, utility distribution companies have been implementing Public Safety Power Shutoff (PSPS) events to proactively shut off power to electrical lines to reduce the likelihood that electrical lines would contribute to a wildfire. During a PSPS event, critical service facilities may need to rely on emergency standby engines to continue operations to ensure public health and safety. South Coast AQMD regulations require permits for emergency standby engines, and most limit engine operating hours to 200 hours or less per year. Due to PSPS events, some critical service facilities have exceeded South Coast AQMD operating permit limits. Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines (PR 118.1) will provide critical service facilities the option to exclude emergency standby engine operating hours that occur due to PSPS events from counting towards the permit operating limit.

Under Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines, emergency standby engines with a PM emission rate greater than 0.4 g/bhp-hr, excluding those at health facilities, are limited to 20 hours per year for maintenance and testing. With the increased use of emergency engines, water and sewage facilities have requested an alternative maintenance and testing schedule to periodically allow more rigorous testing to ensure engine reliability. Proposed Amended Rule 1470 (PAR 1470) will provide water and sewage facilities an option to implement alternative maintenance and testing schedules for specific emergency engines.

Proposal
PR 118.1 will provide critical service facilities the option to exclude emergency standby engine operating hours from counting towards a South Coast AQMD permitting limit that occurs due to PSPS events. During a PSPS event, facilities can exclude hours during a de-energization period, up to three hours for each imminent shutoff notification received, and the de-energization period due to repair activities associated with a PSPS event. Facilities electing to exclude engine operating hours would be required to notify the Executive Officer if use of the emergency engine has exceeded the permit operating limit for the calendar year. As part of the notification process, facilities are also required to provide facility information and operating hours due to PSPS events. Facilities excluding emergency engine operating hours will also be required to compile a summary report documenting engine operating hours and supporting documentation for each PSPS event. The summary report is not required to be submitted, but must be made available upon request no later than January 15 of the following calendar year.

PAR 1470 will establish an option for water or sewage facilities to implement an alternative maintenance and testing schedule for emergency standby engines. PAR 1470 provisions apply to emergency standby engines that are limited to 20 hours for maintenance and testing purposes and located in a very high fire hazard severity zone, provided the engine is not located within an SB535 Disadvantaged Community. The

alternative schedule will allow 20 hours of maintenance and testing averaged over a rolling three-year period with no individual calendar year exceeding 30 hours. Facilities will need to modify an existing South Coast AQMD permit to reflect the alternative maintenance and testing schedule.

Public Process
Development of PR 118.1 and PAR 1470 was conducted through a public process. Staff held four working group meetings remotely on the following dates: December 4, 2020, April 8, 2021, May 27, 2021, and July 9, 2021. A Public Workshop was held remotely on July 29, 2021.

Key Issues
Throughout the rulemaking process, staff has worked with stakeholders to resolve key issues. Staff is not aware of any remaining key issues.

California Environmental Quality Act
Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15269(c). A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment H to this Board letter. If the proposed project is approved, the Notice of Exemption will be filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties. In addition, the Notice of Exemption will be filed with the State Clearinghouse of the Governor's Office of Planning and Research, to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: https://ceqanet.opr.ca.gov/search/recent.

Socioeconomic Assessment
No adverse socioeconomic impacts are anticipated for allowing critical service facilities the option to exclude emergency engine usage due to a PSPS event. Additionally, no significant adverse socioeconomic impacts are anticipated from water and sewage facilities electing to use the alternative maintenance and testing schedule for emergency engines. PR 118.1 and PAR 1470 result in no adverse socioeconomic impacts, and as such, a socioeconomic assessment is not required under Health and Safety Code Section 40440.8(a).

AQMP and Legal Mandates
Under Health & Safety Code Section 40460(a), the South Coast AQMD is required to adopt an Air Quality Management Plan (AQMP) demonstrating compliance with all federal regulations and standards. The South Coast AQMD is required to adopt rules and regulations that carry out the objectives of the AQMP. PR 118.1 and PAR 1470 do not implement an AQMP control measure. Proposed Rule 118.1 is necessary to provide critical service facilities regulatory relief during the loss of electrical power due to PSPS events. PAR 1470 is necessary to provide an alternative maintenance and testing

schedule for water or sewage facilities to ensure engine reliability. The alternative maintenance and testing schedule does not increase emissions averaged over three years or potential health risks.

Implementation and Resource Impact

Existing South Coast AQMD resources are adequate to implement the PR 118.1 and PAR 1470.

Attachments

A. Summary of Proposal
B. Key Issues and Responses
C. Rule Development Process
D. Key Contacts List
E. Resolution
F1. Proposed Rule 118.1
F2. Proposed Amended Rule 1470
G. Final Staff Report
H. Notice of Exemption from CEQA
I. Board Meeting Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines

Purpose and Applicability

- Emergency engines at critical service facilities that have permit conditions limiting operation to 200 hours per year or less can exclude engine operating hours due to PSPS events
- Critical service facilities include essential public services defined under Rule 1302 (which includes publicly owned and operated sewage treatment facilities that are consistent with an approved regional growth plan, prisons, police facilities, fire fighting facilities, schools, hospitals, construction and operation of a landfill gas control or processing facility, water delivery operations, and public transit), sewage pumping plants, pumping plants for recycled water, natural gas delivery facilities, health facilities, and facilities used exclusively for telecommunications

Requirements for Excluding Operating Hours Associated with Public Safety Power Shutoff (PSPS) Events

- Engine operating hours eligible to be excluded during PSPS events include the de-energization period, up to three hours for each imminent shutoff notification received, and the de-energization period due to repair activities associated with a PSPS event

Notification Requirements

- Notify the Executive Officer when the operator exceeds 200 hours where PSPS events contributed to exceeding the 200 hours

Summary Report Requirements

- No later than January 15th following the calendar year that an operator exceeded 200 hours per year, operators must prepare an annual report to document engine operating hours specifying operating hours for PSPS events and other activities with supporting documentation from the utility distribution company to demonstrate the date and time of de-energization events and imminent shutoff notifications
- Summary report shall be made available no later than January 15th the following calendar year and available upon request

Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

Operating Requirements

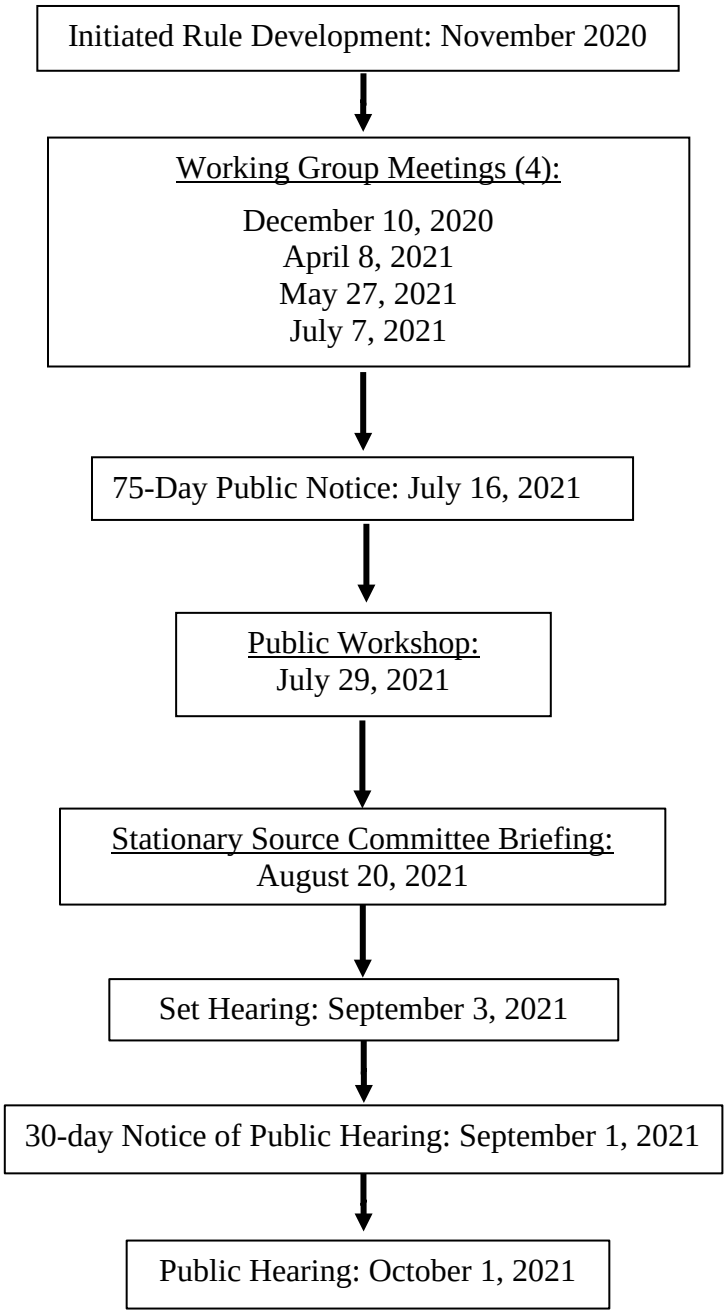
- Alternative maintenance and testing schedule option established for water or sewage facilities with emergency engines limited to 20 hours of maintenance and testing
- Engines must be located within a very high fire hazard severity zone, excluding engines within SB 535 Disadvantaged Communities
- Alternative maintenance and testing schedule will be 20 hours averaged over a three year rolling period, with no one calendar year exceeding 30 hours
- Permit modification required for facilities electing to implement the alternative maintenance and testing schedule

ATTACHMENT B
KEY ISSUES AND RESPONSES

Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines and Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines
Through the rulemaking process staff has worked with stakeholders to address a variety of issues. Staff is not aware of any remaining key issues.

ATTACHMENT C
RULE DEVELOPMENT PROCESS

Proposed Rule 118.1 – Public Safety Provision For Stationary Emergency Standby Engines and Proposed Amended Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines



Eleven (11) months spent in rule development.
One (1) Public Workshop.
Four (4) Working Group Meetings.

ATTACHMENT D

KEY CONTACTS LIST

- Amec Foster Wheeler
- American Tower
- Amplify Energy Corporation
- AMVAC (An American Vanguard Company)
- Anaheim Public Utilities
- Ashworth Leininger Group
- Association of California Water Agencies
- Boeing
- Buried Utilities Coalition
- California Air Resources Board
- California Council for Environmental and Economic Balance
- California Municipal Utilities Association
- California State University San Bernardino
- Caterpillar Inc
- CEMTEK KVB-Enertec
- Chicago Law Partners, LLC
- Children's Health Orange County
- City of Anaheim
- City of Corona Department of Water and Power
- City of Hope
- City of Huntington Beach Public Works Department
- City of Los Angeles
- City of Riverside
- Community Environmental Services
- Community Hospital of Huntington Park
- Costa Mesa Sanitary District
- Dudek
- East Orange County Water District
- Eastern Municipal Water District
- El Toro Water District
- ES Energy Systems
- Foothill Municipal Water District
- Fox Corporation
- Golden State Water Company
- Hospital Association of Southern California
- HRL Laboratories
- Inland Empire Utilities Agency
- Irvine Ranch Water District
- Kohler Co
- Las Virgenes Municipal Water District
- Los Angeles County Sanitation District
- Los Angeles Department of Water and Power
- Lose Angeles World Airports
- Manufacturers of Emission Controls Association
- Marathon Petroleum Corporation
- Mesa Water District
- Metropolitan Water District
- MIRATECH
- Montrose Environmental
- Municipal Water District of Orange County
- Orange County Sanitation District
- Ortega Strategies Group
- PBF Energy
- Phillips 66
- Providence Saint John's Health Center
- Public Water Agency Group
- Quinn Power Systems
- Ramboll
- Red E Services
- Safety Power Inc

ATTACHMENT D

KEY CONTACTS LIST (Continued)

- San Bernardino County Board of Supervisors
- San Bernardino Municipal Water District
- San Joaquin Valley Air Pollution Control District
- Sanitation Districts of Los Angeles County
- Santa Ana Watershed Project Authority
- Santa Margarita Water District
- Southern California Alliance of Publicly Owned Treatment Works
- Southern California Gas Company
- Southern California Edison
- Teledyne API
- The Walt Disney Company
- Toyota
- United States Environmental Protection Agency
- Valencia Heights Water Company
- Valero Energy Corporation
- West Valley Water District
- Western Municipal Water District
- Western States Petroleum Association
- Whittingham Public Affairs Advisors
- Yorba Linda Water District
- Yorke Engineering, LLC

ATTACHMENT E

RESOLUTION NO. 21-____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines and Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines, are exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board adopting Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines and amending Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines.

WHEREAS, the South Coast AQMD Governing Board finds and determines that Proposed Rule 118.1 and Proposed Amended Rule 1470 are considered a "project" as defined by CEQA; and

WHEREAS, the South Coast AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l) and has conducted a CEQA review and analysis of the proposed project pursuant to such program (South Coast AQMD Rule 110); and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the proposed project is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15269(c) – Emergency Projects, because the proposed project is comprised of specific actions to prevent or mitigate an emergency; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, Proposed Rule 118.1 and Proposed Amended Rule 1470 and supporting documentation, including but not limited to, the Notice of Exemption, Final

Staff Report, and the Board Letter, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the South Coast AQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (Section 30.5(4)(D)(i) of the Administrative Code), that there were no modifications to Proposed Rule 118.1 and Proposed Amended Rule 1470 since the Notice of Public Hearing was published that are so substantial as to significantly affect the meaning of Proposed Rule 118.1 and Proposed Amended Rule 1470 within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rules, (c) the changes are consistent with the information contained in the notice of public hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, Proposed Rule 118.1 will be submitted to the California Air Resources Board and the United States Environmental Protection Agency for inclusion into the State Implementation Plan; and

WHEREAS, the South Coast AQMD staff conducted a public workshop meeting on July 29, 2021 regarding Proposed Rule 118.1 and Proposed Amended Rule 1470; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to adopt Proposed Rule 118.1 and Proposed Amended Rule 1470 to provide critical service facility regulatory relief during Public Safety Power Shutoff events and provide water and sewage facilities an alternative maintenance and testing schedule for specific emergency engines to ensure engine reliability; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to adopt, amend or repeal rules and regulations from Sections 39002, 39666, 40000, 40001, 40702, and 40725 through 40728 of the Health and Safety Code; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Rule 118.1 and Proposed Amended Rule 1470 is written and displayed so that its meaning can be easily understood by the persons directly affected by them; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Rule 118.1 and Proposed Amended Rule 1470 are in harmony with and not in conflict with or contradictory to, existing statutes, court decisions or state or federal regulations; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Rule 118.1 and Proposed Amended Rule 1470 do not impose the same requirements as any existing state or federal regulations, and Proposed Rule 118.1 and Proposed Amended Rule 1470 are necessary and properly execute the powers and duties granted to, and imposed upon, South Coast AQMD; and

WHEREAS, the South Coast AQMD Governing Board, in adopting Proposed Rule 118.1 and Proposed Amended Rule 1470, references the following statutes which the South Coast AQMD hereby implements, interprets, or makes specific: Health and Safety Code Sections 40001 and 40702; and

WHEREAS, Health and Safety Code Section 40727.2 requires the South Coast AQMD to prepare a written analysis of existing federal air pollution control requirements applicable to the same source type being regulated whenever it adopts, or amends a rule, and the South Coast AQMD's comparative analysis of Proposed Rule 118.1 and Proposed Amended Rule 1470 is included in the Final Staff Report; and

WHEREAS, the public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Sections 40725 and 40440.5; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all applicable provisions of law; and

WHEREAS, the South Coast AQMD specifies that the Planning and Rules Assistant Deputy Executive Officer overseeing the development of Proposed Rule 118.1 and Proposed Amended Rule 1470 as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of Proposed Rule 118.1 and Proposed Amended Rule 1470 are based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

WHEREAS, the South Coast AQMD has determined that Proposed Rule 118.1 and Proposed Amended Rule 1470 should adopted for the reasons contained in the Final Staff Report; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15269(c) – Emergency Projects. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered, and approved the information therein prior to acting on the proposed project; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Rule 118.1 and Proposed Amended Rule 1470, as set forth in the attached, and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board requests that Proposed Rule 118.1 be submitted into the State Implementation Plan; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and Proposed Rule 118.1 and supporting documentation to the California Air Resources Board for approval and subsequently submitted to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan.

DATE: _____ _____

CLERK OF THE BOARDS

ATTACHMENT F1

(Adopted October 1, 2021)

PROPOSED RULE 118.1 PUBLIC SAFETY PROVISIONS FOR STATIONARY EMERGENCY STANDBY ENGINES

[Rule Index to be included after adoption]

(a) Purpose

The purpose of this rule is to exclude eligible operating hours for emergency standby internal combustion engines operating at a critical service facility due to a Public Safety Power Shutoff event.

(b) Applicability

This rule shall apply to an owner or operator of an emergency standby engine with a South Coast AQMD permit condition that limits the operation to no more than 200 hours per year located at a critical service facility.

(c) Definitions

For the purpose of this rule the following definitions shall apply:

(1) CRITICAL SERVICE FACILITY means an Essential Public Service as defined in Rule 1302, sewage pumping plants, pumping plants used for recycled water as defined in Title 22, Section 60304 of the California Code of Regulations, natural gas delivery facilities, health facilities as defined in Section 1250 of the California Health and Safety Code, and facilities used exclusively for telecommunications including radio and cell towers.

(2) EMERGENCY STANDBY ENGINE means an engine that operates as a temporary replacement for primary mechanical or electrical power during periods of fuel or energy shortage, loss of power, or while the primary power supply is under repair.

(3) IMMINENT SHUTOFF NOTIFICATION means a notification by a Utility Distribution Company sent to entities in a specific geographic area of an anticipated power shutoff due to a Public Safety Power Shutoff event.

(4) PUBLIC SAFETY POWER SHUTOFF EVENT means an event where a Utility Distribution Company may temporarily turn off power to specific geographic areas as allowed by the California Public Utilities Commission to proactively reduce the likelihood that their infrastructure could cause or contribute to a wildfire. This definition does not include a rotating outage as ordered by a Utility Distribution Company.

(5) UTILITY DISTRIBUTION COMPANY means one of several organizations that manage energy transmission and distribution within the South Coast AQMD jurisdiction for electric power primarily in the grid system overseen by the California Public Utilities Commission or by a special-purpose district or other jurisdiction, including municipal districts or municipalities.

(d) Provisions for Excluding Public Safety Power Shutoff Events

(1) An owner or operator of an emergency standby engine at a critical service facility that operates an emergency standby engine may elect to exclude operating hours that occurred during a Public Safety Power Shutoff event as specified in paragraph (d)(2) from the 200 hour annual operating limit specified in a South Coast AQMD permit or another South Coast AQMD rule, provided the owner or operator:

(A) Notifies the Executive Officer pursuant to the notification requirements in subdivision (e); and

(B) Prepares and maintains a summary report pursuant to the requirements in subdivision (f).

(2) An owner or operator of an emergency standby engine at a critical service facility that elects to exclude operating hours from the 200 hour annual operating limit specified in a South Coast AQMD permit or another South Coast AQMD rule, shall be limited to excluding operating hours that occurred during a Public Safety Power Shutoff event for any of the following time periods:

(A) When power was shut off, beginning on the date and time the power was shut off until the date and time the power was restored;

(B) For each emergency standby engine that operates prior to the time the power was shut off or after the time the power was restored, up to three hours for each imminent shutoff notification received provided:

(i) The three hours is in association with the imminent shutoff notification received; and

(ii) The cumulative number of hours is no more than 50 hours per calendar year; or

(C) When power was shut off due to repair activities that are associated with a Public Safety Power Shutoff event, beginning on the date and

time the power was shut off pursuant to subparagraph (d)(2)(A) until the date and time the power was restored.

(e) Notification Requirements

An owner or operator of an emergency standby engine at a critical service facility that elects to exclude operating hours pursuant to paragraph (d)(1) that occurred during a Public Safety Power Shutoff event pursuant to subparagraphs (d)(2)(A) through (d)(2)(C) shall:

(1) Notify the Executive Officer by calling 1-800-CUT-SMOG within 48 hours of the time that the operator knew that an emergency standby engine exceeded the 200 hour annual operating limit specified in a South Coast AQMD permit or another South Coast AQMD rule for the calendar year; and

(2) Provide the following information in the notification:

(A) Facility name;

(B) Facility Identification Number;

(C) Facility contact person and phone number;

(D) Permit number of emergency standby engine; and

(E) Estimated number of hours the facility operated the emergency standby engine due to a Public Safety Power Shutoff event pursuant to subparagraphs (d)(2)(A) through (d)(2)(C).

(f) Summary Report

If the exclusion of operating hours of an emergency standby engine during time periods specified under in subparagraphs (d)(2)(A) through (d)(2)(C) prevents an engine from exceeding the 200 hour annual operating limit specified in a South Coast AQMD permit or another South Coast AQMD rule and the owner or operator elects to exclude such operating hours, then the owner or operator of an emergency standby engine at a critical service facility shall:

(1) No later than January 15th following the calendar year that the emergency standby engine would have exceeded the 200 hour annual operating limit, prepare a report that includes:

(A) The total operating hours for the calendar year;

(B) The total operating hours for the calendar year that are associated with a Public Safety Power Shutoff event pursuant to subparagraphs (d)(2)(A) through (d)(2)(C);

(C) The date when the Executive Officer was notified pursuant to the provisions of subdivision (e); and

(D) Supporting documentation such as a notification or correspondence from the utility distribution company of eligible operating hours for each Public Safety Power Shutoff event including:

(i) Date and time of imminent shutoff (if applicable);

(ii) Date and time of power shutoff; and

(ii) Date and time of power restoration.

(2) Maintain the report specified in paragraph (f)(1) onsite for at least five years and make the report available to the Executive Officer upon request.

(Adopted April 2, 2004)(Amended March 4, 2005)
(Amended November 3, 2006)(Amended June 1, 2007)
(Amended May 4, 2012)(Amended October 1, 2021)

PROPOSED AMENDED RULE 1470 REQUIREMENTS FOR STATIONARY DIESEL-FUELED INTERNAL COMBUSTION AND OTHER COMPRESSION IGNITION ENGINES

(a) Applicability

(1) This rule shall apply to any person who either sells a stationary compression ignition (CI) engine, offers a stationary CI engine for sale, leases a stationary CI engine, or purchases a stationary CI engine for use in the South Coast Air Quality Management District, except as provided in subdivision (h).

(2) This rule shall apply to any person who owns or operates a stationary CI engine in the South Coast Air Quality Management District with a rated brake horsepower greater than 50 (>50 bhp), except as provided in subdivision (h).

(b) Definitions

For the purpose of this rule, the following definitions shall apply:

(1) AGRICULTURAL OPERATIONS means the growing and harvesting of crops or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution. Agricultural operations do not include activities involving the processing or distribution of crops or fowl.

(2) ALTERNATIVE FUEL means natural gas, propane, ethanol, or methanol.

(3) ALTERNATIVE DIESEL FUEL means any fuel used in a CI engine that is not commonly or commercially known, sold, or represented by the supplier as diesel fuel No. 1-D or No. 2-D, pursuant to the specifications in ASTM Standard Specification for Diesel Fuel Oils D975-11, "Standard Specification for Diesel Fuel Oils," as modified in March 2011, which is incorporated herein by reference, or an alternative fuel, and does not require engine or fuel system modifications for the engine to operate, although minor modifications (e.g., recalibration of the engine fuel control) may enhance performance. Examples of alternative diesel fuels include, but are not limited to, biodiesel and biodiesel blends that do not meet the definition

of CARB diesel fuel; Fischer-Tropsch fuels; emulsions of water in diesel fuel; and fuels with a fuel additive, unless:

(A) the additive is supplied to the engine fuel by an on-board dosing mechanism; or

(B) the additive is directly mixed into the base fuel inside the fuel tank of the engine; or

(C) the additive and base fuel are not mixed until engine fueling commences, and no more additive plus base fuel combination is mixed than required for a single fueling of a single engine.

(4) APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHER LIGHTS IN CATEGORY 1 AND CATEGORY 2 CONFIGURATIONS (ALSF-1 AND ALSF-2) means high intensity approach lighting systems with sequenced flashers used at airports to illuminate specified runways during category II or III weather conditions, where category II means a decision height of 100 feet and runway visual range of 1,200 feet, and category III means no decision height or decision height below 100 feet and runway visual range of 700 feet.

(5) BASELINE OR BASELINE EMISSIONS means the emissions level of a diesel-fueled engine using CARB diesel fuel as configured upon initial installation or by January 1, 2003, whichever is later.

(6) CALIFORNIA AIR RESOURCES BOARD (CARB) DIESEL FUEL means any diesel fuel that meets the specifications of vehicular diesel fuel, as defined in Title 13 CCR, Sections 2281 and 2282.

(7) CANCER RISK means the characterization of the probability of developing cancer from exposure to environmental chemical hazards, in accordance with the methodologies specified in "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments", Office of Environmental Health Hazard Assessment, August 2003, which is incorporated herein by reference.

(8) CERTIFIED CI ENGINE means a CI engine that is certified to meet the Tier 1, Tier 2, Tier 3, or Tier 4 Off-Road CI Certification Standards as specified in Title 13, California Code of Regulations, section 2423, or a CI engine that is certified to comply with the new nonroad CI engine emissions standards as specified in 40 CFR, Part 60, Subpart IIII – Standards of

Performance for Stationary Compression Ignition Internal Combustion Engines (2006).

(9) COMPRESSION IGNITION (CI) ENGINE means an internal combustion engine with operating characteristics significantly similar to the theoretical diesel combustion cycle. The regulation of power by controlling fuel supply in lieu of a throttle is indicative of a compression ignition engine.

(10) CONTROL AREA means any electrical region in California that regulates its power generation in order to balance electrical loads and maintain planned interchange schedules with other control areas.

(11) CUMULATIVELY means the aggregation of hours or days of engine use, and

any portion of an hour or day of engine use, toward a specified time limit(s).

(12) DATE OF ACQUISITION OR SUBMITTAL means

(A) For each District-approved permit or District registration:

(i) The date the application for the District permit or the application for engine registration was received by the District; or

(ii) Upon District approval, the date of purchase.

(B) For an engine subject to neither a District permit program nor a District registration program for stationary sources, the date of purchase.

(13) DATE OF PURCHASE means the date shown on the front of the cashed check, the date of the financial transaction, or the date on the engine purchasing agreement, whichever is earliest.

(14) DEMAND RESPONSE PROGRAM (DRP) means a program for reducing electrical demand using an interruptible service contract (ISC).

(15) DIESEL FUEL means any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture of primarily liquid hydrocarbons – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented by the supplier as suitable for use in an internal combustion, compression-ignition engine.

(16) DIESEL-FUELED means fueled by diesel fuel, CARB diesel fuel, or jet fuel, in whole or part.

(17) DIESEL PARTICULATE FILTER (DPF) means an emission control technology that reduces PM emissions by trapping the particles in a flow filter substrate and periodically removes the collected particles by either physical action or by oxidizing (burning off) the particles in a process called regeneration.

(18) DIESEL PARTICULATE MATTER (PM) means the particles found in the exhaust of diesel-fueled CI engines as determined in accordance with the test methods identified in subdivision (g).

(19) DIGESTER GAS is any gas derived from anaerobic decomposition of organic matter.

(20) DIRECT-DRIVE EMERGENCY STANDBY FIRE PUMP ENGINES means engines directly coupled to pumps exclusively used in water-based fire protection systems.

(21) DIRECT-DRIVE EMERGENCY STANDBY FLOOD CONTROL PUMP ENGINES means engines directly coupled to pumps exclusively used for the pumping of water or sewage to prevent or mitigate a flood or sewage overflow, or the pumping of water to maintain pressure in the water distribution system.

(22) DRP ENGINE means an engine that is enrolled in a DRP.

(23) DUAL-FUEL DIESEL PILOT ENGINE means a dual-fueled engine that uses diesel fuel as a pilot ignition source at an annual average ratio of less than 5 parts diesel fuel to 100 parts total fuel on an energy equivalent basis.

(24) DUAL-FUEL ENGINE means any CI engine that is engineered and designed to operate on a combination of alternative fuels, such as compressed natural gas (CNG) or liquefied petroleum gas (LPG) and diesel fuel or an alternative diesel fuel. These engines have two separate fuel systems, which inject both fuels simultaneously into the engine combustion chamber.

(25) EMERGENCY STANDBY ENGINE means a stationary engine that meets the criteria specified in subparagraphs (b)(25)(A), (b)(25)(B), and (b)(25)(C) and any combination of subparagraphs (b)(25)(D), (b)(25)(E), or (b)(25)(F) below:

(A) is installed for the primary purpose of providing electrical power or mechanical work during an emergency use and is not the source of primary power at the facility; and

(B) is operated to provide electrical power or mechanical work during an emergency use; and

(C) is not operated to supply power to an electric grid or does not supply power as part of a financial arrangement with any entity, except as allowed in paragraphs (c)(2), (c)(3), (c)(7), and (c)(8); and

(D) is operated under limited circumstances for maintenance and testing, emissions testing, or initial start-up testing, as specified in paragraphs (c)(2), (c)(3), (c)(7), and (c)(8); or

(E) is operated under limited circumstances in response to an impending outage, as specified in paragraphs (c)(2), (c)(3), (c)(7), and (c)(8); or

(F) is operated under limited circumstances under a DRP as specified in paragraphs (c)(7) and (c)(8).

(26) EMERGENCY USE means providing electrical power or mechanical work during any of the following events and subject to the following conditions:

(A) the failure or loss of all or part of normal electrical power service or normal natural gas supply to the facility:

(i) which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and

(ii) which is demonstrated by the owner or operator to the Executive Officer's satisfaction to have been beyond the reasonable control of the owner or operator.

(B) the failure of a facility's internal power distribution system:

(i) which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and

(ii) which is demonstrated by the owner or operator to the Executive Officer's satisfaction to have been beyond the reasonable control of the owner or operator;

(C) the pumping of water or sewage to prevent or mitigate a flood or sewage overflow;

(D) the pumping of water for fire suppression or protection;

(E) the powering of ALSF-1 and ALSF-2 airport runway lights under category II or III weather conditions;

(F) the pumping of water to maintain pressure in the water distribution system for the following reasons:

(i) a pipe break that substantially reduces water pressure; or

(ii) high demand on the water supply system due to high use of water for fire suppression; or

(iii) the breakdown of electric-powered pumping equipment at sewage treatment facilities or water delivery facilities.

(27) EMISSION CONTROL STRATEGY means any device, system, or strategy employed with a diesel-fueled CI engine that is intended to reduce emissions including, but not limited to, particulate filters, diesel oxidation catalysts, selective catalytic reduction systems, fuel additives used in combination with particulate filters, alternative diesel fuels, and any combination of the above.

(28) END USER means any person who purchases or leases a stationary diesel-fueled engine for operation in the South Coast Air Quality Management District. Persons purchasing engines for the sole purpose of resale are not considered "end users."

(29) ENROLLED means the ISC is in effect during the specified time period for an engine in an ISC.

(30) EXECUTIVE OFFICER means the executive officer of the South Coast Air Quality Management District, or his or her designated representative.

(31) FACILITY means any source or group of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40 CFR Section 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility. Sources or installations involved in crude oil and gas production in Southern California Coastal or OCS Waters and transport of such crude oil and gas in Southern California Coastal or OCS Waters shall be included in the same facility which is under the same ownership or use entitlement as the crude oil and gas production facility on-shore.

(32) FUEL ADDITIVE means any substance designed to be added to fuel or fuel systems or other engine-related engine systems such that it is present in-cylinder during combustion and has any of the following effects: decreased emissions, improved fuel economy, increased performance of the engine; or assists diesel emission control strategies in decreasing emissions, or improving fuel economy or increasing performance of the engine.

(33) GENERATOR SET means a CI engine coupled to a generator that is used as a source of electricity.

(34) HAZARD INDEX means the sum of individual acute or chronic hazard quotients for each substance affecting a particular toxicological endpoint, as determined in accordance with the requirements of "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments", Office of Environmental Health Hazard Assessment, August 2003, which is incorporated herein by reference.

(35) HAZARDOUS AIR POLLUTANT (HAP) means any pollutant on a list maintained by EPA pursuant to Section 112(b) of the federal Clean Air Act.

(36) HEALTH FACILITY has the same meaning as defined in Section 1250 of the California Health and Safety Code.

(37) IN-USE means a CI engine that is not a "new" CI engine.

(38) INITIAL START-UP TESTING means operating the engine or supported equipment to ensure their proper performance either:

(A) for the first time after installation of a stationary diesel-fueled CI engine at a facility, or

(B) for the first time after installation of emission control equipment on an in-use stationary diesel-fueled CI engine.

(39) INTERRUPTIBLE SERVICE CONTRACT (ISC) means a contractual arrangement in which a utility distribution company provides lower energy costs to a nonresidential electrical customer in exchange for the ability to reduce or interrupt the customer's electrical service during a Stage 2 or Stage 3 alert, or during a transmission emergency.

(40) JET FUEL means fuel meeting any of the following specifications:

(A) ASTM D 1655-02, *Standard Specification for Aviation Turbine Fuels*, which is incorporated herein by reference. Jet fuels meeting this specification includes Jet A, Jet A-1, and Jet B;

(B) Military Detail (MIL-DTL) 5624T, *Turbine Fuels, Aviation, Grades Jet Propellant (JP) JP-4, JP-5, and JP-5/JP8 ST,* dated September 18, 1998, which is incorporated herein by reference*;* and

(C) Military Test (MIL-T) 83133E, *Turbine Fuels, Aviation, Kerosene Types, North Atlantic Treaty Organization (NATO) F-34 (JP-8), NATO F-35* and *JP-8+100*, dated April 1, 1999, which is incorporated herein by reference.

(41) LANDFILL GAS means any gas derived through any biological process from the decomposition of waste buried within a waste disposal site.

(42) LOCATION means any single site at a building, structure, facility, or installation. For the purpose of this definition, a site is a space occupied or to be occupied by an engine.

(43) MAINTENANCE AND TESTING means operating an emergency standby CI engine to:

(A) Evaluate the ability of the engine or its supported equipment to perform during an emergency. "Supported Equipment" includes, but is not limited to, generators, pumps, transformers, switchgear, uninterruptible power supply, and breakers; or

(B) Facilitate the training of personnel on emergency activities; or

(C) Provide electric power for the facility when the utility distribution company takes its power distribution equipment offline to service that equipment for any reason that does not qualify as an emergency use; or

(D) Provide additional hours of operation to perform testing on an engine that has experienced a breakdown or failure during maintenance. Upon approval of the Executive Officer, these additional hours of operation will not be counted in the maximum allowable annual hours of operation for the emergency standby CI engine.

(44) MAJOR SOURCE means a plant that emits or has the potential to emit any single hazardous air pollutant (HAP) at a rate of 10 tons (9.07 megagrams) or more per year or any combination of HAP at a rate of 25 tons (22.68 megagrams) or more per year, except that for oil and gas production facilities, a major source of HAP emissions is determined for each surface site. Surface site means any combination of one or more graded pad sites,

gravel pad sites, foundations, platforms, or the immediate physical location upon which equipment is physically affixed.

(45) MAXIMUM RATED POWER means the maximum brake kilowatt output of an engine as determined from any of the following, whichever is the greatest:

(A) The manufacturer's sales and service literature;

(B) the nameplate of the unit; or

(C) if applicable, as shown in the application for certification of the engine.

(46) MODEL YEAR means the stationary CI engine manufacturer's annual production period, which includes January 1st of a calendar year, or if the manufacturer has no annual production period, the calendar year.

(47) NEW or NEW CI ENGINE means the following:

(A) a stationary CI engine installed or to be installed at a facility on or after January 1, 2005, including an engine relocated from an off-site location on or after January 1, 2005, except the following shall be deemed in-use engines:

(i) a replacement stationary CI engine that is installed to temporarily replace an in-use engine while the in-use engine is undergoing maintenance and testing, provided the replacement engine emits no more than the in-use engine and the replacement engine is not used more than 180 days cumulatively in any 12-month rolling period;

(ii) an engine for which a District-approved application for a district permit or engine registration for stationary sources was filed with the District prior to January 1, 2005;

(iii) an engine that is one of four or more engines owned by an owner or operator and is relocated prior to January 1, 2008 to an offsite location that is owned by the same owner or operator;

(iv) an engine installed at a facility prior to January 1, 2005 and relocated within the same facility after January 1, 2005;

(v) a model year 2004 or 2005 engine with a date of purchase prior to January 1, 2005, for use in the South Coast Air Quality Management District.

(B) a stationary CI engine that has been reconstructed after January 1, 2005 shall be deemed a new engine unless the sum of the costs of all individual reconstructions of that engine after January 1, 2005 is less than 50% of the lowest-available purchase price, determined at the time of the most recent reconstruction, of a complete, comparably-equipped new engine (within ±10% of the reconstructed engine's brake horsepower rating).

For purposes of this definition, the cost of reconstruction and the cost of a comparable new engine shall not include the cost of equipment and devices required to meet the requirements of this rule.

(48) NON-METHANE HYDROCARBONS (NMHC) means the sum of all hydrocarbon air pollutants except methane.

(49) OWNER OR OPERATOR means any person subject to the requirements of this rule, including but not limited to:

(A) an individual, trust, firm, joint stock company, business concern, partnership, limited liability company, association, or corporation including but not limited to, a government corporation; and

(B) any city, county, district, commission, the state or any department, agency, or political subdivision thereof, any interstate body, and the federal government or any department or agency thereof to the extent permitted by law.

(50) PORTABLE CI ENGINE means a compression ignition (CI) engine designed and capable of being carried or moved from one location to another, except as provided in paragraph (b)(63). Indicators of portability include, but are not limited to, wheels, skids, carrying handles, dollies, trailers, or platforms. The provisions of this definition notwithstanding, an engine with indicators of portability that remains at the same facility location for more than 12 consecutive rolling months or 365 rolling days, whichever occurs first, not including time spent in a storage facility, shall be deemed a stationary engine.

(51) PRIME CI ENGINE means a stationary CI engine that is not an emergency standby CI engine.

(52) PRIORITIZATION SCORE means the numeric value used to rank facilities in order of their potential to pose significant risk to human receptors.

Prioritization scores are calculated per the process described in the "CAPCOA Air Toxics Hot Spots Program Facility Prioritization Guidelines," California Air Pollution Control Officer's Association (CAPCOA), July 1990, which is incorporated herein by reference.

(53) RATED BRAKE HORSEPOWER (BHP) means:

(A) For in-use engines, the maximum brake horsepower output of an engine as determined from any of the following, whichever reflects the engine's configuration as of January 1, 2005:

(i) The manufacturer's sales and service literature; or

(ii) The nameplate of the engine; or

(iii) If applicable, as shown in the application for certification of the engine.

(B) For new engines, the maximum brake horsepower output of an engine as determined from any of the following, whichever reflects the engine's configuration upon the engine's initial installation at the facility:

(i) The manufacturer's sales and service literature; or

(ii) The nameplate of the engine; or

(iii) If applicable, as shown in the application for certification of the engine.

(54) RECEPTOR LOCATION means any location outside the boundaries of a facility where a person may experience exposure to diesel exhaust due to the operation of a stationary diesel-fueled CI engine. Receptor locations include, but are not limited to, residences, businesses, hospitals, daycare centers, and schools.

(55) RECONSTRUCTION means the rebuilding of the engine or the replacement of engine parts, including pollution control devices, but excluding operating fluids; lubricants; and consumables such as air filters, fuel filters, and glow plugs that are subject to regular replacement.

(56) ROTATING OUTAGE means a controlled, involuntary curtailment of electrical power service to consumers as ordered by the Utility Distribution Company.

(57) SCHOOL OR SCHOOL GROUNDS means any public or private school, including juvenile detention facilities and schools serving as the students' place of residence (e.g., boarding schools), used for 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 private homes. 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.

(58) SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEM means an emission control system that reduces NOx emissions through the catalytic reduction of NOx in diesel exhaust by injecting nitrogen-containing compounds into the exhaust stream, such as ammonia or urea.

(59) SELLER means any person who sells, leases, or offers for sale any stationary diesel-fueled engine directly to end users.

(60) SENSITIVE RECEPTOR means any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

(61) STAGE 2 ALERT means an official forecast or declaration by the California Independent System Operator that the operating reserves of electrical power will fall or have fallen below 5 percent.

(62) STAGE 3 ALERT means an official forecast or declaration by the California Independent System Operator that the operating reserves of electrical power will fall or have fallen below 1.5 percent.

(63) STATIONARY CI ENGINE means a CI engine that is designed to stay in one location, or remains in one location. A CI engine is stationary if any of the following are true:

(A) the engine or its replacement is attached to a foundation, or if not so attached, resides at the same location for more than 12 consecutive months. Any engine such as backup or standby engines, that replaces an engine at a location and is intended to perform the same or similar function as the engine(s) being replaced, shall be included in calculating the consecutive time period. The cumulative time of all engine(s), including the time between the removal of the original engine(s) and installation of the replacement engine(s), will be counted toward the consecutive time period; or

(B) the engine remains or will reside at a location for less than 12 consecutive months if the engine is located at a seasonal source and operates during the full annual operating period of the seasonal source, where a seasonal source is a stationary source that remains in a single location on a permanent basis (at least two years) and that operates at that single location at least three months each year; or

(C) the engine is moved from one location to another in an attempt to circumvent the 12 month residence time requirement. The period during which the engine is maintained at a storage facility shall be excluded from the residency time determination.

(64) STATIONARY SOURCE means any building, structure, facility, or installation that emits any affected pollutant directly or as fugitive emissions. Building, structure, facility, or installation includes all pollutant emitting activities which:

(A) are under the same ownership or operation, or which are owned or operated by entities which are under common control; and

(B) belong to the same industrial grouping either by virtue of falling within the same two-digit standard industrial code or by virtue of being part of a common industrial process, manufacturing process, or connected process involving a common raw material; and

(C) are located on one or more contiguous or adjacent properties.

(65) TRANSMISSION CONSTRAINED AREA means the specific location that is subject to localized operating reserve deficiencies due to the failure of the normal electrical power distribution system.

(66) TRANSMISSION EMERGENCY means an official forecast or declaration by the California Independent System Operator that the available electrical power transmission capacity to a transmission constrained area is insufficient and may result in an uncontrolled local grid collapse in the transmission constrained area.

(67) UTILITY DISTRIBUTION COMPANY means one of several organizations that control energy transmission and distribution in California. Utility Distribution Companies include, but are not limited to, the Pacific Gas and Electric Company, the San Diego Gas and Electric Company, Southern California Edison, Los Angeles Department of Water

and Power, the Imperial Irrigation District, and the Sacramento Municipal Utility District.

(68) VERIFICATION PROCEDURE, WARRANTY AND IN-USE COMPLIANCE REQUIREMENTS FOR IN-USE STRATEGIES TO CONTROL EMISSIONS FROM DIESEL ENGINES (VERIFICATION PROCEDURE) means the CARB regulatory procedure codified in Title 13, CCR, Sections 2700-2710, which is incorporated herein by reference, that engine manufacturers, sellers, owners, or operators may use to verify the reductions of diesel PM or NOx from in-use diesel engines using a particular emission control strategy.

(69) VERIFIED DIESEL EMISSION CONTROL STRATEGY means an emission control strategy, designed primarily for the reduction of diesel PM emissions, which has been verified pursuant to the CARB "Verification Procedure".

(70) VERY HIGH FIRE HAZARD SEVERITY ZONE means land designated by the California Department of Forestry and Fire Protection pursuant to Public Resources Code 4201- 4204 or a Local Agency pursuant to Government Code 51175-51189 as an area with a very high degree of fire hazard.

(71) WATER OR SEWAGE FACILITY means a public entity that is responsible for water delivery operations, sewage pumping plants, sewage treatment, or water reclamation.

(c) Requirements

(1) Fuel and Fuel Additive Requirements for New and In-Use Stationary CI Engines that Have a Rated Brake Horsepower of Greater than 50 (>50 bhp)

(A) As of January 1, 2006, except as provided in subdivision (h), no owner or operator of a new stationary CI engine or an in-use prime stationary diesel-fueled CI engine shall fuel the engine with any fuel unless the fuel is one of the following:

(i) CARB Diesel Fuel; or

(ii) an alternative diesel fuel as defined in paragraph (b)(3); or

(iii) any alternative diesel fuel that is not identified in paragraph (b)(3) and meets the requirements of the Verification Procedure for fuels; or

(iv) an alternative fuel; or

(v) CARB Diesel Fuel used with fuel additives that meets the requirements of the Verification Procedure for fuels; or

(vi) any combination of the fuels identified in clauses (c)(1)(A)(i) through (c)(1)(A)(v), above.

(B) As of January 1, 2006, except as provided in subdivision (h), no owner or operator of an in-use emergency standby stationary diesel-fueled CI engine shall add to the engine or any fuel tank directly attached to the engine any fuel unless the fuel is one of the following:

(i) CARB Diesel Fuel; or

(ii) an alternative diesel fuel as defined in paragraph (b)(3); or

(iii) any alternative diesel fuel that is not identified in paragraph (b)(3) and meets the requirements of the Verification Procedure for fuels; or

(iv) an alternative fuel; or

(v) CARB Diesel Fuel used with fuel additives that meets the requirements of the Verification Procedure for fuels; or

(vi) any combination of the fuels identified in clauses (c)(1)(B)(i) through (c)(1)(B)(v), above.

(2) Operating Requirements and Emission Standards for New Stationary Emergency Standby Diesel-Fueled CI Engines With a Rated Brake Horsepower of Greater than 50 (>50 bhp)

(A) Limit on Non-Emergency Operation

As of June 2, 2004 the owner or operator of a new emergency standby diesel-fueled CI engine located 500 feet or less from a school shall comply with the following applicable limits on non-emergency operation, which includes maintenance and testing:

(i) An engine that is located on school grounds shall not be operated for non-emergency use whenever there is a school sponsored activity; and

(ii) An engine that is located 100 meters (328 feet) or less from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 4:30 p.m. on days when school is in session, until

control equipment is in place, when the hours would be between 7:30 a.m. and 3:30 p.m.; and

(iii) An engine that is located more than 100 meters (328 feet) and less than or equal to 500 feet from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 3:30 p.m. on days when school is in session. An engine that emits diesel PM at a rate of 0.01 g/bhp-hr or less is not subject to this restriction.

(B) No owner or operator of a new stationary emergency standby diesel-fueled CI engine (>50 bhp) shall operate in response to the notification of an impending rotating outage, unless all the following criteria are met:

(i) the engine's permit to operate allows operation of the engine in anticipation of a rotating outage; and

(ii) the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a specified time; and

(iii) the engine is located in a specific location that is subject to the rotating outage; and

(iv) the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and

(v) the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

(C) Except as provided in subdivision (h), no person shall sell, offer for sale, purchase, lease for use, or operate in the South Coast Air Quality Management District any new stationary emergency standby diesel-fueled CI engine (>50 bhp), excluding new direct-drive emergency standby fire pump engines and new direct-drive emergency standby flood control pump engines, unless it meets all of the following applicable operating requirements and emission standards, except new direct-drive emergency standby fire pump

engines and new direct-drive emergency standby flood control pump engines shall comply with clause (c)(2)(C)(v):

(i) Hours of Operating Requirements

New stationary emergency standby diesel-fueled engines (>50 bhp) shall not operate more than 50 hours per year for maintenance and testing, as defined in paragraph (b)(43).

(ii) New stationary emergency standby diesel-fueled engines (>50 bhp) installed prior to January 1, 2011, shall emit diesel PM at a rate less than or equal to 0.15 g/bhp-hr, and meet the NMHC, NOx, NMHC + NOx and CO standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423). New stationary emergency standby diesel-fueled engines (>50 bhp) located on school grounds or 100 meters or less from a school shall comply with the diesel PM standards as specified in clause (c)(2)(C)(v).

(iii) New stationary emergency standby diesel-fueled engines (>50 bhp) installed or with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2011 and prior to January 1, 2013, shall be a certified CI engine that emits diesel PM at a rate less than or equal to 0.15 g/bhp-hr. New stationary emergency standby diesel-fueled engines (>50 bhp) located on school grounds or 100 meters or less from a school shall comply with the diesel PM standards as specified in clause (c)(2)(C)(v).

(iv) Diesel PM Standard

(I) Any new stationary emergency standby diesel-fueled engines (>50 bhp) installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2013 and located at a sensitive receptor or 50 meters or less from a sensitive receptor, except those located on school grounds or 100 meters or less from a school which exists at the date the application for Permit to

Construct or Permit to Operate is deemed complete, whichever is earlier, shall be a certified CI engine. The new stationary emergency standby diesel-fueled engine shall also meet the diesel PM standard for off-road engines of the same maximum rated power as specified in Table 1, in effect on the date of acquisition or submittal, as defined in subdivision (b).

Table 1 – PM Emission Standards for New Stationary Emergency Standby Diesel-Fueled CI Engines Located at a Sensitive Receptor or 50 Meters or Less From a Sensitive Receptor – gram per brake horsepower-hour (g/bhp-hr)

Engine Size	Requirement	Emission Rate
50 < HP < 175	On or after January 1, 2013	0.15 g/bhp-hr
175 ≤ HP ≤750	On or after January 1, 2013	0.01 g/bhp-hr[1]
>750 HP	January 1, 2013-June 30, 2015	0.075 g/bhp-hr
	On or after July 1, 2015	0.02 g/bhp-hr[1]

[1] Diesel PM standard as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (Title 13CCR Section 2423).

(II) Two or more new emergency standby engines that are individually rated below 175 bhp and located within 50 meters of the same sensitive receptor shall each emit diesel PM at a rate no greater than 0.01 g/bhp-hr if:

(aa) the cumulative maximum rated horsepower of such engines is equal to or greater than 175 bhp; and

(bb) applications for such engines are deemed complete for either a Permit to Construct or

Permit to Operate on or after January 1, 2013; and

(cc) applications for such engines are deemed complete within 18 months of each other.

(v) Diesel PM Standard for Engines Located On or Near School Grounds

New stationary emergency standby diesel-fueled engines (>50 bhp) located on school grounds or 100 meters or less from a school which exists at the date the application for Permit to Construct or Permit to Operate is deemed complete, whichever is earlier, shall emit diesel PM at a rate less than or equal to 0.01 g/bhp-hr.

(vi) Diesel PM Standards for New Stationary Emergency Standby Diesel-Fueled Engines Located Greater Than 50 Meters From Sensitive Receptors (except schools)

Any new stationary emergency standby diesel-fueled engine (>50 bhp) installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2013, and located greater than 50 meters from a sensitive receptor, except those located on school grounds or 100 meters or less from a school which exists at the date the application for Permit to Construct or Permit to Operate is deemed complete, whichever is earlier, shall be a certified CI engine that emits diesel PM at a rate less than or equal to 0.15 g/bhp-hr.

(vii) NMHC + NOx, and CO Standards

Any new stationary emergency standby diesel-fueled CI engines (> 50 bhp) installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2011, shall meet the standards for off-road engines of the same maximum rated power as specified in Table 2 below:

Table 2: NMHC+NOx and CO Emission Standards for New Stationary Emergency Standby Diesel-Fueled CI Engines – g/bhp-hr (g/kW-hr)

Maximum Engine Power	NMHC+NOx g/bhp-hr (g/kW-hr)	CO g/bhp-hr (g/kW-hr)
50 < HP < 100 (37 < kW < 75)	3.5 (4.7)	3.7 (5.0)
100 ≤ HP < 175 (75 ≤ kW < 130)	3.0 (4.0)	3.7 (5.0)
175 ≤ HP ≤ 750 (130 ≤ kW ≤ 560)	3.0 (4.0)	2.6 (3.5)
HP > 750 (kW > 560)	4.8 (6.4)	2.6 (3.5)

HP- Horsepower
kW- Kilowatts
g/bhp-hr – grams per brake horsepower-hour

(viii) The District shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with District rules and initial start-up testing. Hours of operation used solely for testing and demonstration for compliance with District rules and for initial start-up testing shall not be included as part of the engine's cumulative annual hours specified in clause (c)(2)(C)(i).

(D) Emission Standards and Hours of Operating Requirements for Certain New Engines Installed After Specified Dates

On or after January 1, 2011, except as provided in subdivision (h) or clause (c)(2)(C)(v), no person shall sell, offer for sale, purchase, lease for use, or operate in the South Coast Air Quality Management District any new stationary emergency standby diesel-fueled CI direct-drive fire pump engine, or new stationary emergency standby diesel-fueled CI direct-drive flood control pump engine (>50 bhp),

unless it complies with all of the following applicable emission standards and operating requirements:

(i) Emissions Standards and Hours of Operating Requirements for New Stationary Emergency Standby Direct-Drive Fire Pump Engines

(I) New stationary emergency standby direct-drive fire pump engines installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2011, shall meet the applicable emission standards for all pollutants for an engine with the same NFPA nameplate power rating, as specified in Table 3 – Emission Standards for New Stationary Emergency Standby Direct-Drive Fire Pump Engines; and

Table 3: Emission Standards for New Stationary Emergency Standby Diesel Fueled Direct-Drive Fire Pump Engines - g/bhp-hr (g/kW-hr)

Maximum Engine Power	PM g/bhp-hr (g/kW-hr)	NMHC+NOx g/bhp-hr (g/kW-hr)	CO g/bhp-hr (g/kW-hr)
50 < HP < 100 (37 < kW < 75)	0.30 (0.40)	3.5 (4.7)	3.7 (5.0)
100 ≤ HP < 175 (75 ≤ kW < 130)	0.22 (0.30)	3.0 (4.0)	3.7 (5.0)
175 ≤ HP ≤ 750 (130 ≤ kW ≤ 560)	0.15 (0.20)	3.0 (4.0)	2.6 (3.5)
HP > 750 (kW > 560)	0.15 (0.20)	4.8 (6.4)	2.6 (3.5)

HP- Horsepower
kW- Kilowatts
g/bhp-hr – grams per brake horsepower-hour

(II) meet the applicable stationary emergency standby direct-drive fire pump engine certification

requirements and emission standards required by 40 CFR § 60.4202(d); and

(III) not operate more than the number of hours necessary to comply with the maintenance and testing requirements of the 2002 edition or the most current edition of the National Fire Protection Association (NFPA) 25 – "Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems," which is incorporated herein by reference.

(ii) Emissions Standards and Hours of Operating Requirements for New Stationary Emergency Standby Direct-Drive Flood Control Pump Engines

(I) New stationary emergency standby direct-drive flood control pump engines installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2011, shall be a certified CI engine that emits diesel PM at a rate less than or equal to 0.15 g/bhp-hr; and

(II) shall meet the NMHC+NOx and CO standards for off-road engines of the same maximum rated power as specified in Table 2 of clause (c)(2)(C)(vii); and

(III) shall not operate more than 50 hours per year for maintenance and testing, as defined in paragraph (b)(43).

(E) Backpressure Relief Option for New Stationary Emergency Standby Engines

Owners or operators using a diesel particulate filter to comply with the diesel PM standards of this rule may install an engine exhaust backpressure relief device, provided all of the following conditions are met:

(i) the new stationary emergency standby engine is located at an Essential Public Service as defined in Rule 1302 or health facility and shall be a certified CI engine that meets, without the use of a diesel particulate filter, a diesel PM rate less than or equal to 0.15 g/bhp-hr and the applicable

NMHC+NOx and CO standards specified in Table 2 of clause (c)(2)(C)(vii); and

(ii) the engine exhaust backpressure relief device bypasses the diesel particulate filter only when the engine exhaust backpressure approaches the high backpressure limit, as specified by the engine and/or diesel particulate filter manufacturer; and

(iii) the engine exhaust gases discharged through the backpressure relief device shall be vented away from enclosed spaces, building occupants, equipment operators, and sensitive receptors; and

(iv) in addition to a backpressure monitor, as required in subparagraph (d)(5)(B), the engine owner shall install an electronic device that is capable of measuring and recording engine exhaust backpressure associated with the diesel particulate filter and engine exhaust temperature data, including the date and time of measurement. The device shall continually record exhaust backpressure and temperature data during all actual engine operation. Records of exhaust temperature and backpressure measurements shall be retained for a period of 36 months and made available to the District upon request; and

(v) the owner or operator shall repair the diesel particulate filter and reset the exhaust backpressure relief device no more than 5 working days after the backpressure relief device has been activated or no more than 5 working days after the conclusion of the emergency in which the device was activated. If new or replacement parts are necessary for the repair of the diesel particulate filter and/or exhaust backpressure relief device, as detailed in the breakdown notification, the owner or operator shall be allowed an additional 10 working days after the conclusion of the emergency to complete any necessary repairs to the diesel particulate filter and/or exhaust backpressure relief device; and

(vi) the owner or operator shall submit a written breakdown notification to the Executive Officer within 24 hours of activation of the engine exhaust backpressure relief device.

(F) Diesel Particulate Filter Cleaning Option for New Emergency Standby Engines

Owners or operators using a diesel particulate filter to comply with the diesel PM standards of this rule may remove the control equipment filter media for cleaning, provided all of the following conditions are met:

(i) the new emergency standby engine shall not be operated for maintenance and testing or any other non-emergency use while the diesel particulate filter media is removed;

(ii) the control equipment filter media shall be returned and re-installed within 10 working days from the date of removal;

(iii) the owner or operator shall maintain records indicating the date(s) the control equipment filter media was removed for cleaning and the date(s) the filter media was re-installed. Records shall be retained pursuant to the requirements specified in subparagraph (d)(7)(C).

(3) Operating Requirements and Emission Standards for In-Use Emergency Standby Diesel-Fueled CI Engines that Have a Rated Brake Horsepower of Greater than 50 (> 50 bhp).

(A) No owner or operator shall operate any in-use stationary emergency standby diesel-fueled CI engine in response to the notification of an impending rotating outage unless all the following criteria are met:

(i) the engine's permit to operate allows operation of the engine in anticipation of a rotating outage; and

(ii) the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a certain time; and

(iii) the engine is located in a specific location that is subject to the rotating outage; and

(iv) the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and

(v) the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

(B) Limit on Non-Emergency Operation

As of June 2, 2004 the owner or operator of an in-use emergency standby diesel-fueled CI engine located 500 feet or less from a school shall comply with the following applicable limits on non-emergency operation, which includes maintenance and testing:

(i) An engine that is located on school grounds shall not be operated for non-emergency use whenever there is a school sponsored activity; and

(ii) An engine that is located 100 meters (328 feet) or less from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 4:30 p.m. on days when school is in session, until control equipment is in place, when the hours would be between 7:30 a.m. and 3:30 p.m.; and

(iii) An engine that is located more than 100 meters (328 feet) and less than or equal to 500 feet from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 3:30 p.m. on days when school is in session. An engine that emits diesel PM at a rate of 0.01 g/bhp-hr or less is not subject to this restriction.

(C) Except as provided in subdivision (h), no owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine (> 50 hp) in the South Coast Air Quality Management District unless it meets, in accordance with the applicable compliance schedules specified in subdivision (e), the following requirements:

(i) Diesel PM Standard and Hours of Operating Requirements

The owner or operator of in-use stationary emergency standby diesel-fueled engines (>50 bhp), except those located on school grounds or 100 meters or less from an

existing, as of April 2, 2004, school shall meet the following requirements:

(I) No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine (>50 bhp) that emits diesel PM at a rate greater than 0.40 g/bhp-hr more than 20 hours per year for maintenance and testing purposes unless the alternative maintenance and testing requirements of subclause (c)(3)(C)(i)(III) are met. In-use emergency standby diesel fueled CI engines operated at health facilities shall be allowed up to 10 additional hours per year for maintenance and testing purposes. This subclause ~~section~~ does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C).

(II) No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine (>50 bhp) that emits diesel PM at a rate less than or equal to 0.40 g/bhp-hr more than 30 hours per year for maintenance and testing purposes, except as provided in clause (c)(3)(C)(ii). This subclause does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C).

(III) An owner or operator of a water or sewage facility with an in-use stationary emergency standby diesel-fueled CI engine (>50 bhp) located in a very high fire hazard severity zone, excluding engines located in SB 535 Disadvantaged Communities as identified by the California Office of Environmental Health Hazard Assessment's CalEnviroScreen, that elects to meet an alternative maintenance and testing schedule shall not conduct maintenance and testing for more than 20 hours averaged over a consecutive three-year rolling period, with no individual calendar year

exceeding 30 hours where a South Coast Air Quality Management District operating permit incorporates the alternative maintenance and testing schedule. The determination of whether an engine is located in a very high fire hazard severity zone and disadvantaged community shall be determined at the time that the permit application is deemed complete. The consecutive three-year rolling period shall start the calendar year in which the permit is modified to incorporate the alternative maintenance and testing schedule. This subclause does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C).

(ii) Alternative Diesel PM Standard and Hours of Operating Requirements

The Executive Officer may allow the owner or operator of an in-use emergency standby diesel-fueled CI engine (> 50 hp), except those located on school grounds or 100 meters or less from an existing, as of April 2, 2004, school, to operate more than 30 hours per year for maintenance and testing purposes on a site-specific basis, provided the following limits are met:

(I) Up to 50 annual hours of operation are allowed for maintenance and testing purposes if the diesel PM emission rate is less than or equal to 0.15 g/bhp-hr.

(II) Up to 100 annual hours of operation are allowed for maintenance and testing purposes if the diesel PM emission rate is less than or equal to 0.01 g/bhp-hr.

(iii) Diesel PM Standards and Hours of Operating Requirements For In-Use Stationary Emergency Standby Diesel-Fueled Engines (>50 Bhp) Located on School Grounds or 100 Meters or Less from an Existing, as of April 2, 2004, Schools

All in-use emergency diesel-fueled CI engines (> 50 bhp), subject to this clause, certified in accordance with the Off-Road Compression-Ignition Engine Standards (Title 13,

CCR, Section 2423) shall comply with either option 1 or option 2 below. All engines not certified in accordance with the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423) shall comply with option 1, option 2, or option 3 below:

(I) Option 1: Reduce the diesel PM emission rate by at least 85 percent, by weight, from the baseline level, in accordance with the appropriate compliance schedule specified in subdivision (e) and operate 75 hours or less per year for maintenance and testing purposes. This subclause does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C); or

(II) Option 2: Emit diesel PM at a rate less than or equal to 0.01 g/bhp-hr in accordance with the appropriate compliance schedule as specified in subdivision (e) and operate 100 hours or less per year for maintenance and testing purposes. This subclause does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C); or

(III) Option 3: Reduce the diesel PM emission rate by at least 30% from the baseline level and operate 20 hours or less per year for maintenance and testing purposes, by no later than January 1, 2006, and emit diesel PM at a rate of 0.01 g/bhp-hr or less and operate 100 hours or less per year for maintenance and testing purposes by no later than July 1, 2011. This subclause does not limit engine operation for emergency use and for emission testing to show compliance with subparagraph (c)(3)(C).

(iv) Additional Standards:

Owners or operators that choose to meet the diesel PM standards defined in clauses (c)(3)(C)(i) through

(c)(3)(C)(iii) with emission control strategies that are not verified through the Verification Procedure shall either:

(I) Meet the applicable HC, NOx, NMHC+NOx, and CO standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423). If no standards have been established for an off-road engine of the same model year and maximum rated power as the in-use stationary emergency standby diesel-fueled CI engine, then the in-use stationary emergency standby diesel-fueled CI engine shall meet the Tier 1 standards in Title 13, CCR, Section 2423 for an off-road engine of the same maximum rated power, irrespective of the in-use stationary emergency standby diesel-fueled CI engine's model year; or

(II) Not increase CO emission rates by more than 10% above baseline and not increase HC or NOx emission rates by more than 10% above baseline, or not increase the sum of NMHC and NOx emission rates above baseline.

(v) The District shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with District rules. Hours of operation used solely for testing and demonstration for compliance with District rules shall not be included as part of the engine's cumulative annual hours specified in clauses (c)(3)(C)(i) through (c)(3)(C)(iii).

(vi) Backpressure Relief Option for In-Use Stationary Emergency Standby Engines

Owners or operators of an in-use stationary emergency standby engine located at an Essential Public Service, as defined in Rule 1302, or health facility using a diesel particulate filter to comply with the diesel PM standards of this rule may install an engine exhaust backpressure relief

device, provided all of the conditions specified in (c)(2)(E)(ii) through (c)(2)(E)(vi) are met.

(vii) Diesel Particulate Filter Cleaning Option for In-Use Emergency Standby Engines

Owners or operators using a diesel particulate filter to comply with the diesel PM standards of this rule may remove the control equipment filter media for cleaning, provided all of the following conditions are met:

(i) the in-use emergency standby engine shall not be operated for maintenance and testing or any other non-emergency use while the diesel particulate filter media is removed;

(ii) the control equipment filter media shall be returned and re-installed within 10 working days from the date of removal;

(iii) the owner or operator shall maintain records indicating the date(s) the control equipment filter media was removed for cleaning and the date(s) the filter media was re-installed. Records shall be retained pursuant to the requirements specified in subparagraph (d)(7)(C).

(4) New Stationary Prime Diesel-Fueled CI Engines that Have a Rated Brake Horsepower of Greater than 50 (> 50 bhp)

As of January 1, 2005, except as provided in subdivision (h), no person shall sell, purchase, offer for sale, or lease for use in the South Coast Air Quality Management District a new stationary prime diesel-fueled CI engine (>50 bhp) unless it meets the following applicable emission standards, and no person shall operate any new stationary prime diesel-fueled CI engine (>50 bhp) unless it meets all of the following emission standards and operational requirements:

(A) Diesel PM Standard

All new stationary prime diesel-fueled CI engines (> 50 bhp) shall either emit diesel PM at a rate that is less than or equal to 0.01 grams diesel PM per brake-horsepower-hour (g/bhp-hr) or shall meet the diesel PM standard, as specified in the Off-Road Compression

Ignition Engine Standards for off-road engines with the same maximum rated power (Title 13, CCR, Section 2423), in effect on the date of acquisition or submittal, as defined in subdivision (b), whichever is more stringent;

(B) HC, NOx, NMHC + NOx, and CO Standards

All new stationary prime diesel-fueled CI engines (> 50 bhp) shall meet the applicable emission standards specified in South Coast Air Quality Management District Rule 1110.2 – Emissions From Gaseous and Liquid-Fueled Engines.

(5) Emission Standards for In-Use Stationary Prime Diesel-Fueled CI Engines that Have a Rated Brake Horsepower of Greater than 50 (>50 bhp)

Except as provided in subdivision (h), all in-use stationary prime diesel-fueled CI engines (> 50 bhp) operated in the South Coast Air Quality Management District shall meet the following requirements, according to specified dates:

(A) Diesel PM Standards

All in-use stationary prime diesel-fueled CI engines (> 50 bhp) certified in accordance with the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423) shall comply with either option 1 or option 2 below. All engines not certified in accordance with the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423) shall comply with option 1, option 2, or option 3 below:

(i) Option 1: Reduce the diesel PM emission rate by at least 85 percent, by weight, from the baseline level, in accordance with the appropriate compliance schedule specified in subdivision (e); or

(ii) Option 2: Emit diesel PM at a rate less than or equal to 0.01 g/bhp-hr in accordance with the appropriate compliance schedule as specified in subdivision (e); or

(iii) Option 3: Reduce the diesel PM emission rate by at least 30% from the baseline level, by no later than January 1, 2006, and emit diesel PM at a rate of 0.01 g/bhp-hr or less by no later than July 1, 2011.

(B) Additional Standards

Owners or operators that choose to meet the diesel PM limits defined in subparagraph (c)(5)(A) with emission control strategies that are not verified through the Verification Procedure shall:

(i) Meet the applicable HC, NOx, NMHC+NOx, and CO emission standards specified in South Coast Air Quality Management District Rule 1110.2 – Emissions From Gaseous and Liquid-Fueled Engines.

(6) New and In-Use Stationary Diesel-Fueled CI Engines Used in Agricultural Operations (> 50 bhp)

New and in-use stationary diesel-fueled CI engines used in agricultural operations (>50 bhp) shall comply with all applicable requirements of title 17, CCR, sections 93115.2, 93115.3, 93115.4, and 93115.8 of the California Air Resources Board's "Airborne Toxic Control Measure for Stationary Compression Ignition Engines."

(7) Operating Requirements and Emission Standards for New Emergency Standby Diesel-Fueled CI Engines that Have a Rated Brake Horsepower of Greater than 50 (> 50 bhp) Used in Demand Response Programs (DRP Engines)

(A) Limit on Non-Emergency Operation

As of June 2, 2004 the owner or operator of a new stationary emergency standby diesel-fueled CI DRP engine located 500 feet or less from a school shall comply with the following applicable limits on non-emergency operation, which includes maintenance and testing:

(i) An engine that is located on school grounds shall not be operated for non-emergency use whenever there is a school sponsored activity; and

(ii) An engine that is located 100 meters (328 feet) or less from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 4:30 p.m. on days when school is in session, until control equipment is in place, when the hours would be between 7:30 a.m. and 3:30 p.m.; and

(iii) An engine that is located more than 100 meters (328 feet) and less than or equal to 500 feet from a school shall not be operated for non-emergency use between the hours of 7:30

a.m. and 3:30 p.m. on days when school is in session. An engine that emits diesel PM at a rate of 0.01 g/bhp-hr or less is not subject to this restriction.

(B) No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engine (>50 bhp) in response to the notification of an impending rotating outage, unless all of the following criteria are met:

(i) the engine's permit to operate allows operation of the engine in anticipation of a rotating outage; and

(ii) the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a certain time; and

(iii) the engine is in a specific location that is subject to the rotating outage in the control area; and

(iv) the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and

(v) the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

(C) Except as provided in subdivision (h), no person shall operate any new stationary emergency standby diesel-fueled CI DRP engine (>50 bhp), unless it meets all of the following applicable operating requirements and emission standards:

(i) Diesel PM Standard and Hours of Operating Requirements
New DRP engines enrolled in an ISC on or after January 1, 2005 shall:

(I) meet a diesel PM standard of 0.01 g/bhp-hr or less or meet the current model year diesel PM standard as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same horsepower rating (Title 13 CCR Section 2423), in effect on the date of ISC enrollment, whichever is more stringent; and

(II) comply with the limitations on the hours of operation for maintenance and testing as specified in clause (c)(2)(C)(i); and

(III) not operate more than 150 hours per year for ISC operation.

(ii) HC, NOx, NMHC + NOx, and CO standards

No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engines (>50 bhp), unless it meets the more stringent of the following emission standards for HC, NOx, NMHC + NOx, and CO:

(I) The emission requirements specified for spark ignition emergency internal combustion engines pursuant to the most current version of SCAQMD Best Available Control Technology Guidelines, Part D – BACT Guidelines for Non-Major Polluting Facilities, or

(II) The standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423). If no standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI DRP engine, then the new stationary emergency standby diesel-fueled CI DRP engine shall meet the Tier 1 standards in Title 13, CCR, Section 2423, for an off-road engine of the same maximum rated power, irrespective of the new stationary emergency standby diesel-fueled CI DRP engine's model year.

(iii) The District shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with District rules. Hours of operation used solely for testing and demonstration for compliance with District rules and for initial start-up testing shall not be included as part of the engine's cumulative annual hours.

(8) Operating Requirements and Emission Standards for In-Use Emergency Standby Diesel-Fueled CI DRP Engines that Have a Rated Brake Horsepower of Greater than 50 (> 50 bhp)

(A) Limit on Non-Emergency Operation

As of June 2, 2004 the owner or operator of an in-use stationary emergency standby diesel-fueled CI DRP engine located 500 feet or less from a school shall comply with the following applicable limits on non-emergency operation, which includes maintenance and testing:

(i) An engine that is located on school grounds shall not be operated for non-emergency use whenever there is a school sponsored activity; and

(ii) An engine that that is located 100 meters (328 feet) or less from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 4:30 p.m. on days when school is in session, until control equipment is in place, when the hours would be between 7:30 a.m. and 3:30 p.m.; and

(iii) An engine that is located more than 100 meters (328 feet) and less than or equal to 500 feet from a school shall not be operated for non-emergency use between the hours of 7:30 a.m. and 3:30 p.m. on days when school is in session, except an engine that emits diesel PM at a rate of 0.01 g/bhp-hr and less, which is not subject to this restriction.

(B) No owner or operator shall operate any in-use stationary emergency standby diesel-fueled CI DRP engine (>50 bhp) in response to the notification of an impending rotating outage, unless all of the following criteria are met:

(i) the engine's permit to operate allows operation of the engine in anticipation of a rotating outage; and

(ii) the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a certain time; and

(iii) the engine is in a specific location that is subject to the rotating outage in the control area; and

(iv) the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and

(v) the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

(C) Except as provided in subdivision (h), no person shall operate any in-use stationary emergency standby diesel-fueled CI DRP engine (>50 bhp) unless it meets all of the following applicable operating requirements and emission standards:

(i) Diesel PM Standard and Hours of Operating Requirements for in-use DRP engines enrolled in an ISC prior to January 1, 2005, shall as of January 1, 2006:

(I) meet a diesel PM standard of 0.15 g/bhp-hr or less diesel PM; and

(II) meet the requirements specified in clauses (c)(3)(C)(i) through (c)(3)(C)(v) for maintenance and testing hours of operation; and

(III) not operate more than 150 hours per year for ISC operation.

(ii) Diesel PM Standard and Hours of Operating Requirements for in-use DRP engines enrolled in an ISC on or after January 1, 2005, and prior to January 1, 2008:

(I) meet a diesel PM standard of 0.15 g/bhp-hr or less diesel PM; and

(II) meet the requirements specified in clauses (c)(3)(C)(i) through (c)(3)(C)(v) for maintenance and testing hours of operation; and

(III) not operate more than 150 hours per year for ISC operation.

(iii) Diesel PM Standard and Hours of Operating Requirements for in-use DRP engines enrolled in an ISC after January 1, 2008:

(I) meet a diesel PM standard of 0.01 g/bhp-hr or less diesel PM; and

(II) meet the requirements specified in clauses (c)(3)(C)(i) through (c)(3)(C)(v) for maintenance and testing hours of operation; and

(III) not operate more than 150 hours per year for ISC operation.

(iv) Additional Standards:

Owners or operators that choose to meet the diesel PM limits and hour of operation limits defined in clauses (c)(8)(C)(i) through (c)(8)(C)(iii) with emission control strategies that are not verified through the Verification Procedure shall either:

(I) Meet the applicable HC, NOx, NMHC+NOx, and CO standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression-Ignition Engine Standards (Title 13, CCR, Section 2423). If no standards have been established for an off-road engine of the same model year and maximum rated power as the in-use stationary emergency standby diesel-fueled CI DRP engine, then the in-use stationary emergency standby diesel-fueled CI DRP engine shall meet the Tier 1 standards in Title 13, CCR, Section 2423 for an off-road engine of the same maximum rated power, irrespective of the in-use stationary emergency standby diesel-fueled CI DRP engine's model year; or

(II) not increase CO emission rates by more than 10% above baseline and not increase HC or NOx emission rates by more than 10% above baseline, or not increase the sum of NMHC and NOx emission rates above baseline.

(v) The District shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with District rules. Hours of operation used solely for testing and demonstration for compliance with District rules shall

not be included as part of the time for maintenance and testing purposes allowed under clauses (c)(3)(C)(i) through (c)(3)(C)(v).

(9) Requirements Applicable to DRP Engines After a DRP is Terminated

After a DRP is terminated by either the Utility Distribution Company or the engine owner or operator, the DRP engine shall remain subject to the requirements of paragraphs (c)(7) and (c)(8) as if the DRP were still in effect.

(10) Emission Standards for New Stationary Diesel-Fueled CI Engines Less than or Equal to 50 Brake Horsepower (≤50 bhp)

New stationary diesel-fueled CI engines with a rated brake horsepower less than or equal to 50 shall comply with all applicable requirements of Title 17, CCR, section 93115.9 of the California Air Resources Board's "Airborne Toxic Control Measure for Stationary Compression Ignition Engines."

(d) Recordkeeping, Reporting, and Monitoring Requirements

(1) Reporting Requirements for Owners or Operators of New and In-Use Stationary CI Engines, Including Non-Diesel-Fueled CI Engines, Having a Rated Horsepower Greater than 50 (>50 bhp)

(A) Except as provided in subdivision (h) and subparagraph (d)(1)(D) below, prior to the installation of any new stationary CI engine (> 50 bhp) at a facility, each owner or operator shall provide the information identified in subparagraph (d)(1)(C) to the Executive Officer.

(B) Except as provided in subdivision (h) and subparagraph (d)(1)(D) below, and no later than July 1, 2005, each owner or operator of an in-use stationary CI engine (> 50 bhp) shall provide the information specified in subparagraph (d)(1)(C) to the Executive Officer.

(C) Each owner or operator shall submit to the Executive Officer all of the following information for each new and in-use stationary CI engine (>50 bhp), in accordance with the requirements of subparagraphs (d)(1)(A) and (d)(1)(B) above:

(i) Owner/Operator Contact Information

(I) Company name

(II) Contact name, phone number, address, e-mail address

(III) Address of engine(s)

(ii) Engine Information

(I) Make

(II) Model

(III) Engine Family

(IV) Serial number

(V) Year of manufacture (if unable to determine, approximate age)

(VI) Rated Brake Horsepower

(VII) Exhaust stack height from ground

(VIII) Engine Emission Factors and supporting data for PM, NOx and NMHC separately or NMHC+NOx, and CO, (if available) from manufacturers data, source tests, or other sources (specify)

(IX) Diameter of stack outlet

(X) Direction of outlet (horizontal or vertical)

(XI) End of stack (open or capped)

(XII) Control equipment (if applicable)

(aa) Turbocharger

(bb) Aftercooler

(cc) Injection Timing Retard

(dd) Catalyst

(ee) Diesel Particulate Filter

(ff) Other

(iii) Fuel(s) Used

(I) CARB Diesel

(II) Jet fuel

(III) Diesel

(IV) Alternative diesel fuel (specify)

(V) Alternative fuel (specify)

(VI) Combination (Dual fuel) (specify)

(VII) Other (specify)

(iv) Operation Information

(I) Description of general use of engine
(II) Typical load (percent of maximum bhp rating)
(III) Typical annual hours of operation
(IV) If seasonal, months of year operated and typical hours per month operated
(V) Fuel usage rate (if available)

(v) Receptor Information
(I) Nearest receptor description (receptor type)
(II) Distance to nearest receptor (feet or meters)
(III) Distance to nearest school

(vi) State whether the engine is included in an existing AB2588 emission inventory.

(D) The Executive Officer may exempt the owner or operator from providing all or part of the information identified in subparagraph (d)(1)(C) if there is a current record of the information in the owner or operator's permit to operate, permit application, or District records.

(2) Demonstration of Compliance with Emission Limits

(A) Prior to the installation of a new stationary diesel-fueled CI engine at a facility, the owner or operator of the new stationary diesel-fueled CI engine(s) subject to the requirements of subparagraph (c)(2)(C), (c)(2)(D), (c)(4)(A), (c)(4)(B), (c)(7)(A), or (c)(7)(C) shall provide emission data to the Executive Officer in accordance with the requirements of subdivision (f) for purposes of demonstrating compliance.

(B) By no later than the earliest applicable compliance date specified in subdivision (e), the owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of subparagraphs (c)(3)(C), (c)(5)(A), or (c)(8)(C) shall provide emissions and/or operational data to the Executive Officer in accordance with the requirements of subdivision (f) for purposes of demonstrating compliance.

(3) Notification of Non-Compliance

Owners or operators who have determined that they are operating their stationary diesel-fueled engine(s) in violation of the requirements specified

in paragraphs (c)(1) through (c)(9) shall notify the Executive Officer immediately upon detection of the violation and shall be subject to district enforcement action.

(4) Notification of Loss of Exemption

(A) Owners or operators of in-use stationary diesel-fueled CI engines, who are subject to an exemption specified in subdivision (h) from all or part of the requirements of paragraphs (c)(2) through (c)(9), shall notify the Executive Officer immediately after they become aware that the exemption no longer applies. No later than 180 days after notifying the Executive Officer, the owner or operator shall demonstrate compliance with the requirements of paragraphs (c)(2) through (c)(9). An owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of paragraphs (c)(2) through (c)(9) shall provide emission data to the Executive Officer in accordance with the requirements of subdivision (f) for purposes of demonstrating compliance.

(B) The Executive Officer shall notify owners or operators of in-use stationary diesel-fueled CI engines, who are subject to the exemption specified in paragraph (h)(7) from the requirements of paragraphs (c)(1) through (c)(9), when the exemption no longer applies. No later than 180 days after notification by the Executive Officer, the owner or operator shall demonstrate compliance with the requirements of paragraphs (c)(1) through (c)(9). An owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of paragraphs (c)(2) through (c)(9) shall provide emissions data to the Executive Officer in accordance with the requirements of subdivision (f) for purposes of demonstrating compliance.

(5) Monitoring Equipment

(A) A non-resettable hour meter with a minimum display capability of 9,999 hours shall be installed on all engines subject to any of the requirements of paragraphs (c)(2) through (c)(9), unless the District determines on a case-by-case basis that a non-resettable hour meter with a different minimum display capability is appropriate in

consideration of the historical use of the engine and the owner or operator's compliance history.

(B) All DPFs installed pursuant to the requirements in paragraphs (c)(2) through (c)(9) must be installed with a backpressure monitor to notify the owner or operator when the high backpressure limit of the engine is approached.

(C) The Executive Officer may by permit condition require the owner or operator to install and maintain additional monitoring equipment for the particular emission control strategy(ies) used to meet the requirements of paragraphs (c)(2) through (c)(9), upon determining that such equipment is necessary to ensure the effectiveness of the selected control strategy.

(6) Reporting Provisions for Exempted Prime Engines

An owner or operator of an engine subject to paragraphs (h)(4) or (h)(9) shall keep records of the number of hours the engines are operated on a monthly basis. Such records shall be retained for a minimum of 36 months from the date of entry. Record entries made within 24 months of the most recent entry shall be retained on-site, either at a central location or at the engine's location, and made immediately available to District staff upon request. Record entries made from 25 to 36 months from the most recent entry shall be made available to District staff within 5 working days from the district's request.

(7) Reporting Requirements for Emergency Standby Engines

(A) Starting January 1, 2005, each owner or operator of an emergency standby diesel-fueled CI engine shall keep a monthly log of usage that shall list and document the nature of use in each of the following areas:

(i) emergency use hours of operation;

(ii) maintenance and testing hours of operation;

(iii) hours of operation for emission testing to show compliance with subparagraphs (c)(2)(C) and (c)(3)(C);

(iv) initial start-up and testing hours;

(v) hours of operation for all uses other than those specified in clauses (d)(7)(A)(i) through (d)(7)(A)(iv) above;

(vi) if applicable, hours of operation to comply with the requirements of NFPA 25;

(vii) if applicable, DRP engine hours of operation;

(viii) hours of operation to demonstrate compliance with District rules; and

(ix) the fuel used.

(I) For engines operated exclusively on CARB Diesel Fuel, the owner or operator shall document the use of CARB Diesel Fuel through the retention of fuel purchase records indicating that the only fuel purchased for supply to an emergency standby engine was CARB Diesel Fuel; or

(II) For engines operated on any fuel other than CARB Diesel Fuel, fuel records demonstrating that the only fuel purchased and added to an emergency standby engine or engines, meets the requirements of paragraph (c)(1).

(B) Alternative Fuel Recordkeeping Requirements for Owners and/or Operators of Emergency Standby Engines

In lieu of a log of usage, as specified in clause (d)(7)(A)(ix), the owner and/or operator may maintain a monthly summary of fuel purchases for the engine.

(C) Records shall be retained for a minimum of 36 months. Records for the prior 24 months shall be retained on-site, either at a central location or at the engine's location, or at an offsite central location within California, and shall be made immediately available to the District staff upon request. Records for the prior 25 to 36 months shall be made available to District staff within 5 working days from request.

(8) Additional Reporting Requirements for Stationary Emergency Diesel-Fueled CI Engines Used to Fulfill the Requirements of an Interruptible Service Contract (ISC)

The owner or operator of an ISC engine shall provide to the District the following information, as necessary to the extent the District does not already have the information:

(A) For each diesel-fueled engine enrolled in an ISC:

(i) Owner's Company Name (if applicable);

(ii) Contact name, phone number, and e-mail address;

(iii) Model year and engine manufacturer;

(iv) Annual hours of engine operation under ISC and emergency use; and

(v) Diesel PM emission rate of the engine (g/bhp-hr).

(B) The owner or operator shall update the information identified in subparagraph (d)(8)(A) as necessary to reflect the current inventory of ISC engines and shall provide a complete and updated inventory annually to the District and the California Air Resources Board no later than 90 days after December 31st of any given year thereafter.

(i) The California Air Resources Board shall evaluate the submitted inventory and information annually to determine whether any subsequent year's submittal is necessary.

(ii) If the California Air Resources Board determines a submittal is not necessary for any subsequent year, the California Air Resources Board will notify the owner or operator by December 31st of any given year of such determination.

(C) The owner or operator may identify to the Executive Officer documentation demonstrating that all or part of the information required under paragraph (d)(8) has been previously submitted. If acceptable to the Executive Officer, the owner or operator shall be exempted from resubmitting the information.

(e) Compliance Schedule and Permit Application Dates

(1) For each in-use emergency standby diesel-fueled CI engine (> 50 bhp), that will meet the requirements of paragraph (c)(3) solely through maintaining or reducing the current annual hours of operation for maintenance and testing, the owner or operator shall be in compliance with the annual hours of operation limits beginning January 1, 2006.

(2) For Owners or Operators of Three or Fewer Engines in the South Coast Air Quality Management District

For each in-use emergency standby diesel-fueled CI engine (> 50 bhp), that does not comply with paragraph (e)(1) in order to meet the requirements of

paragraph (c)(3) and each stationary diesel-fueled CI engine (> 50 bhp) complying with emission limitations specified in paragraphs (c)(3) or (c)(5), the owner or operator shall meet the following requirements in accordance with the following schedule:

(A) All pre-1989 through 1989 model year engines, inclusive, shall be in compliance by no later than January 1, 2006;

(B) All 1990 through 1995 model year engines, inclusive, shall be in compliance by no later than January 1, 2007;

(C) All 1996 and later model year engines shall be in compliance by no later than January 1, 2008.

(3) For Owners or Operators of Four or More Engines in the South Coast Air Quality Management District

For each emergency standby diesel-fueled CI engine (> 50 bhp) under common ownership or operation that does not comply with paragraph (e)(1) in order to meet the requirements of paragraph (c)(3) and stationary diesel-fueled CI engines (> 50 bhp) complying with emission limitations specified in paragraphs (c)(3) or (c)(5), the owner or operator shall comply with the following:

(A) No later than July 1, 2005, the owner or operator shall submit a compliance plan, pursuant to paragraph (e)(4); and

(B) Meet the requirements of paragraphs (c)(3) or (c)(5), in accordance with the following schedule:

Pre-1989 Through 1989 Model Year Engines, Inclusive

Percent of Engines	Compliance date
25%	January 1, 2006
50%	January 1, 2007
75%	January 1, 2008
100%	January 1, 2009

1990 through 1995 Model Year Engines, Inclusive

Percent of Engines	Compliance date
30%	January 1, 2007
60%	January 1, 2008
100%	January 1, 2009

1996 and Later Model Year Engines

Percent of Engines	Compliance date
50%	January 1, 2008

100%	January 1, 2009

(4) Compliance Plan

(A) A submitted compliance plan shall be subject to plan fees specified in Rule 306 and shall include the following information:

(i) Owner/operator contact information (company name, AQMD facility identification number, contact name, phone number, address, e-mail address); and

(ii) AQMD permit number(s) and address(es) of engine(s) for engines subject to subparagraph (e)(3)(A); and

(iii) Identification of the control strategy for each stationary diesel-fueled CI engine that when implemented will result in compliance with the applicable requirements of paragraphs (c)(3) and (c)(5). If applicable, the information should include the Executive Order number issued by the Executive Officer of the Air Resources Board for a Diesel Emission Control Strategy that has been approved by the Executive Officer of the Air Resources Board through the Verification Procedure; and

(iv) Consistent with the dates specified in paragraphs (e)(2) and (e)(3), a schedule showing key milestone dates for each engine demonstrating how the engine will be brought into compliance with the applicable requirements of paragraphs (c)(3) and (c)(5). In instances where engines are located on school grounds or 100 meters or less from an existing, as of April 2, 2004, school, the schedule shall give priority to bringing these engines into compliance with the applicable requirements of paragraphs (c)(3) and (c)(5).

(B) The owner or operator may identify to the Executive Officer documentation demonstrating that all or part of the information required under subparagraph (e)(4)(A) has been previously submitted. If acceptable to the Executive Officer, the owner or operator shall be exempted from resubmitting the information.

(5) Permit Application Dates

Permit applications necessary to achieve compliance with paragraphs (c)(3) and (c)(5) shall be submitted no later than six (6) months prior to the compliance dates specified in paragraphs (e)(1) through (e)(3).

(f) Emissions Data

(1) Upon approval by the Executive Officer, the following sources of data may be used in whole or in part to demonstrate compliance with the emissions standards or requirements of paragraphs (c)(2) through (c)(10):

(A) off-road engine certification test data for the stationary diesel-fueled CI engine;

(B) engine manufacturer test data;

(C) emissions test data from a similar engine; or

(D) emissions test data used in meeting the requirements of the Verification Procedure for the emission control strategy implemented.

(2) Emissions testing of a stationary diesel-fueled CI engine, for purposes of showing compliance with the requirements of paragraphs (c)(2) through (c)(10), shall be done in accordance with the methods specified in subdivision (g).

(3) For purposes of emissions testing, the particulate matter (PM) emissions from a dual-fueled stationary CI engine, which uses as its fuel a mixture of diesel fuel and other fuel(s), shall be deemed to be 100% diesel PM.

(4) Emissions testing for the purposes of determining the percent change from baseline shall include baseline and emission control strategy testing subject to the following conditions:

(A) Baseline testing may be conducted with the emission control strategy in place, provided the test sample is taken upstream of the emission control strategy and the presence of the emission control strategy is shown to the Executive Officer's satisfaction as having no influence on the emission test results;

(B) Control strategy testing shall be performed on the stationary diesel-fueled CI engine with full implementation of the emission control strategy;

(C) The percent change from baseline shall be calculated as the baseline emissions minus control strategy emissions, with the difference being divided by the baseline emissions and the result expressed as a percentage; and

(D) The same test method shall be used for determining both baseline emissions and control strategy emissions.

(5) Emission testing for the purposes of demonstrating compliance with an emission level shall be performed on the stationary diesel-fueled CI engine with the emission control strategy fully implemented.

(6) Alternative Compliance Demonstration

The owner or operator of a new or in-use stationary diesel-fueled CI engine (> 50 bhp) may demonstrate compliance with the 0.01 g/bhp-hr PM emission standard of paragraphs (c)(2) through (c)(8) by using one of the following:

(A) a level 3 Verified Diesel Emission Control Strategy in combination with a certified CI engine that meets a 0.15 g/bhp-hr or less PM emission standard; or

(B) an alternative diesel PM control method that is equally or more effective than a level 3 Verified Diesel Emission Control Strategy in combination with a certified CI engine that meets a 0.15 g/bhp-hr or less PM emission standard, and is approved for use by the Executive Officer.

(g) Test Methods

(1) The following test methods shall be used to determine diesel PM, HC, NOx, CO and NMHC emission rates:

(A) Diesel PM emission testing shall be done in accordance with one of the following methods:

(i) California Air Resources Board Method 5 (ARB Method 5), *Determination of Particulate Matter Emissions from Stationary Sources*, as amended July 28, 1997, which is incorporated herein by reference.

(I) For purposes of this clause, diesel PM shall be measured only by the probe catch and filter catch and shall not include PM captured in the impinger catch or solvent extract.

(II) The tests are to be carried out under steady state operation. Test cycles and loads shall be in accordance with ISO-8178 Part 4 or alternative test cycle approved by the Executive Officer.

(III) The Executive Officer may require additional engine or operational duty cycle data if an alternative test cycle is requested; or

(ii) International Organization for Standardization (ISO) 8178 Test procedures: ISO 8178-1:1996(E) ("ISO 8178 Part 1"); ISO 8178-2: 1996(E) ("ISO 8178 Part 2"); and ISO 8178-4: 1996(E) ("ISO 8178 Part 4"), which are incorporated herein by reference; or

(iii) Title 13, California Code of Regulations, Section 2423, *Exhaust Emission Standards and Test Procedures –Off-Road Compression Ignition Engines*, which is incorporated herein by reference.

(B) NOx, CO and HC emission testing shall be done in accordance with one of the following methods:

(i) California Air Resources Board Method 100 (ARB Method 100), *Procedures for Continuous Gaseous Emission Stack Sampling*, as amended July 28, 1997, which is incorporated herein by reference.

(I) Tests using ARB Method 100 shall be carried out under steady state operation. Test cycles and loads shall be in accordance with ISO-8178 Part 4 or alternative test cycle approved by the Executive Officer.

(II) The Executive Officer may require additional engine or operational duty cycle data if an alternative test cycle is requested; or

(ii) International Organization for Standardization (ISO) 8178 Test procedures: ISO 8178-1:1996(E) ("ISO 8178 Part 1"); ISO 8178-2: 1996(E) ("ISO 8178 Part 2"); and ISO 8178-4: 1996(E) ("ISO 8178 Part 4"), which are incorporated herein by reference; or

(iii) Title 13, California Code of Regulations, Section 2423, *Exhaust Emission Standards and Test Procedures – Off-Road Compression Ignition Engines*, which is incorporated herein by reference.

(C) NMHC emission testing shall be done in accordance with one of the following methods:

(i) International Organization for Standardization (ISO) 8178 Test procedures: ISO 8178-1:1996(E) ("ISO 8178 Part 1"); ISO 8178-2: 1996(E) ("ISO 8178 Part 2"); and ISO 8178-4: 1996(E) ("ISO 8178 Part 4"), which are incorporated herein by reference; or

(ii) Title 13, California Code of Regulations, Section 2423, *Exhaust Emission Standards and Test Procedures –Off-Road Compression Ignition Engines*, which is incorporated herein by reference.

(2) The Executive Officer may approve the use of alternatives to the test methods listed in paragraph (g)(1), provided the alternatives are demonstrated to the Executive Officer's satisfaction as accurate in determining the emission rate of diesel PM, HC, NOx, NMHC, or CO.

(h) Exemptions

(1) The requirements of this rule do not apply to portable CI engines or CI engines used to provide the motive power for on-road and off-road vehicles.

(2) The requirements of this rule do not apply to CI engines used for the propulsion of marine vessels or auxiliary CI engines used on marine vessels.

(3) The requirements specified in paragraph (c)(10) do not apply to single cylinder cetane test engines used exclusively to determine the cetane number of diesel fuels in accordance with American Society for Testing and Materials (ASTM) Standard D 613-03b, "Standard Test Method for Cetane Number of Diesel Fuel Oil," as modified on June 10, 2003, which is incorporated herein by reference.

(4) The requirements specified in subparagraphs (c)(3)(C) and (c)(5)(A) do not apply to in-use stationary diesel-fueled CI engines used in emergency standby or prime applications that, prior to January 1, 2005, were required in writing by the district to meet and comply with either minimum technology requirements or performance standards implemented by the district from the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*, October 2000, which is incorporated herein by reference.

(5) The requirements specified in subparagraph (c)(3)(C) do not apply to permitted in-use stationary emergency standby diesel-fueled CI engines that will be removed from service or replaced prior to January 1, 2009, in accordance with an approved Office of Statewide Health Planning Development (OSHPD) Compliance Plan that has been approved prior to January 1, 2009, except that this exemption does not apply to replacement engines for the engines that are removed from service under the OSHPD plan.

(6) The requirements in paragraphs (c)(1), (c)(4), and (c)(5) do not apply to any stationary diesel-fueled CI engine used solely for the training and testing of United States Department of Defense (U.S. DoD) students or personnel of any U.S. military branch in the operation, maintenance, repair, and rebuilding of engines when such training engines are required to be configured and designed similarly to counterpart engines used by the U.S. DoD, U.S. Military services, or North Atlantic Treaty Organization (NATO) forces in combat, combat support, combat service support, tactical or relief operations used on land or at sea.

(7) The requirements specified in paragraphs (c)(1) through (c)(9) do not apply to stationary diesel-fueled CI engines used solely on San Clemente Island. The Executive Officer shall review the land use plans for the island at least once every five (5) years and withdraw this exemption if the land use plans are changed to allow use by the general public of the islands.

(8) The requirements specified in paragraphs (c)(2) through (c)(9) do not apply to stationary diesel-fueled engines used solely on outer continental shelf (OCS) platforms located within 25 miles of California's seaward boundary.

(9) Request for Exemption for Low-Use Prime Engines Outside of School Boundaries.

The Executive Officer may approve a Request for Exemption from the provisions of paragraph (c)(5) for any in-use stationary diesel-fueled CI engine located beyond school boundaries, provided the approval is in writing and the writing specifies all of the following conditions to be met by the owner or operator:

(A) the engine is a prime engine;

(B) the engine is located more than 500 feet from a school at all times; and

(C) the engine operates no more than 20 hours cumulatively per year, unless the engine is used to start a combustion turbine in a refinery cogeneration plant, in which case a different number of hours may be approved by the Executive Officer, on a case-by-case basis per facility, considering operational requirements and emission impacts.

(10) The requirements in subparagraphs (c)(3)(C) and (c)(5)(A) do not apply to in-use dual-fueled diesel pilot CI engines that use an alternative fuel or an alternative diesel fuel.

(11) The requirements in paragraph (c)(1), subparagraphs (c)(2)(C), (c)(3)(C), (c)(4)(A), and (c)(5)(A) do not apply to dual-fueled diesel pilot CI engines that use diesel fuel and digester gas or landfill gas.

(12) The requirements in subparagraphs (c)(3)(C) and (c)(5)(A) do not apply to in-use stationary diesel-fueled CI engines that have selective catalytic reduction systems.

(13) The requirements of subparagraph (c)(3)(C) do not apply to in-use emergency fire pump assemblies that are driven directly by stationary diesel-fueled CI engines and only operated the number of hours necessary to comply with the testing requirements of National Fire Protection Association (NFPA) 25 - *Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems,* 2002 edition or the most current edition, which is incorporated herein by reference.

(14) The requirements of paragraph (c)(1), subparagraphs (c)(2)(C), (c)(2)(D), and (c)(3)(C), and paragraphs (c)(4) and (c)(5) do not apply to any stationary diesel-fueled CI engine used to power equipment that is owned by the National Aeronautics and Space Administration (NASA) and used solely at manned-space-flight facilities (launch, tracking, and landing sites), provided the Executive Officer approves this exemption in writing. This exemption only applies to diesel engines that power equipment which is maintained in the same configuration as similar equipment at all manned-space-flight facilities.

(15) Upon written approval of the Executive Officer, the requirements of this rule shall not apply to stationary CI engines used exclusively:

(A) as engine test cells and test stands for testing CI engines, or CI engine components;

(B) for operation or performance testing of fuels, fuel additives, or emission control devices at research and development facilities; or

(C) for maintenance, repair, or rebuild training at educational facilities.

(16) The diesel PM requirements of subparagraph (c)(2)(C)(iv) do not apply to new stationary emergency standby diesel-fueled engines installed and with an application for Permit to Construct or Permit to Operate deemed complete on or after January 1, 2013, provided the following conditions are met:

(A) the new stationary emergency standby engine is a replacement of an existing stationary emergency standby engine used for the same purpose; and

(B) the new stationary emergency standby engine is installed or to be installed at the same physical location as the engine being replaced; and

(C) the engine owner can demonstrate to the satisfaction of the Executive Officer, that there is insufficient space in the area where the engine is located such that installation or addition of emission control equipment would require demolition or removal of one or more load bearing walls, the floor, or the ceiling; and

(D) the installation of the new stationary emergency standby engine or other ancillary equipment, excluding emission control equipment, does not require the demolition or removal of one or more load bearing walls, the floor, or the ceiling; and

(E) engines meeting all of the requirements of subparagraphs (h)(16)(A) through (h)(16)(D) shall be a certified CI engine that emits diesel PM at a rate less than or equal to 0.15 g/bhp-hr; and

(F) the diesel PM requirement is not required pursuant to South Coast Air Quality Management District Rule 1401 – New Source Review of Toxic Air Contaminants or Regulation XIII – New Source Review.

(i) Severability, Effect of Judicial Order

In the event that any portion of this rule is held by judicial order to be invalid, such order shall not affect the validity of the remaining portions of this rule.

(j) Applicability of the AB 2588 Air Toxics “Hot Spots” Program

Facilities that have stationary CI engines subject to this rule are also subject to the requirements of the AB 2588 Air Toxics "Hot Spots" Program.

(k) Major Sources

All major sources shall comply with the requirements of 40 CFR 63 subpart ZZZZ.

ATTACHMENT G

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report
Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines
Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

October 2021

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CHAPTER 1 – BACKGROUND

INTRODUCTION

Over the last decade, California has experienced an increase in record-breaking wildfires. ~~as w~~Wildfire conditions have intensified due to changing weather conditions such as increased temperatures and drought conditions. In 2012, the California Public Utilities Commission (CPUC) ruled that California Public Utilities Code Section 451 and 399.2(a) provides the authority for electric utilities to shut off electric power to reduce the risk of wildfires caused by electrical power infrastructure. As a result, utility distribution companies have begun implementing Public Safety Power Shutoff (PSPS) events to proactively cut power to electrical lines reducing the likelihood that infrastructure would cause or contribute to a wildfire. During a PSPS event, critical service facilities may need to rely on emergency standby engines to continue operations. South Coast Air Quality Management District (South Coast AQMD) regulations require permits for internal combustion engines, including emergency standby engines rated greater than 50 brake horsepower (bhp). Under Rule 1110.2 - Emissions from Gaseous- and Liquid-Fueled Engines, emergency standby engines are exempt from emission limits for oxides of nitrogen (NOx), volatile organic compounds (VOCs), and carbon monoxide (CO) provided the engine has permit conditions that limit engine operations to 200 hours or less per year. The Rule 1110.2 provisions related to emergency standby engines and the associated permit conditions that limit operating hours were established before implementation of the PSPS program began in 2018 and do~~es~~ not account for the use of emergency standby engines due to PSPS emergency conditions. Proposed Rule 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines (PR 118.1) is intended to address the use of standby engines at critical service facilities during emergencies by allowing the exclusion of emergency standby engine operating hours during PSPS events from counting toward permit limits and other South Coast AQMD rules.

South Coast AQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines includes requirements that limit annual maintenance and testing hours for emergency standby engines. Routine maintenance and testing are needed to ensure~~can assure~~ that an emergency standby engine will operate properly during an actual emergency. A water district that provides water delivery and wastewater services has stated that existing Rule 1470 provisions for specific engines do not allow adequate testing to ensure engines operate during emergencies. Proposed Amended Rule 1470 (PAR 1470) will add an optional testing and maintenance schedule to provide water and sewage treatment facilities the ability to average the existing maintenance and testing hour limits over three years for specific engines located in a very high fire hazard severity zone. The option to average testing hours would allow more rigorous maintenance and testing to be conducted in one year without increasing the total maintenance and testing hours over the three years.

REGULATORY HISTORY

Rule 1110.2

Rule 1110.2 was adopted in August 1990 and amended 11 times since adoption. It~~and~~ is designed to reduce NOx, VOC, and CO emissions by establishing emission limits for stationary and portable engines rated greater than 50 bhp. Rule 1110.2 establishes NOx, VOC, and CO emission limits and includes emissions testing, monitoring, reporting, and recordkeeping requirements. Under Rule 1110.2, emergency standby engines, engines used for fire fighting and flood control, and any

other emergency engines approved by the Executive Officer are exempt from meeting NOx, VOC, and CO emission limits provided that the engine has a permit condition limiting the engine to 200 operating hours[1] or less per year. These exempted emergency engines are also exempt from the Rule 1110.2 emissions testing, monitoring, and reporting requirements.

Rule 1470

Rule 1470 was adopted on April 2, 2004, to reduce diesel particulate from engines. Rule 1470 includes fuel requirements, emission standards for new engines, and operating requirements and emission standards for in-use (installed before January 1, 2005) and new engines. The Rule also establishes limits on maintenance and testing hours based on the PM emission rate of engines.

Rule 1472

Rule 1472 was adopted on March 7, 2008, to reduce diesel PM emissions from facilities with three or more stationary emergency standby engines. Rule 1472 supplements Rule 1470 by requiring facilities with three or more engines to meet a specific risk level called an Engine Group Index with provisions on calculating the Engine Group Index. The Engine Group Index is based on health risk and facilities required to file a compliance plan are to comply with three different options: reduce Engine Group Index to less than or equal to 1.0, all engines meet a diesel PM emission rate less than or equal to 0.15 g/bhp-hr, or all engines within engine group emit diesel PM at a weighted average rate of less than or equal to 0.15 g/bhp-hr.

California Air Resources Board (CARB) Air Toxics Measure for Stationary Compression Ignition Engines

On December 8, 2004, CARB adopted the Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines, which establishes requirements to reduce diesel particulate matter and criteria pollutant emissions from stationary diesel-fueled compression ignition engines. California Health and Safety Code Section 39666 requires local air districts to implement and enforce the ATCMs or adopt and enforce equally effective or more stringent ATCM requirements than those adopted by CARB. Rule 1470 is designed to implement the state ATCM. Since Rule 1470 and the state ATCM focus on requirements from single engines, South Coast AQMD staff was concerned about multiple engines at a single location that collectively could create a significant health risk. Rule 1472 is designed to go beyond Rule 1470 and the ATCM as it establishes requirements for facilities with three or more stationary emergency standby engines.

Rules 1470 and 1472 are More Stringent than CARB's ATCM

Rule 1470 establishes requirements that are more stringent than the state ATCM. Specifically, Rule 1470 includes more stringent emission level requirements for new engines less than 50 meters from a sensitive receptor and allows fewer annual maintenance and testing hour limits for health facilities when compared to the state ATCM. Additionally, under Rule 1470 requirements the cleanest engines include permit limits for up to 50 hours annually for maintenance and testing compared to the state ATCM, which allows up to 100 hours. Table 1-1 compares the PM emission limits for new engines less than 50 meters from a sensitive receptor between Rule 1470 and the

[1] Operating hours include all operations such as emergency use, non-emergency use, maintenance, and testing

state ATCM to highlight where Rule 1470 is more stringent. Table 1-2 compares the annual maintenance and testing limits between Rule 1470 and the state ATCM to highlight provisions where Rule 1470 is more stringent. In addition, Rule 1472 establishes requirements for facilities with multiple engines to meet the Engine Group Index or file a compliance plan, making these provisions more stringent than the state ATCM which does not establish in-use PM or health risk requirements for facilities with multiple engines.

Table 1-1

Comparison Between Rule 1470 and the ATCM PM Emission Limits for New Engines Near Sensitive Receptors

Engine Size	Rule 1470	State ATCM
50 < HP < 175	0.15 g/bhp-hr	0.15 g/bhp-hr
175 ≤ HP ≤ 750	0.01 g/bhp-hr	0.15 g/bhp-hr
> 750 HP	0.075 g/bhp-hr 0.02 g/bhp-hr	0.15 g/bhp-hr

Table 1-2

Comparison Between Rule 1470 and the ATCM for Annual Maintenance and Testing Hours

Engine	Diesel PM Emission Rate (g/bhp-hr)	Rule 1470	State ATCM
In-use	> 0.4 g	30 hours*	40 hours*
In-use	>0.15 and ≤0.4 g	30 hours*	40 hours*
New	≤0.01	50 hours	Up to 100 hours

*Specific to health facilities

Rule 118

Rule 118 was adopted on December 7, 1995, to allow the Executive Officer to suspend specific South Coast AQMD rules, regulations, or orders during a state or federally declared State of Emergency. Rule 118 applies to any facility, equipment, or process within South Coast AQMD's jurisdiction that is necessary to operate to protect public health and safety during a State of Emergency. Under Rule 118, a suspension may be rule-specific and region-specific depending on the emergency. The rule suspension will be for ten calendar days but may be extended by the Executive Officer if deemed necessary.

United States Environmental Protection Agency (U.S. EPA) Stationary Engine Rules

Title 40 Code of Federal Regulations Part 63 Subpart ZZZZ was adopted on June 15, 2004, to establish National Emission Standards for Hazardous Air Pollutants (NESHAP) for reciprocating internal combustion engines (RICE). As one of the requirements to demonstrate compliance, Section 63.6640 limits emergency stationary RICE to 100 hours per calendar year for maintenance and testing purposes of which 50 operating hours can be used for non-emergency situations. Title 40 Code of Federal Regulations Part 60 Subpart IIII was adopted on July 11, 2006, to establish

standards and regulations for stationary compression ignition internal combustion engines. Section 60.4211 specifies the requirements to qualify as an emergency stationary internal combustion engine and, similar to the RICE regulation, also includes a maintenance and testing operating limit of 100 hours per calendar year which includes up to 50 hours for non-emergency operations. For both regulations, there are no restrictions on engine operating hours during emergencies. Non-emergency operation and maintenance and testing are counted towards the 100 hour calendar year limit, with non-emergency operations further limited to no more than 50 hours per calendar year. Non-emergency operations include the periods when electrical power is available from the utility.

PUBLIC SAFETY POWER SHUTOFF EVENTS

The California Public Utilities Commission (CPUC) regulates privately owned electric utilities, also referred to as investor-owned utilities or IOUs. According to the CPUC, although electric utility infrastructure has historically been responsible for less than ten percent of reported wildfires, roughly half of the most destructive fires in California history are attributed to power lines.[2] In 2012, the CPUC ruled that California Public Utilities Code Section 451 and 399.2(a) provides the authority for electric utilities to shut off electric power to protect public safety. Accordingly, electric utilities such as Southern California Edison (SCE), San Diego Gas & Electric (SDG&E), Pacific Gas & Electric (PG&E), Liberty, Bear Valley, and PacifiCorp have de-energized powerlines as a method of fire prevention as powerlines can potentially cause a wildfire during certain weather conditions. According to SCE, the CPUC has directed California's three largest investor-owned utilities (SCE, SDG&E, and PG&E) to coordinate and prepare all customers for power outages during a PSPS event. Because every situation is unique, each utility provider determines when to notify and initiate a PSPS event and how it will be implemented. The utility provider decides when to de-energize power lines by monitoring local fire conditions and considering a combination of weather and environmental factors. These may include but are not limited to high winds and high wind gusts, low humidity levels, dry vegetation, red flag warnings, fire threat to electric infrastructure, and real-time observations.[3]

On April 19, 2012, the CPUC provided the first PSPS guidance for implementing programs to shut off power for public safety reasons and fire prevention measures.[4] The CPUC continues to revise PSPS guidelines as part of its continuing actions to mitigate the impacts of PSPS events. After the wildfires in southern California in 2017, the CPUC adopted Resolution ESRB-8, which adds new requirements for utility providers to make all feasible attempts to notify customers before performing a de-energization and requires utilities to submit a post-event report within ten days

[2] California Public Utilities Commission. *Public Safety Power Shutoff (PSPS) / De-Energization.* Retrieved April 21, 2021, from https://www.cpuc.ca.gov/psps

[3] *Public Safety Power Shutoff: The Power of Being Prepared.* Retrieved April 22, 2021, from https://prepareforpowerdown.com/

[4] *Decision Granting Petition to Modify Decision 09-09-030 and Adopting Fire Safety Requirements for San Diego Gas & Electric Company.* Retrieved May 11, 2021, from https://docs.cpuc.ca.gov/PublishedDocs/WORD_PDF/FINAL_DECISION/165063.PDF

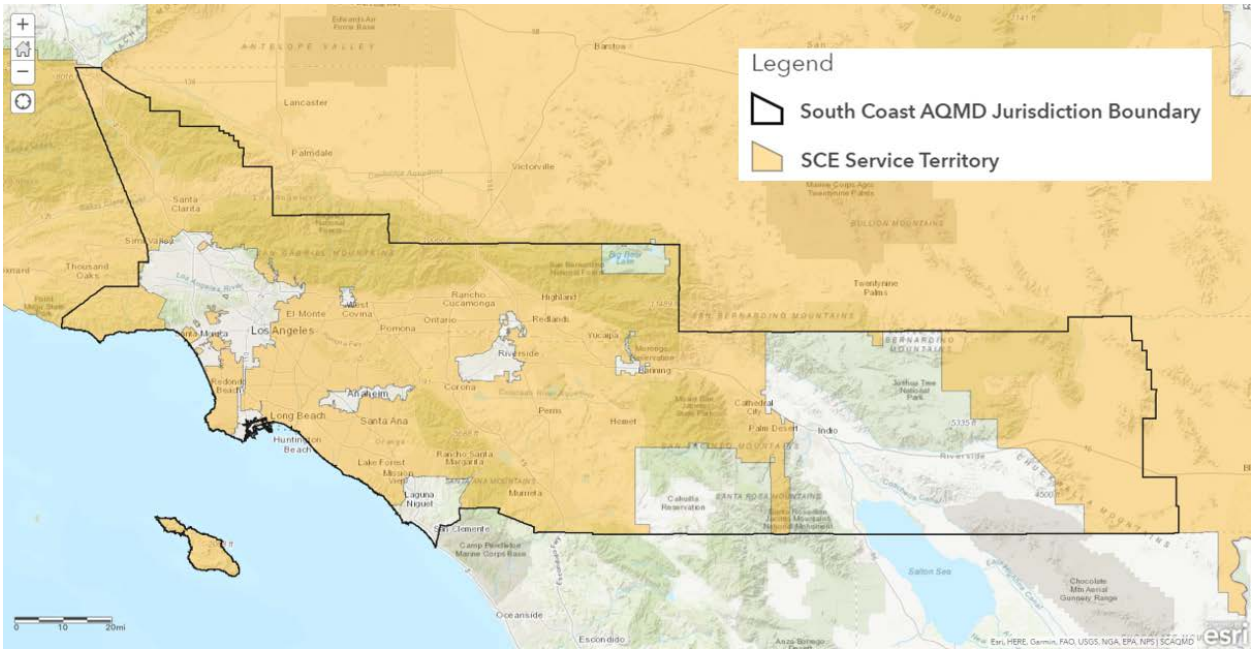
after each de-energization event.[5] The most recent PSPS guidelines (D.20-05-051)[6] were adopted on June 5, 2020. These guidelines examine the PSPS process, direct the utility providers on best practices, and provide a framework for mitigating wildfire risk and the impact on customers when implementing a PSPS event. The CPUC provides updated information on current PSPS guidelines and actions taken to mitigate the impacts of PSPS events through their website at https://www.cpuc.ca.gov/psps/.

SOUTHERN CALIFORNIA EDISON

Southern California Edison (SCE) is one of California's largest investor-owned utilities. According to SCE, in 2015, the utility provided electricity to 15 million people in 180 incorporated cities over 15 counties.[7] The SCE service area includes approximately 50,000 square miles, and a map of SCE's service area within the jurisdictional boundaries of South Coast AQMD is illustrated in Figure 1-1.

Figure 1-1

Southern California Edison Service Territory Within South Coast AQMD Jurisdiction



As described in Chapter 2 of the Draft Staff Report, PR 118.1 provisions are applicable to critical service facilities that receive electrical power from either investor-owned utilities or publicly owned utilities (e.g., Los Angeles Department of Water and Power, City of Anaheim, etc.).

[5] *Resolution Extending De-energization Reasonableness, Notification, Mitigation and Report Requirements in Decision 12-04-024 To All Electric Investor Owned Utilities* Retrieved May 19, 2021, from https://docs.cpuc.ca.gov/publisheddocs/published/g000/m218/k186/218186823.pdf

[6] *Decision Adopting Phase 2 Updated And Additional Guidelines For De-energization of Electric Facilities to Mitigate Wildfire Risk.* Retrieved May 19, 2021, from https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M339/K524/339524880.PDF

[7] *Southern California Edison: About Us.* Retrieved April 30, 2021, from https://www.sce.com/about-us/who-we-are

However, the following paragraphs summarize SCE's implementation of PSPS events because SCE operates and maintains most of the electrical infrastructure within the South Coast AQMD.

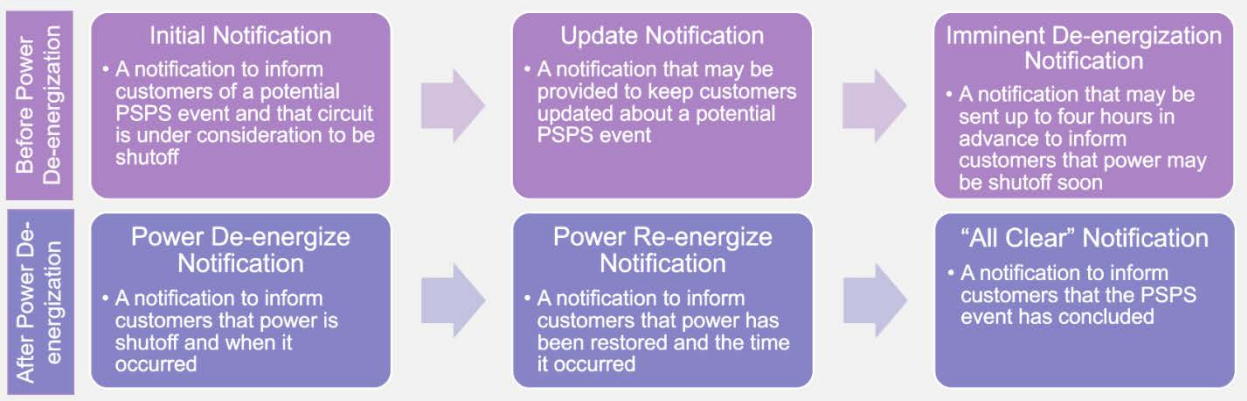
Southern California Edison PSPS Implementation

SCE began implementing PSPS events in 2018. As part of the PSPS process, SCE monitors for extreme weather and high fire danger. When extreme weather is forecast, the PSPS process begins when SCE activates their dedicated PSPS Incident Management Team to coordinate response operations associated with the potential implementation of a PSPS event. As SCE monitors weather forecasts, a range of dates may be established where circuits are under consideration for a de-energization.[8]

Customers are issued an initial notification up to three days in advance of a PSPS event. Subsequently, update notifications may be provided once a day to update customers on the current status of the potential PSPS event. The determination if a PSPS event leads to the de-energization of powerlines is unique to each potential PSPS event and depends on weather conditions. If weather conditions elevate, SCE may issue an imminent de-energization notification to inform customers that power may be shut off in the next one to four hours to reduce the risk of wildfire ignition. Usually, imminent de-energization notifications are sent to customers in advance to provide time to prepare for the loss of power. ~~Although~~However, if weather conditions escalate rapidly, there may not be sufficient time to send an imminent de-energization notification prior to power being shut off~~may not be sent out before power is shut off due to lack of time~~. A flow chart depicting an overview of SCE's notification process is illustrated in Figure 1-2.

Figure 1-2

Overview of Southern California Edison's PSPS Notification Process



Receiving an imminent de-energization notification does not confirm that power will be shut off. Therefore, two scenarios can occur after customers receive an imminent de-energization notification: power is not shut off (Scenario A), or power is shut off (Scenario B).

[8] De-energization and shut off will be used interchangeably throughout this report

In Scenario A, weather conditions may suddenly improve, and SCE may determine that it is unnecessary to shut off the power. If power is not shut off, the imminent de-energization notification expires after four hours. The circuit of concern will then remain on SCE's monitor list and under consideration for a de-energization event. As weather conditions fluctuate, customers may receive multiple imminent de-energization notifications during a single PSPS event.

In Scenario B, after a customer receives an imminent de-energization notification, power is shut off. The power shut off can occur after the first imminent de-energization notification or subsequent ones. When power has been shut off, customers will receive a power de-energize notification detailing which segment of the circuit was shut off, location, and the date and time of shutoff. SCE may issue an imminent re-energization notification detailing an estimated time that power will be restored as weather conditions improve. Once power has been restored, a power re-energization notification is distributed to customers.

Once weather conditions improve, customers that received an initial notification, imminent de-energization notification, or power de-energize notification will receive an all-clear notification regardless of if power was shut off or not. The all-clear notifications inform customers that all circuits in the county have been re-energized and that the PSPS event is over. If a circuit takes longer to re-energize due to different reasons such as the need for repair, inability to access infrastructure, etc., the circuit may be transitioned to a different event classified as an Operations event. Because of this, some customers may face a delay in getting power restored. ~~However, a~~After power is restored following an Operational event, the customers will receive a notification that power has been restored. [9]

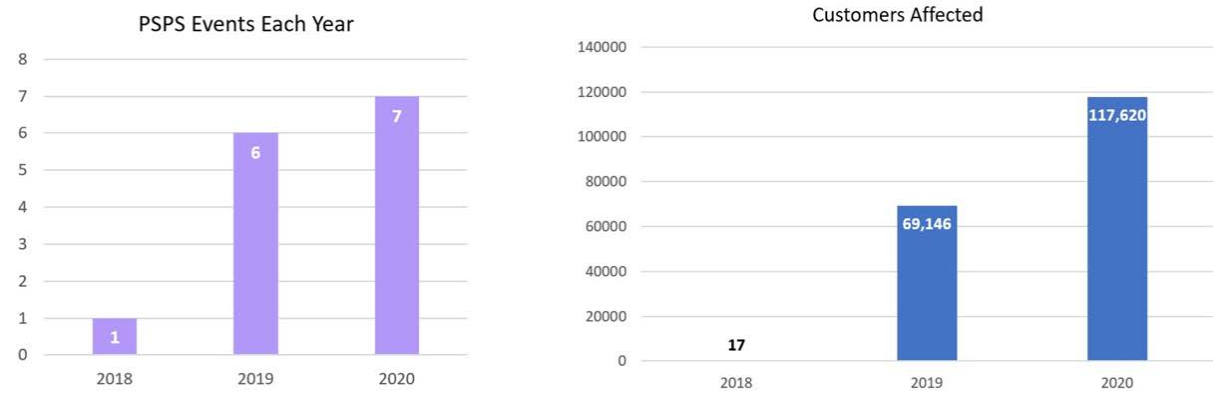
Southern California Edison PSPS Data

From January 2018 to December 2020, 14 PSPS events occurred within South Coast AQMD's jurisdiction resulting in circuit de-energization that impacted customers. Overall, there has been an increasing trend in PSPS events, and the number of customers affected each year, as depicted in Figure 1-3. However, while the same circuit can be de-energized in multiple PSPS events throughout the year, the same customers may not be affected each time because only portions of a circuit are shut off. To learn more about a specific PSPS event, SCE is required to release a post-event report after each PSPS event which can be found at the following website https://www.sce.com/wildfire.

[9] *Southern California Edison Public Safety Power Shutoff Protocol (PSPS) Post-Event Reporting in Compliance with Resolution ESRB8 and PSPS OIR Phase 1 & 2 Requirements December 16 to December 24, 2020.* Retrieved June 6, 2021, from https://www.sce.com/sites/default/files/inline-files/121620%20-%20SCE%20PSPS%20Post%20Event%20Report%20-%20Amended%20Final.pdf

Figure 1-3

Number of PSPS Events and Customers Affected Each Year



The data in Table 1-3 depicts further details about each PSPS event that occurred from 2018-2020 within the South Coast AQMD. Table 1-3 provides the date of each PSPS event beginning when a circuit was first de-energized and until power to the last circuit was restored, the number of circuits shut off, and the total number of customers affected. Each circuit that is shutoff is unique, and therefore the shutoff duration of each circuit will vary. The fourth column ("Range of Shutoff Duration") of the table depicts the shortest and longest shutoff duration of any de-energized circuit. The average shutoff duration is calculated by averaging together all the circuits shutoff in a particular PSPS event. The variation between each circuit can also be seen in the number of customers affected. The fifth column ("Range of Customers Affected") depicts the fewest to the largest number of customers affected by any one circuit.

Table 1-3

Summary Table of PSPS Events Implemented By Southern California Edison Within South Coast AQMD Jurisdiction From 2018 – 2020

Year	PSPS Event	Circuit Shutoff	Range of Shutoff Duration	Average Shutoff Duration[1]	Range of Affected Customers	Total Affected Customers
2018	Nov 8 – 9	2	16 – 17 hours	~16.5 hours	8 – 9	17
2019	Sep 24	2	6 hours	~6 hours	9 – 76	85
2019	Oct 9 – 12	12	13 – 50 hours	~31 hours	5 – 2,728	4,522
2019	Oct 20 – 21	3	8 – 14 hours	~10 hours	10 – 165	246
2019	Oct 24 – 27	24	14 – 80 hours	~33 hours	5 – 2,205	14,985
2019	Oct 27 – Nov 1	62	6 – 62 hours	~28 hours	2 – 2,408	49,212
2019	Nov 25 – 27	2	20 – 43 hours	~31.5 hours	25 – 71	96
2020	Sep 9 – 11	5	11 – 55 hours	~20 hours	9 – 62	136
2020	Oct 26 – 28	42	7 – 57 hours	~28 hours	5 – 2,366	27,224
2020	Nov 17 – 18	2	25 hours	~25 hours	9 – 165	174
2020	Nov 26 – 28	22	2 – 53 hours	~25 hours	5 – 1,774	10,115
2020	Dec 2 – 4	71	6 – 53 hours	~26 hours	1 – 2,051	29,610
2020	Dec 7 - 9	75	9 – 53 hours	~27 hours	2 – 2,675	33,857
2020	Dec 18 – 24	30	2 – 32 hours	~20 hours	2 – 2,739	16,504

Southern California Edison Wildfire Mitigation

In addition to PSPS events, SCE implements a Wildfire Mitigation Plan that outlines measures to reduce the risk of potential wildfire causing ignitions associated with their electrical infrastructure. According to SCE, the Wildfire Mitigation Plan includes vegetation management and annual inspection of overhead transmission, distribution, and generation equipment in high fire risk areas to identify potential hazards[10]. The Wildfire Mitigation Plan also emphasizes installing new or improved devices and technologies as part of the SCE grid design and system hardening activities to minimize the number of customers impacted during a PSPS event. Because monitoring weather

[10] Southern California Edison Wildfire Mitigation Efforts. Retrieved May 27, 2021, from https://www.sce.com/wildfire/wildfire-mitigation-efforts

conditions is a method used to predict wildfire risks, plans are also being made to install additional weather stations.

According to SCE, activities for 2021 include refining inspections of high fire risk areas, expanding system hardening activities to make the grid more resilient, improving fire agencies' ability to detect and respond to emerging fires, and establishing central data platforms for next-generation data analytics and governance.[11] SCE is continuing to work towards reducing the size, frequency, and duration of PSPS events by implementing these wildfire mitigation strategies and hardening power lines. However, PSPS events will remain as a method of mitigating wildfire risk during extreme fire weather conditions. Further details about the actions SCE is taking to minimize the impacts of PSPS events and their 2021 Wildfire Mitigation Plan can be found at https://www.sce.com/wildfire/wildfire-mitigation-efforts.

NEED FOR PROPOSED RULE 118.1

When Rule 1110.2 established the annual operating limit for emergency engines of 200 hours or less in 1990, PSPS events did not exist and were not considered part of emergency engine usage. As California is experiencing more intense wildfires in recent decades, utility providers may implement PSPS events more frequently, requiring certain entities that provide critical public services to operate emergency standby engines. ~~It is recognized that d~~During PSPS events, critical service facilities will need to maintain power to provide continuous services for the public and protect public health and safety. Accordingly, critical service facilities may need to operate emergency standby engines above the 200-hour limitation included in South Coast AQMD permits and other South Coast AQMD rules.

Under current South Coast AQMD rules, a facility that exceeds the permitted operating hour limits can petition the South Coast AQMD Hearing Board and file for a variance. PR 118.1 is needed to provide critical service facilities another option for regulatory certainty and relief other than petitioning the South Coast AQMD Hearing Board. PR 118.1 will allow critical service facilities the option to exclude operating hours during PSPS events provided that the Executive Officer is notified when an emergency standby engine exceeds the permitted operating hour limit and supporting documentation is maintained to support a PSPS occurrence. Rule 118 can also provide regulatory relief after a State of Emergency is declared, however, since a PSPS event is a preventative measure, facilities cannot receive regulatory relief under Rule 118 for operating emergency standby engines.

NEED FOR PROPOSED AMENDED RULE 1470

During the Woolsey Fire in 2018, a water district needed additional electrical power to maintain critical public services. In response, a mutual aid request was made through CalWARN, a mutual aid system, to receive a portable emergency engine. Although the engine appeared to be kept in proper working order, it was an older engine and the hours of testing and maintenance logged on the engine were unknown. The engine failed during the emergency event resulting in a boil water alert to the community. According to the water district, these events and the associated actions

[11] *2021 Wildfire Mitigation Plan Update.* Retrieved May 27, 2021, from https://download.newsroom.edison.com/create_memory_file/?f_id=601c9eeeb3aed375e1fffa67&content_verified=True

highlighted the need to conduct more extensive testing on existing engines to better ensure engines are reliable in a PSPS event or wildfire.

PAR 1470 is needed to allow water and sewage facilities to periodically conduct more rigorous maintenance and testing of engines located in a very high fire hazard severity zone as these areas have a higher chance of being impacted by power shutoffs from wildfires. PAR 1470 proposes an alternative testing schedule that will allow water and sewage facilities to conduct more rigorous testing, with no increase in the estimated health risk.

AFFECTED INDUSTRIES/FACILITIES

PR 118.1

PR 118.1 will apply to critical service facilities, including essential public services under Rule 1302, sewage pumping plants (also referred to as lift stations), pumping plants used for recycled water as defined in Title 22 - Section 60304 of the California Code of Regulations, natural gas delivery facilities, health facilities as defined in Section 1250 of the California Health and Safety Code, and facilities used exclusively for telecommunications, including radio and cell towers. Based on a review of South Coast AQMD permit data, approximately 2,560 facilities meet the definition of a critical service facility, and from these facilities, there are approximately 3,434 emergency engines. However, the number of facilities that may exceed emergency engine permit operating limits due to PSPS events is unknown as the number of future PSPS events and the specific areas affected is unknown.

PAR 1470

PAR 1470 provisions regarding maintenance and testing hours for engines with a 20-hour limitation will be available to water and sewage facilities with engines located in a very high fire severity zone. The California Fire Hazard and Severity Zones map identifies areas of significant fire hazards based on various factors such as fire history, natural vegetation, terrain, and the typical weather conditions in that area. These hazard areas are based on physical conditions that increase the likelihood that an area will burn over a 30-50 year period. The map is established by the California Department of Forestry and Fire Protection and is depicted in Figure 1-4.

Based on a review of South Coast AQMD permit data, it is estimated that there are up to 359 emergency standby engines with permit conditions that limit maintenance and testing to 20 hours at water and sewage facilities. A review of California Fire Hazard and Severity Zones mapping indicates 94 of those engines are located in a very high fire hazard severity zone and is depicted in Figure 1-5.

PUBLIC PROCESS

Development of PR 118.1 and PAR 1470 is being conducted through a public process. A PR 118.1 and PAR 1470 Working Group was formed to allow the public and stakeholders to discuss details of the proposed rule and provide South Coast AQMD staff with input during the rule development process. The Working Group includes representatives from businesses, environmental and community groups, public agencies, and consultants. South Coast AQMD has held four Working Group Meetings via Zoom videoconference and teleconference due to COVID-19. The meetings held via Zoom were on December 10, 2020, April 8, 2021, May 27, 2021, and July 9, 2021. A

Public Workshop was also held on July 29, 2021, via Zoom to present preliminary draft rule language for PR 118.1 and PAR 1470 and receive public comment.

Figure 1-4
Map of California Fire Hazard Severity Zones

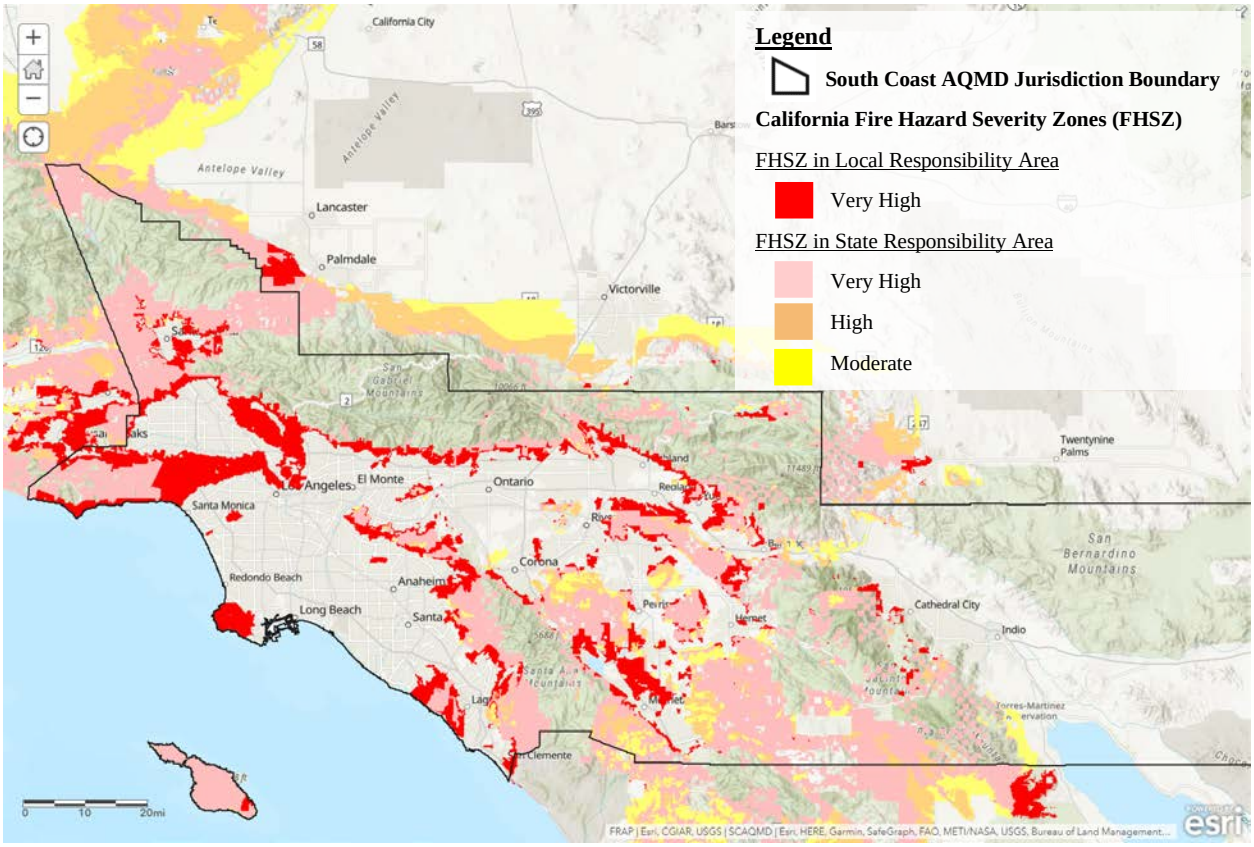
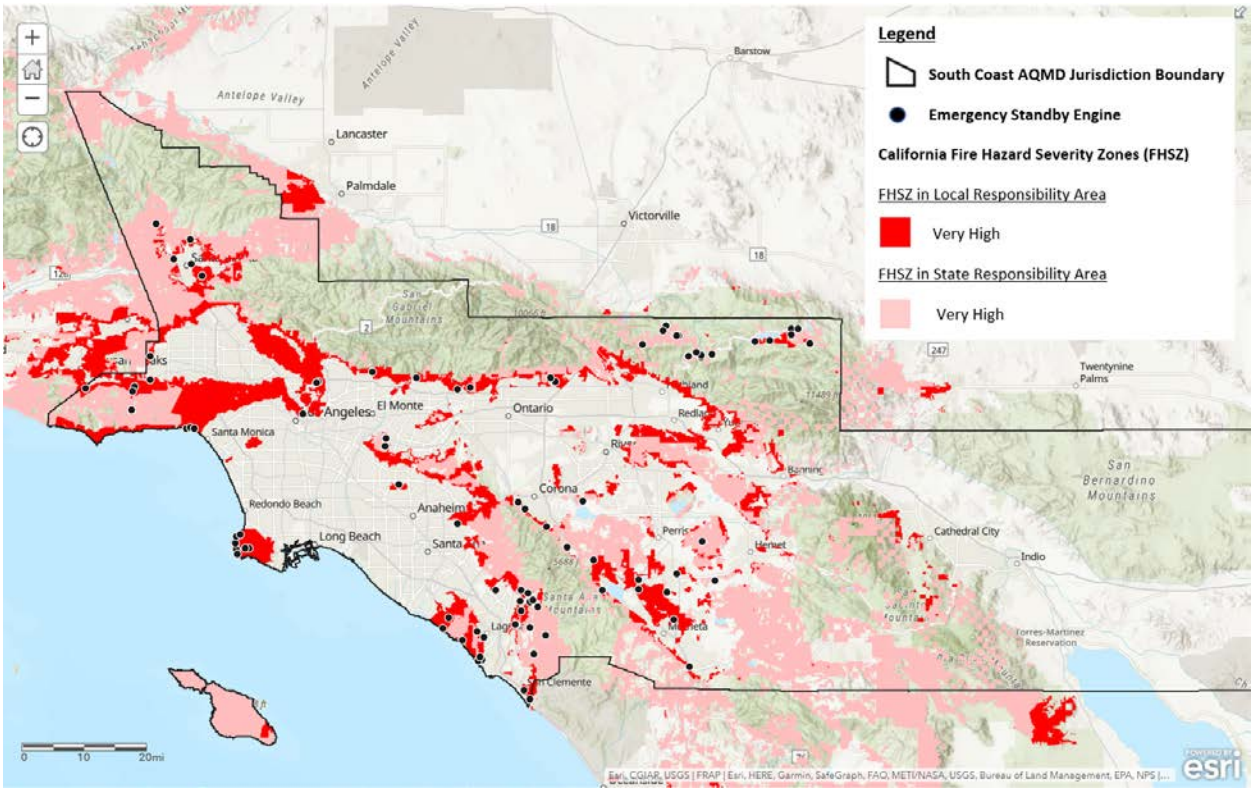


Figure 1-5

PAR 1470 Water and Sewage Engines With 20 Maintenance and Testing Hours Limits Located in a Very High Fire Hazard Severity Zone



CHAPTER 2 – SUMMARY OF PROPOSED RULE 118.1

OVERALL APPROACH

Proposed Rule 118.1 is designed to address the use of emergency standby engines for critical service facilities during PSPS events. PR 118.1 includes a notification process and recordkeeping requirements for facilities that seek to exclude emergency standby engine operating hours.

The following is a summary of PR 118.1 provisions.

Purpose – Subdivision (a)

The purpose of PR 118.1 is to allow an owner or operator of a critical service facility to exclude emergency standby engine operating hours due to a PSPS event since PSPS events were not foreseen when the 200 hour operating limit was established. Other South Coast AQMD programs have been established for non-PSPS emergencies. For example, if the governor or the federal government declares a State of Emergency, the Executive Officer can suspend specific South Coast AQMD rules under existing South Coast AQMD Rule 118 – Emergencies. Additionally, a facility can seek regulatory relief by petitioning the South Coast AQMD Hearing Board and filing for a variance.

Applicability – Subdivision (b)

PR 118.1 applies to an owner or operator of a critical service facility of an emergency standby engine that has a permit operating limit of 200 hours or less per year. A review of existing emergency standby engine permits indicates most permits limit operation to 200 hours per year; however, some may specify lower annual limits such as 199 hours. PR 118.1 provisions apply to emergency standby engines with permit conditions that limit operation to 200 hours, or less per year.

PR 118.1 is limited to critical service facilities recognizing the importance of a critical service facility to protect public health and safety during emergencies by providing continuous services.

Definitions – Subdivision (c)

PR 118.1 includes definitions for specific terms. Some definitions are based on other South Coast AQMD rules, while others are unique to PR 118.1. For certain definitions, additional clarification is provided in this section or where the definition is used within a specific subdivision. Please refer to PR 118.1 for actual definitions.

Critical Service Facility

Throughout the rulemaking process, staff worked with the Working Group to develop a critical service facility definition. In general, staff included those facilities that provide a service where continuous operation is needed to protect public health and safety. The definition of a critical service facility goes beyond the definition of "essential public service" used in Rule 1302, which is designed to identify those public service facilities that have specific exemptions under Regulation XIII – New Source Review because they are generally funded by public monies while providing a public service. For PR 118.1, a critical service facility includes essential public services from South Coast AQMD Rule 1302, which includes: publicly owned and operated sewage treatment facilities that are consistent with an approved regional growth plan, prisons, police facilities, fire fighting facilities, schools, hospitals, construction and operation of a landfill gas control or processing facility, water delivery operations, and public transit.

Under the essential public service definition in Rule 1302, water delivery operations are specific to facilities that process and deliver potable water. Additionally, the Rule 1302 essential public service definition for sewage treatment facilities does not include emergency standby engines at off-site sewage pumping plants. Based on stakeholder input, sewage pumping plants and pumping plants for recycled water as defined in Title 22, Section 60304 of the California Code of Regulations have been included in the PR 118.1 critical service facility definition.

The critical service facility definition also includes health facilities as defined in Section 1250 of the California Health and Safety Code, natural gas delivery facilities, and facilities used exclusively for telecommunications, including radio and cell towers. Natural gas delivery facilities will refer to facilities that are critical to the delivery of natural gas including gas control, call centers/dispatch operations, gas storage, and pipeline compressor stations. The critical service facility definition is specific to PR 118.1, and the rule provisions are only for emergency standby engines at these facilities.

Emergency Standby Engine

The emergency standby engine definition is based on the definition from Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines and includes engine use during a loss of power.

Imminent Shutoff Notification

An imminent shutoff notification may be sent out by the utility distribution company to let customers know that power may be shut off. The PR 118.1 definition for an imminent shutoff notification references notices sent by a utility distribution company and, for the purpose of this rule, imminent shutoff notification and imminent de-energization notification have the same meaning.

Public Safety Power Shutoff Event

When a PSPS event is implemented, powerlines may be de-energized by the utility distribution company as a safety precaution to reduce the chance of infrastructure causing or contributing to a wildfire. These events differ from rotating outages. Rotating outages occur when the state's electricity demand outpaces available supply resulting in the need for a utility distribution company to immediately reduce electrical load by shutting off power to customers for about an hour.

Utility Distribution Company

Although most critical service facilities in the South Coast AQMD receive power from SCE (an investor-owned utility), some are served by publicly owned utilities (e.g., City of Anaheim). The intent of PR 118.1 is allow customers of either type of utility to be eligible to exclude emergency engine operating hours due to PSPS events. Accordingly, the utility distribution company definition includes organizations that manage energy transmission and distribution as overseen by the CPUC or by municipal districts or municipalities.

Provisions for Excluding Public Safety Power Shutoff Events – Subdivision (d)

Paragraph (d)(1) establishes the provision that allows a critical service facility with an emergency standby engine to exclude engine operating hours during a PSPS event. Subparagraphs (d)(1)(A) and (d)(1)(B) further specify notification and recordkeeping procedures for a facility that operates

an emergency standby engine during a PSPS event that is opting to exclude those hours from permit operating limits and other South Coast AQMD rules.

Paragraph (d)(2) establishes the three conditions when emergency standby engine operating hours due to a PSPS event can be excluded. If applicable, facilities can elect to exclude operating hours associated with one or more of the applicable conditions specified in paragraph (d)(2).

Under subparagraph (d)(2)(A), operating hours that can be excluded include the de-energization period for a PSPS event beginning from the time power was shut off until the time power was restored. There have been situations where SCE de-energizes power during a PSPS event and after the weather conditions that triggered the PSPS event ended, a follow up inspection determines that individual power lines may need repair. In other situations, a wildfire or other event may occur during a PSPS event which may extend power outages beyond the PSPS period. In either case, power that was shut off during a PSPS event may remain shut off for individual customers after the utility distribution company determines the PSPS event has ended. Under these circumstances, PR 118.1 would allow critical service facilities to exclude emergency standby engine operating hours beginning from when power was shut off due to a PSPS event and until power is restored (activities associated with a PSPS event). It is possible that following repair activities or other PSPS associated activities, power may be temporarily restored and then may need to be shut off again to conduct further repairs. Although these circumstances do not result in a continuous loss of power, critical service facilities are eligible to exclude these engine operating hours until power is fully restored.

Subparagraph (d)(2)(B) includes provisions for excluding emergency engine operating hours as a result of a facility receiving an imminent shutoff notification. As described in Chapter 1, SCE will send an imminent shutoff notification to customers as weather conditions elevate to allow customers an opportunity to prepare for a possible power shutoff event. After an imminent shutoff notification is sent, two situations may occur: Scenario A (power is shut off) and Scenario B (power is not shut off). In either case, after receiving an imminent shutoff notification, some facilities proactively start and operate the engines prior to power de-energization to ensure continuous operation. Under the provisions of subparagraph (d)(2)(B), up to three operating hours can be excluded for each imminent shutoff notification received regardless of whether the power is shut off. The exclusion of operating hours can only begin after the date and time that the imminent shutoff notification is received and the three hours that can be excluded must be associated with the corresponding imminent shutoff notification. Hours that are associated with each imminent shutoff notification means that the three hours eligible to be excluded are specific to each notification and cannot be combined. For example, during a PSPS event a facility received a total of two imminent shutoff notifications. During the first imminent notification received, the emergency engine ran for two hours and so those two hours are eligible to be excluded. For the second imminent shutoff notification, no more than three hours are eligible to be excluded even though during the first imminent shutoff notification the facility only excluded two hours. For instances when the engine is operated while power is available (such as when power is not shutoff (Scenario B), or when engines are operated in advance of a power shutoff or after power has been restored under Scenario A), engine operating hours associated with an imminent shutoff notification will apply towards the 50 hour operating limit for non-emergency situations included in federal stationary engine rules (40 CFR Part 63, Subpart ZZZZ and 40 CFR Part 60, Subpart IIII).

Subparagraph (d)(2)(C) allows for the exclusion of emergency engine operating hours for repair activities associated with a PSPS event. Specifically, after a de-energization event, certain circuits may take longer to restore if there is a need for repair, inability to access infrastructure, etc. This may prolong power de-energization for some customers. Accordingly, subparagraph (d)(2)(C) specifies that a facility can exclude the emergency engine operating hours during the time power is shut off if the utility distribution company can document that power could not be restored due to repair activities associated with a PSPS event.

Notification Requirements – Subdivision (e)

Paragraph (e)(1) establishes the notification requirements for an owner or operator of an emergency standby engine to be eligible to exclude operating hours due to a PSPS event. If an emergency standby engine exceeds the permitted operating hour limit and the owner or operator elects to exclude engine operation hours during events specified in subparagraphs (d)(2)(A) through (d)(2)(C), the facility must notify the Executive Officer by calling 1-800-CUT-SMOG within 48 hours of knowing about the occurrence. PR 118.1 requires a one-time notification for the calendar year for the first time the owner or operator is aware of the engine exceeding the operating hour limits regardless of the type of engine operating hours that caused the exceedance. If the use of an emergency standby engine exceeds 200 hours per year after excluding all eligible hours allowed under PR 118.1, the owner or operator is in violation of the annual 200-hour permit limit, and the facility can seek a variance from the South Coast AQMD's Hearing Board.

Paragraph (e)(2) specifies the necessary information for the owner or operator to provide during a notification. Specifically, when submitting a notification, the owner or operator will convey the facility name, facility contact name and phone number, facility identification number, emergency engine permit number, and the estimated hours the facility operated the emergency standby engine during events specified in subparagraphs (d)(2)(A) through (d)(2)(C).

Summary Report Requirements – Subdivision (f)

Subdivision (f) establishes requirements to prepare a summary report for an emergency standby engine that exceeds the 200-hour operating limits due to a PSPS event. Specifically, under paragraph (f)(1), facilities that seek to exclude operating hours must maintain a report that will be available no later than January 15 following the calendar year when the permitted operating hour limit was exceeded. The owner or operator is not required to submit the report to the South Coast AQMD; however, the owner or operator must maintain the report on site and provide it to the Executive Officer upon request.

Subparagraphs (f)(1)(A) and (B) specify the information and supporting documentation that must be included in the summary report including the total engine operating hours for the calendar year and the total engine operating hours for the calendar year that are associated with a PSPS event. ~~These~~This documentation can be in the form of engine run logs. However, the records will need to clearly differentiate operating hours associated with PSPS events from another use of the emergency engine. Subparagraph (f)(1)(C) specifies that the summary report is to include the date when the Executive Officer was notified that the emergency standby engine exceeded the permit limits. Subparagraph (f)(1)(D) specifies that the facility will also need to maintain documentation such as notifications or correspondence from the utility distribution company to support the exclusion of eligible operating hours for each PSPS event. Under clause (f)(1)(D)(i), this documentation will include the dates and times for each imminent shutoff notification if operating

hours are to be excluded under the provisions of subparagraph (d)(2)(B). Clauses (f)(1)(D)(ii) and (f)(1)(D)(iii) further require the date and time of the power shut off and restoration to be part of the summary report documentation. The utility distribution company currently provides PSPS related notifications to customers through numerous means, including email notifications and is currently exploring other methods to improve customer notifications of PSPS events. The PR 118.1 summary report can include copies of email notifications or email confirmations from the utility distribution company or copies of information obtained from the utility distribution company that identify the date and time a facility experienced a de-energization due to a PSPS event and when power was restored. If the notifications received from the utility distribution company do not include a clear date and time, facilities may request additional information from the utility distribution company to provide supporting documentation that specifies the date and time of when power was shut off and restored.

Paragraph (f)(2) establishes that facilities maintaining the summary report under paragraph (f)(1) need to maintain the report onsite for a minimum of five years and make the information available to the Executive Officer upon request.

CHAPTER 3 – SUMMARY OF PROPOSED AMENDED RULE 1470

OVERALL APPROACH

PAR 1470 provisions regarding engines with an annual limit of 20 hours for maintenance and testing hours will be available to water and sewage facilities with emergency standby engines located in a very high fire severity zone, provided the equipment is not within a Disadvantaged Community. The proposed amendments would allow these facilities to average the existing annual maintenance and testing limits over three years.

The following is a summary of PAR 1470 provisions.

PROPOSED AMENDED RULE 1470

Definitions – Subdivision (b)

Paragraph (b)(70) - Very High Fire Hazard Severity Zone

The California Department of Forestry and Fire Protection establishes a very high fire hazard severity zone mapping program to identify land with a high fire hazard potential. PAR 1470 includes a reference to this program to narrow the focus of the proposed amendment to engines within those areas. Specifically, paragraph (b)(70) of PAR 1470 defines a very high fire hazard severity zone as a portion of land with a very high degree of fire hazard as established by the California Department of Forestry and Fire Protection according to Public Resources Code 4201-4204 or a local authority under Government Code 51175-51189. A map showing these areas and the jurisdictional boundaries of South Coast AQMD is included in Chapter 1.

Paragraph (b)(71) – Water and Sewage Facility

As previously mentioned, the scope of PAR 1470 is intended to be narrow to address a specific need for water and sewage facilities to prepare for future emergencies. For the purposes of PAR 1470, water and sewage facilities are defined as a public entity that is responsible for water delivery operations, sewage pumping plants, sewage treatment, or water reclamation.

Requirements – Subdivision (c)

Paragraph (c)(3) of existing Rule 1470 establishes operating requirements and emissions standards for in-use emergency standby diesel engines rated greater than 50 bhp. Subclause (d)(3)(C)(i)(I) further specifies a 20 hour per year limit for maintenance and testing of an emergency diesel engine with a diesel PM rate greater than 0.40 g/bhp-hr. The annual 20-hour limit does not apply to engine operation for emergency use or emissions testing.

PAR 1470 would add a reference to an alternative maintenance and testing schedule to subclause (d)(3)(C)(i)(I). PAR 1470 would also add subclause (d)(3)(C)(i)(III) to establish the alternative maintenance and testing schedule provisions for emergency standby engines with a diesel PM rate greater than 0.40 g/bhp-hr operated by a water or sewage facility within a very high fire hazard severity zone, excluding engines located in SB 535 Disadvantaged Communities as identified by the California Office of Environmental Health Hazard Assessment's CalEnviroScreen. Specifically, the proposed amended rule provisions would allow the owner or operator of a water or sewage facility the option to average the annual 20 hours of operation for maintenance and testing purposes over a consecutive three-year rolling period, provided annual maintenance and testing in any individual year does not exceed 30 hours. Averaging maintenance and testing hours

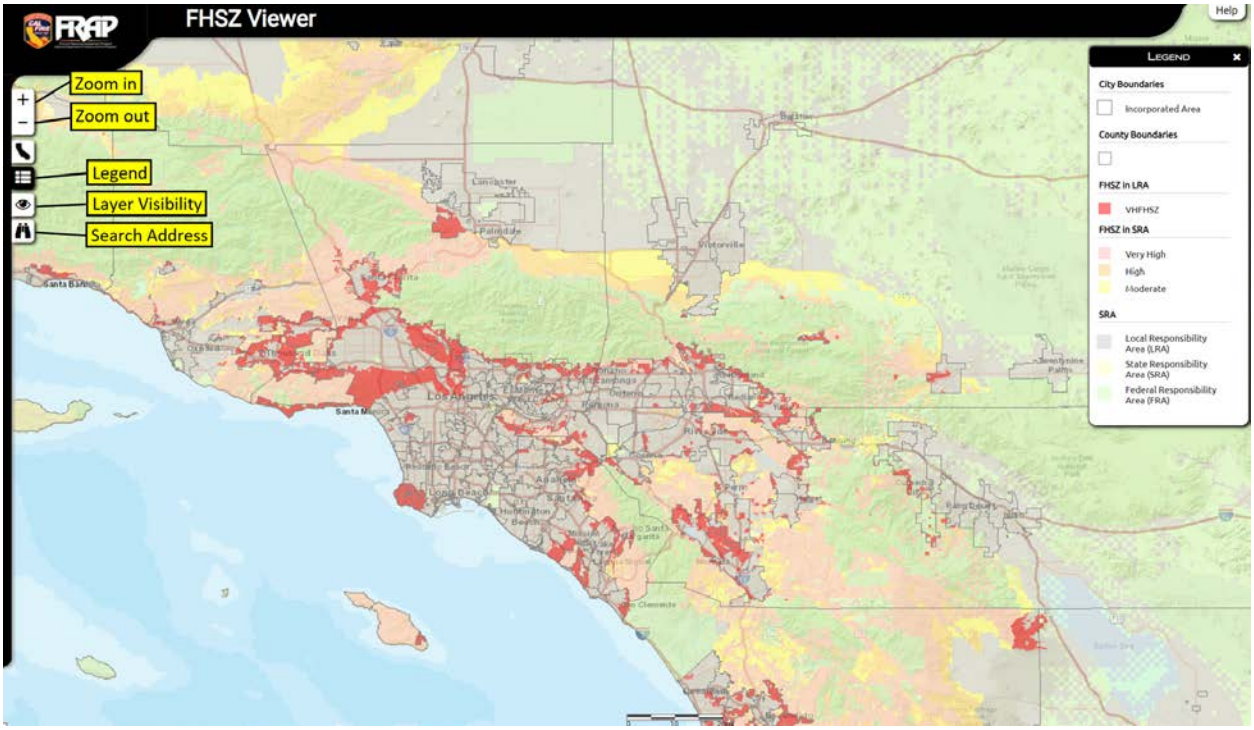
will provide an alternative maintenance and testing schedule that will not increase the total maintenance and testing hours. Water and sewage facilities that elect to use this alternative maintenance and testing schedule would need to modify existing permits to reflect 20 hours averaged over a consecutive 3-year period, with no year to exceed 30 hours for maintenance and testing. In addition, under PAR 1470 subclause (d)(3)(C)(i)(III) the determination of whether an engine is in a very high fire hazard severity zone and a Disadvantaged Community is based on the time that the permit application is deemed complete. Therefore, if the boundaries for either the very high fire hazard severity zone or the SB 535 Disadvantaged Communities were to change, an emergency engine that has already been permitted with the alternative testing and maintenance schedule can continue using the alternative schedule. Subclause (d)(3)(C)(i)(III) of PAR 1470 also specifies that the consecutive three-year rolling period would initially start with the calendar year that the permit modification is approved.

Example of Determining Emergency Engine Applicability

To determine if an emergency engine is located in a very high fire hazard severity zone, the facility can check the equipment location on the fire hazard severity zone map viewer that can be found on the Office of the State Fire Marshall website at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. This website has a separate link to the Fire Hazard Severity Zone Viewer which directs users to the updated fire hazard severity zone map. Figure 3-1 depicts an example of the map interface. On the left-hand side of the map, there are a list of icons to choose from to search for an address.

Figure 3-1

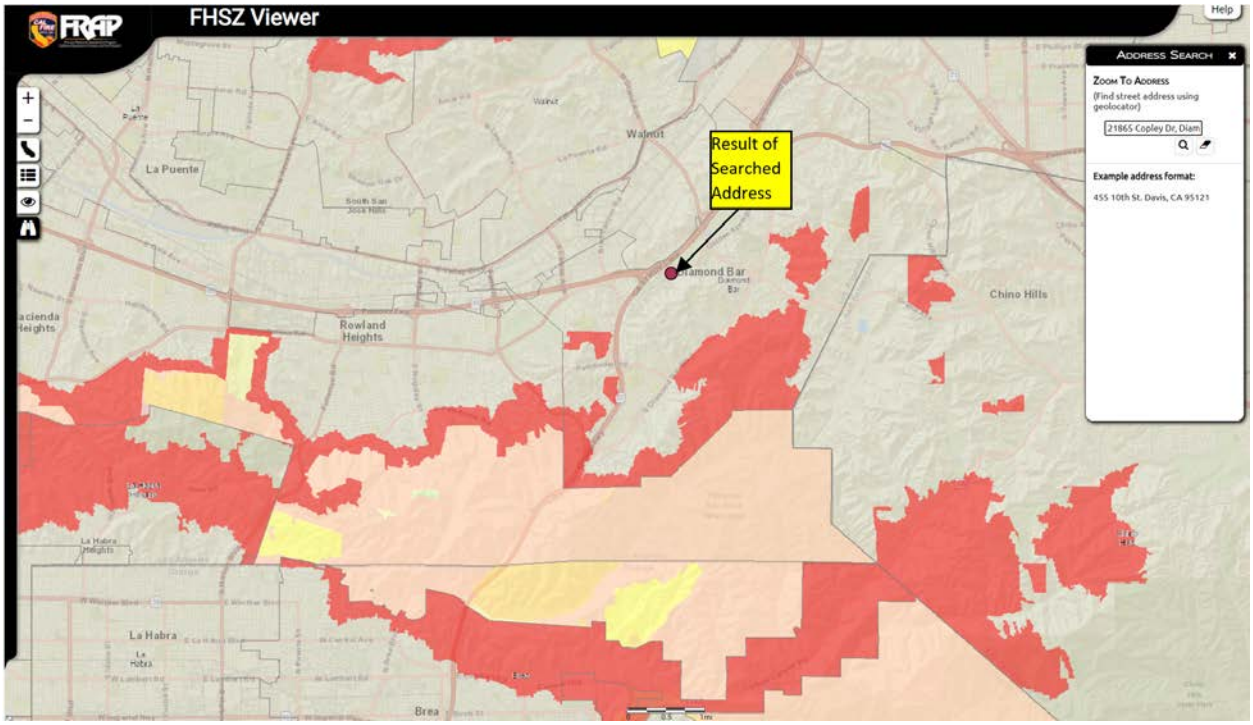
Fire Hazard Severity Zone Viewer Example



As depicted by the legend, areas in red and pink are very high fire hazard severity zones. After searching an address, a dot will depict the location on the map and it can then be determined if the location is within a very high fire hazard severity zone. If the engine location is within an area that is colored red or pink, then the engine is within a very high hazard severity zone. An example of searching an address is depicted in Figure 3-2 below. The address provided in this example is not within a very high fire hazard severity zone.

Figure 3-2

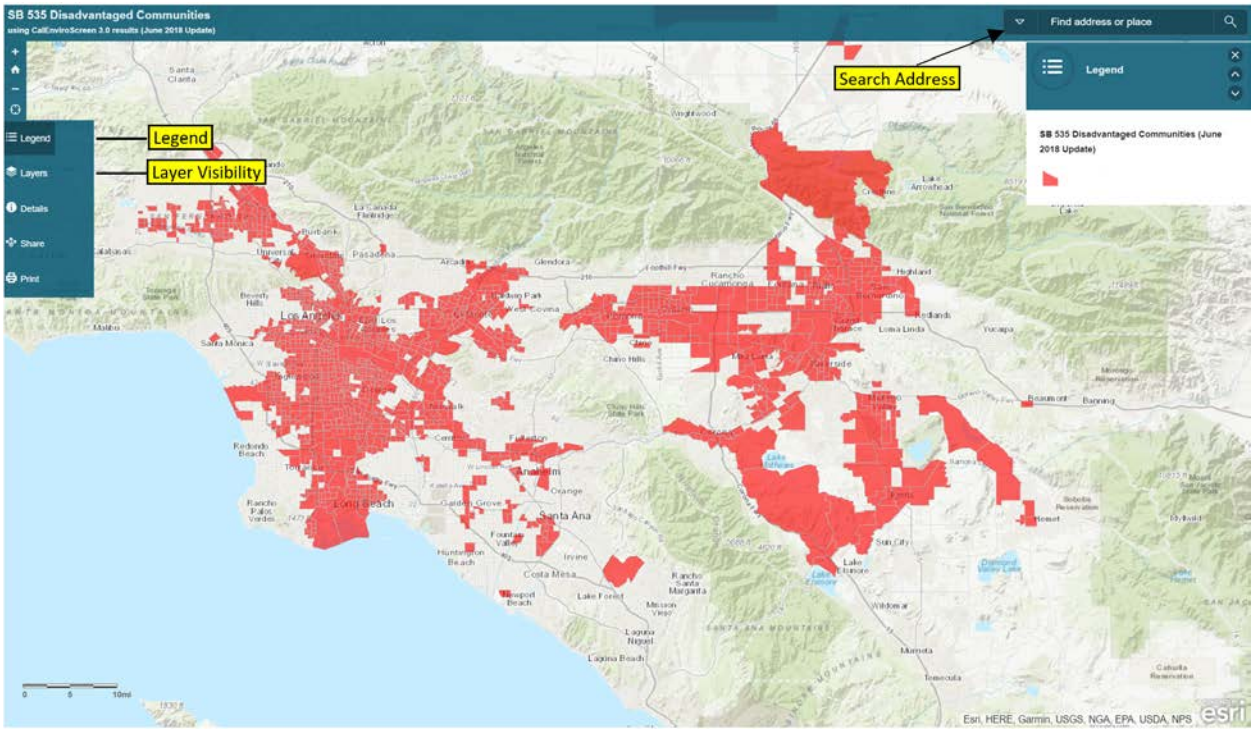
Fire Hazard Severity Zone Viewer Example (Address Search)



To determine if an emergency engine is located in SB 535 Disadvantaged Communities, the facility can check the equipment location using an online map based on CalEnviroScreen which can found on the California Office of Environmental Health Hazard Assessment website at: https://oehha.ca.gov/calenviroscreen/sb535. The webpage has a separate link to the CalEnviroScreen application that will take viewers to the updated SB 535 Disadvantaged Communities boundaries map. Figure 3-3 depicts an example of the map interface. On the left-hand side of the map, there are a list of icons to choose from that provide information about the legend and options are provided to share or print out the map. On the top right-hand corner of the map is a search bar to look up an address.

Figure 3-3

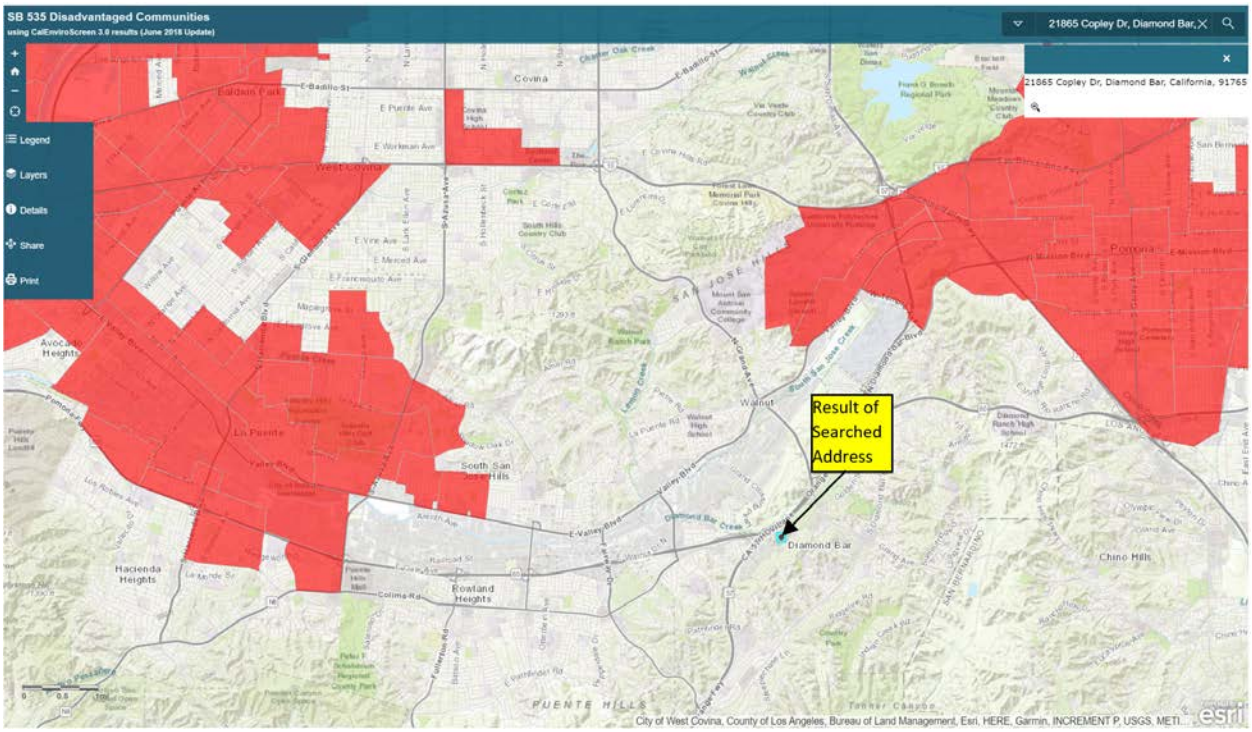
CalEnviroScreen SB 535 Disadvantaged Communities Map Example



As depicted by the legend, areas in red are SB 535 Disadvantaged Communities. After searching an address, a dot will depict the location on the map and it can then be determined if the location is within a disadvantaged community. If the engine location is within an area that is colored red, then the engine is within a disadvantaged community. An example of searching an address is depicted in Figure 3-4 below. The address provided in this example is not located within a disadvantaged community.

Figure 3-4

CalEnviroScreen SB 535 Disadvantaged Communities Map Example (Address Search)



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CHAPTER 4 – IMPACT ASSESSMENT

AFFECTED SOURCES

PR 118.1

PR 118.1 will apply to critical service facilities which are defined as facilities that include essential public services as defined under Rule 1302, sewage pumping plants, recycled water[12] pumping plants, natural gas delivery facilities, health facilities as defined in Section 1250 of the California Health and Safety Code, and facilities used exclusively for telecommunications, including radio and cell towers. However, the number of future PSPS events and the facilities that may exceed emergency engine permit operating limits due to PSPS events is unknown. For reference, based on a review of 2020 South Coast AQMD Hearing Board activity, there were three cases in which a petitioner submitted a variance request for an emergency standby engine that exceeded the 200-hour permit conditions due to power outages associated with a PSPS event. Two of the variance requests were for single engines, and one variance was for two engines operating at a facility. All three petitioners were critical service facilities as defined in PR 118.1, and each engine was used to provide emergency standby power for a communications tower.

PAR 1470

PAR 1470 allows an alternative testing and maintenance schedule for engines with a 20-hour limitation for water and sewage facilities with engines located in a very high fire severity zone. Based on a review of South Coast AQMD permit data, it is estimated that there are 359 engines at water and sewage facilities with a 20-hour limitation. Of the 359 engines, 94 of these engines are in a very high fire hazard severity zone. Based on consultation with the representatives from the Southern California Alliance of Publicly Owned Treatment Works (SCAP) and the California Municipal Utilities Association (CMUA) which represent many water and sewage facilities, approximately two facilities representing less than 15 engines are expected to utilize the provision.

EMISSIONS IMPACT

PR 118.1

During PSPS events, critical service facilities may need to operate engines despite exceeding the 200-hour limit to provide the public continuous services and protect public health and safety. As previously mentioned, the future number of PSPS events and the facilities that may exceed emergency engine permit limitations is unknown; however, a review of South Coast AQMD Hearing Board cases related to PSPS events in 2020 can provide information on emergency engine emissions.

In 2020, three facilities (Facility A, Facility B, and Facility C) filed for variances due to emergency standby engines exceeding the 200-hour permit condition because of power outages from a PSPS event. All the engines were diesel-fueled, except for Facility B that operated a propane engine. Table 4-1 summarizes hourly emission factors for the engines associated with each of the three Hearing Board cases.

The operation of emergency standby engines during PSPS events at critical service facilities is necessary to protect public health and safety. PR 118.1 does not increase emergency standby

[12] Recycled water definition included in Title 22, Section 60304 of the California Code of Regulations

engine operation and would allow the exclusion of operating hours associated with PSPS events from counting towards the current South Coast AQMD permit limitations.

Table 4-1

Summary Table of Engine Emission Factors From South Coast AQMD Hearing Board Cases

Facility	Engine HP	Emission Factors (lb/hr)				
		CO	NOx	PM10	RHC	SOx
Facility A	80	0.19	0.51	0.03	0.03	0.001
Facility B	74	0.009	0.01	Negligible	0.025	0.026
Facility C	75	0.05	0.91	0.05	0.17	0.03
Facility C	102	0.255	1.173	0.084	0.08	0.018

PAR 1470

PAR 1470 will allow fluctuations in annual maintenance and testing hours but does not increase the annual average or total operating hours during the three years. Engine emissions and the estimated cancer risk for diesel particulates are based on 25 years for worker receptors and 30 years for residential and sensitive receptors. By maintaining the same total amount of permitted maintenance and testing hours over three years, the cancer risk for PAR 1470 will remain the same as Rule 1470 and the state ATCM. Since the proposal allows up to 30 hours in one year, to be conservative, PAR 1470 prohibits use of the alternative maintenance and testing schedule for engines located in SB 535 Disadvantaged Communities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Sections 15269(c) ~~and 15061 (b)(3)~~. A Notice of Exemption will be prepared pursuant to CEQA Guidelines Section 15062, and if the proposed project is approved, the Notice of Exemption will be filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Notice of Exemption will also be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: https://ceqanet.opr.ca.gov/search/recent. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2021.

SOCIOECONOMIC IMPACT ASSESSMENT

PR 118.1 and PAR 1470 do not impose any additional requirements and will have no adverse socioeconomic impacts.

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE SECTION 40727

Requirements to Make Findings

California Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the staff report.

Necessity

PR 118.1 is needed to provide critical service facilities with an emergency standby engine that exceeds the annual operating limit due to PSPS events another option for regulatory certainty and relief other than petitioning the South Coast AQMD Hearing Board. Rule 118 will not provide relief for engines operating during a PSPS event since PSPS events are preventative measures and not associated with a state of emergency. PAR 1470 amendments are needed to provide water or sewage facilities with engines located in a very high fire hazard severity zone an alternative maintenance and testing schedule to conduct more rigorous testing to ensure emergency engine reliability.

Authority

The South Coast AQMD Governing Board has authority to adopt PR 118.1 and amend PAR 1470 pursuant to the California Health and Safety Code Sections 39002, 39666, 40000, 40001, 40702, 40725 through 40728.

Clarity

PR 118.1 and PAR 1470 are written or displayed so that its meaning can be easily understood by the persons directly affected by it.

Consistency

PR 118.1 and PAR 1470 are in harmony with and not in conflict with or contradictory to, existing statutes, court decisions or state or federal regulations.

Non-Duplication

PR 118.1 and PAR 1470 will not impose the same requirements as or in conflict with any existing state or federal regulations. The proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD.

Reference

By adopting PR 118.1 and PAR 1470, the South Coast AQMD Governing Board will be implementing, interpreting or making specific the provisions of the California Health and Safety code, 40001 (non-vehicular air pollution) and 40702 (adopt regulations & execute duties).

COMPARATIVE ANALYSIS

California Health and Safety Code Section 40727.2 (g) for comparative analysis is applicable when the proposed amended rules or regulations impose, or have the potential to impose, a new emissions limit or standard, or increased monitoring, recordkeeping, or reporting requirements. In this case, a comparative analysis is not required because PR 118.1 and PAR 1470 do not impose such requirements.

APPENDIX A – RESPONSE TO COMMENTS

PUBLIC COMMENTS AND RESPONSES

A public workshop was held for PR 118.1/PAR 1470 on July 29, 2021. The following section is a summary of individual oral comments, followed by South Coast AQMD staff responses. In addition to the oral comments at the public workshop, staff received written comment letters specific to PR 118.1/PAR 1470 during a comment period that closed on August 6, 2021. Copies of comment letters received and South Coast AQMD staff responses are provided following the below responses to individual comments.

Individual Comments and Responses

PR 118.1

Critical Service Facility Definition

Comment 1: Our agency runs several senior citizen residential facilities for low-income households. These facilities have backup generators to ensure operation of key building infrastructure during power outages. Ability to provide facility power is important to ensure the health and safety of facility residents. Suggestion is to include federally funded senior citizen residential care centers into the PR 118.1 definition of a critical service facility.

Staff Response: Staff acknowledges ~~T~~the importance of providing continuous electrical power at senior centers as well as other facilities~~ is acknowledged~~. PR 118.1 does not restrict use of emergency standby engines. The intent of PR 118.1 is to allow facilities that provide the public with critical services the opportunity to exclude emergency standby engine operating hours during PSPS events. Other facilities can seek a variance from the South Coast AQMD Hearing Board if operating hours for an emergency standby engine approach or exceed permit limits.

Comment 2: Universities have emergency standby generators that can provide electricity to campus facilities if the power is shut off. Some of the campus facilities need to have constant power for emergency services or for ongoing research activities. Are universities included in the critical service facility definition?

Staff Response: While the critical service facility definition includes schools, the definition of a school includes only K-12 and not higher education. Therefore, universities are not included in the critical service facility definition. As with other facilities, universities can seek a variance from the South Coast AQMD Hearing Board if operating hours for an emergency standby engine approach or exceed permit limits.

Applicability to Power Generation

Comment 3: Does PR 118.1 include any provisions related to the generation of electrical power for neighbors or off-site use during emergencies or when there are rolling black outs? If so, what kinds of supporting documentation is required when generators are used for power generation?

Staff Response: PR 118.1 provisions are specific to emergency engine operating hours due to Public Safety Power Shutoff (PSPS) events which are implemented by utility distribution companies as a preventative measure during adverse weather conditions. Use of emergency standby engines during electrical outages due to fluctuations in power capacity or to supplement grid power are not applicable to PR 118.1 provisions.

PAR 1470

Applicability

Comment 4: Do the PAR 1470 provisions affect existing maintenance and testing provisions included in existing permits?

Staff Response: No. As described in the preliminary draft staff report, a permit modification would be required before a water and sewer facility could implement the PAR 1470 alternative maintenance and testing schedule. Facilities would remain subject to existing permit conditions unless permit modifications are approved.

Written Comments

Letters Received

1. California Municipal Utilities/Association of California Water Agencies (07/29/21)
2. California State University (07/29/21)
3. California State University Fullerton (07/30/21)
4. Hospital Association of Southern California (07/26/21)
5. Las Virgenes Municipal Water District (7/21/21)
6. Southern California Gas Company (7/23/21)

California Municipal Utilities Association/ Association of California Water Agencies Email Correspondence, submitted 07/29/2

July 29, 2021

Ms. Susan Nakamura, Assistant Deputy Executive Officer
Planning, Rule Development and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
e-mail: SNakamura@aqmd.gov

RE: Support of Proposed Amendment to Rule 1470 and Proposed New Rule 118.1

Dear Ms. Nakamura:

The California Municipal Utilities Association (CMUA) and the Association of California Water Agencies (ACWA) appreciate the opportunity to comment on the South Coast Air Quality Management District's (SCAQMD) proposed rulemaking efforts to incorporate generator provisions for Public Safety Power Shutoff (PSPS) events. CMUA represents over 50 public water agencies that serve water to 75 percent of California, including several agencies located in SCAQMD's jurisdiction. ACWA represents more than 460 public water agencies that collectively deliver approximately 90 percent of the water in California for domestic, agricultural, and industrial uses.

CMUA and ACWA are grateful that SCAQMD has actively included our input in the process to amend Rule 1470 and develop proposed new Rule 118.1. Our members value the transparency that SCAQMD exemplified during this process.

1-1

We write to express support for the proposed amendment to Rule 1470 and proposed new Rule 118.1. The proposal provides additional flexibility for the essential operation, maintenance, and testing of emergency backup generators, while ensuring the protection of the region's air resources. We additionally offer a few suggestions that could help clarify the scope of the proposed amended rule and new rule.

Rule 1470 (Proposed Amended Rule) – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

The proposed amendment would provide much needed flexibility for the maintenance and testing of the limited number of generators that are currently limited to no more than 20 hours per year of runtime for these purposes. The amended rule would allow run-time to be averaged over a three-year period with no more than 30 hours in any single year and would not result in

the generation of more particulate matter over a three-year period or create any greater health risk as the maximum average runtime would still equate to the current 20 hours annually. The change would allow more rigorous maintenance and testing to be performed every two to three years without undue concern for exceeding the current 20-hour limitation. This rule change is critical to ensure the reliability of emergency backup generators when needed to respond to emergencies or PSPS events.

We offer one suggestion regarding proposed amended Rule 1470.

Revise Definition of Very High Fire Hazard Severity Zone

As written, the definition of "very high fire hazard severity zone" may be overly restrictive. In some jurisdictions, the State of California recommends areas to designate as very high fire hazard severity zones, but ultimately these zones are established by the local agency by local ordinance. The Government Code, referenced in the definition, refers to establishing zones in "local responsibility areas." It would be prudent to ensure any local changes are addressed in the definition. CMUA proposes SCAQMD revise the definition of Very High Fire Hazard Severity Zone to add the underlined as follows:

1-2

> VERY HIGH FIRE HAZARD SEVERITY ZONE means land designated by the California Department of Forestry and Fire Protection or a Local Agency pursuant to Public Resources Code 4201- 4204 and/or Government Code 51175-51189 as an area with a very high degree of fire hazard.

Rule 118.1 (Proposed Rule) – Public Safety Provisions for Stationary Emergency Standby Engines

The new rule would allow operators of emergency standby engines located at critical service facilities to exceed the current 200-hour annual limitation if the exceedance is due to a PSPS event. The increasing number and duration of PSPS events and other emergencies that result in loss of power from the electrical grid continues to be a major concern for operators of critical service facilities as defined in the proposed rule. The provisions would allow an owner or operator of an emergency standby engine at a critical service facility to not count the operating hours of a qualifying event towards the 200-hour calendar year limitation specified in Rule 1110.2 provided timely notification is provided and records are maintained. The one-time notification and annual recordkeeping requirements for an exceedance represent a reasonable compliance burden to ensure the agency is aware of these events while maintaining a mechanism to enforce the provisions of the rule. Also, the addition of up to 3-hours for each PSPS imminent shutoff notice will support the smooth transition of power before and after each event.

CMUA offers a few suggestions to proposed Rule 118.1 to facilitate understanding by facilities that would avail themselves of the new rule.

Clarify Scope of Utility Distribution Company

The current wording in the definitions for "PSPS event" and "utility distribution company" appear to apply only to PSPS events by investor-owned utilities (IOUs). Utility distribution companies not under the purview of the California Public Utilities Commission, such as publicly owned electric utilities (POUs), have the capability to initiate PSPS events. To ensure the intent of proposed Rule 118.1 is captured, we recommend broadening these two definitions to include POUs and other utility distribution companies that service SCAQMD jurisdiction.

1-3

Add a Definition for "Imminent Shutoff Notification"

The term "imminent shutoff notification" is used throughout proposed Rule 118.1 without being defined. SCAQMD has defined the term in the various workshop meetings it has held since December 2020 as a notification from a utility distribution company about a potential power shutoff, but that power may not be shutoff. SCAQMD offers the same definition in its Draft Staff Report. The requirements that are linked to imminent shutoff notifications, such as the three-hour buffer in subsection (d)(2)(B) and the summary report content in subsection (f)(1)(D)(i), would be more explicit if proposed Rule 118.1 included a definition for "imminent shutoff notification."

1-4

Clarify the Scope of Excluded Hours and When Notification is Required

We understand the intent of proposed Rule 118.1 is to allow applicable facilities to exclude operating hours that occurred during a PSPS event from the 200-hour annual operating limit. Subsection (e) related to Notification Requirements requires owners and operators of emergency standby engines to notify the Executive Officer when the standby engine exceeds the 200-hour annual operating limit. SCAQMD clarified our understanding of these subsections during a call on July 22, 2021.

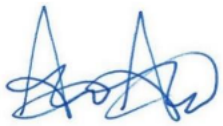
However, to facilitate greater understanding we suggest that SCAQMD clarify some language in subsections (d) and (e). First, we suggest that SCAQMD include language in subsection (d)(2)(B) to affirm that a total of 3 hours for each imminent shutoff notification may be used before and/or after a PSPS event.

1-5

Next, we suggest clarifying that the notification required in subsection (e) is required when the 200-hours are met but any hours attributable to a PSPS event may be excluded from the 200 hours. Alternatively, SCAQMD may clarify when notification is required and how to exclude PSPS hours by revising language in the preliminary Draft Staff Report on pages 16-17. Specifically, the word "occurrence" on page 17 of the draft Staff Report could be clarified to refer to when the facility exceeds the annual 200-hour operating limit. As written, "occurrence" could indicate a PSPS event. Additionally, SCAQMD should suggest that operators keep a log to indicate total standby engine operating hours and operating hours during PSPS events to comply with the notification and recordkeeping provisions of proposed Rule 118.1. 1-6

We appreciate the support of you and your staff to develop the proposed rule changes and to obtain concurrence from the California Air Resources Board on the proposed amendment for Rule 1470. Please do not hesitate to contact me at aabergel@cmua.org if you have any questions about our comments.

Sincerely,



Andrea Abergel
Senior Regulatory Advocate
California Municipal Utilities Association

Nicholas Blair
Regulatory Advocate
Association of California Water Agencies

cc: Tiffani To, SCAQMD - TTo@aqmd.gov
Michael Laybourn, SCAQMD - MLaybourn@aqmd.gov
Jillian Wong, SCAQMD – Jwong@aqmd.com
Danielle Blacet-Hyden, CMUA – dblacet@cmua.org

Responses to California Municipal Utilities Association/Association of California Water Agencies Email Correspondence, submitted 07/29/21

1-1 Response: Supportive comment noted.

1-2 Response: South Coast AQMD acknowledges the role of local agencies in the establishment of very high fire hazard severity zones. The PAR 1470 definition for a very high fire hazard severity zone has been modified as follows:

VERY HIGH FIRE HAZARD SEVERITY ZONE means land designated by the California Department of Forestry and Fire Protection pursuant to Public Resources Code 4201- 4204 or a Local Agency pursuant to Government Code 51175-51189 as an area with a very high degree of fire hazard.

1-3 Response: Staff concurs that publicly owned utility customers should be allowed the same provisions as those that receive electrical power from investor-owned utilities, such as Southern California Edison. Accordingly, the PR 118.1 utility distribution company definition has been modified as follows:

UTILITY DISTRIBUTION COMPANY means one of several organizations that manage energy transmission and distribution within the South Coast AQMD jurisdiction for electric power primarily in the grid system overseen by the California Public Utilities Commission or by a special-purpose district or other jurisdiction, including municipal districts or municipalities.

1-4 Response: PR 118.1 includes provisions related to an imminent shutoff notification and has added the following definition to improve rule clarity.

IMMINENT SHUTOFF NOTIFICATION means a notification by a Utility Distribution Company sent to entities in a specific geographic area of an anticipated power shutoff due to a Public Safety Power Shutoff event.

1-5 Response: Paragraph (e)(2) establishes the three conditions where emergency standby engine operating hours can be excluded under PR 118.1. Subparagraph (d)(2)(B) provisions allow for the exclusion of emergency engine operating hours after receipt of an imminent shutoff notification. The staff report includes additional language to clarify that the hours excluded as a result of receiving an imminent shutoff notification (up to three hours) can applied to engine operating hours before and after a PSPS event.

1-6 Response: The intent of subdivision (e) is to establish the notification procedures for a critical service facility that seeks to exclude emergency standby engine operating hours because of a PSPS event. Paragraph (d)(1) specifies a facility must notify the Executive Officer within 48 hours of knowing that an emergency standby engine exceeded the annual operating limit specified in a South Coast AQMD permit. These provisions are not specific to the reason for operating the engine (e.g., testing, maintenance, emergency, etc.).

California State University Email Correspondence, submitted 07/29/21

From: Wallace, Tamara <twallace@calstate.edu>
Sent on: Thursday, July 29, 2021 10:43:10 PM
To: Tiffani To <TTo@aqmd.gov>; Michael Laybourn <MLaybourn@aqmd.gov>; Susan Nakamura <SNakamura@aqmd.gov>; Kendra Reif <KReif@aqmd.gov>; Barbara Radlein <bradlein@aqmd.gov>
CC: Wong, Rachel <rwong@calstate.edu>; Clemson, Michael <mclemson@calstate.edu>; Lane, Renz <rlane@calstate.edu>; Collins-Doehne, Anne <acollins-doehne@calstate.edu>
Subject: Cal State Univ, SCAQMD Proposed Rule 118.1 clarifications

Hi SCAQMD Folks,

Thank you for facilitating today's workshop regarding the proposed rule 118.1, additional information on SCAQMD webpage, for stationary emergency standby engines. I'm reaching out on behalf of the CSU campuses in the SCAQMD territory.

On the workshop call today, Rachel Wong (Associate Univ Engineer, CSU Office of Chancellor) raised a few questions that we would like to further clarify with your team:

1. The definition of "schools:"
    a. Do public higher education, and specifically California State University campuses, fall within the scope of this proposed rule change? 2-1
2. 200 hour maximum for each engine p/year:
    a. (question raised in our team's debrief conversation) Are Demand Response events included in the exemption considerations as it will for PSPS? 2-2

- Would you be available for a call with some of our folks from our systemwide office, to help clarify the proposed changes to better understand impacts to CSU?

Thank you for your guidance and collaboration as a partner agency,

Tamara Wallace
LEED GA, Certified Change Management Professional (CCMP)
Interim Chief, Energy, Sustainability, & Transportation
Capital Planning, Design, & Construction
401 Golden Shore, Long Beach, CA 90802
P: 562-951-4296 | E: twallace@calstate.edu

CSU The California State University
OFFICE OF THE CHANCELLOR

Responses to California State University Email Correspondence, submitted 07/29/21

2-1 Response: For PR 118.1, the definition of a critical service facility incorporates essential public services from South Coast AQMD Rule 1302. Schools are included in the essential public services definition and have also been included in the critical service facility definition. However, the definition of schools only includes K-12 and does not include higher education. Therefore, public higher education facilities do not fall within the scope of PR 118.1.

2-2 Response: The purpose of PR 118.1 is to allow critical service facilities the option to exclude emergency engine operating hours during PSPS events. Demand Response events are a different program and the associated emergency standby engine operating hours are not within the scope of PR 118.1.

California State University Fullerton Email Correspondence, submitted 07/30/21

From: Denman, Robert <rdenman@fullerton.edu>
Sent on: Friday, July 30, 2021 8:22:03 PM
To: Tiffani To <TTo@aqmd.gov>
CC: Susan Nakamura <SNakamura@aqmd.gov>; Michael Laybourn <MLaybourn@aqmd.gov>
Subject: Rule 118.1 Critical Service Facilities Clarification

Hi Tiffani,

Per yesterday's Rule 118.1 Working Group Meeting, following up to see if the air district has made a final determination regarding universities being classified as a critical/essential public service facility. We recommend this classification to ensure uninterrupted power supply for the following:

- University Police Department
- Emergency Operations Center
- Research and Experiments
- Potential for university to be utilized as a community shelter
- Building fire suppression (e.g., sprinkler systems, smoke detectors)

3-1

Best regards,

Robert Denman, REHS
Environmental Compliance Specialist/BSO
Environmental Health and Safety
California State University, Fullerton
Office: (657) 278-8118
Cell: (657) 253-2345
rdenman@fullerton.edu

Responses to California State University Fullerton Email Correspondence, submitted 07/30/21

3-1 Response: As described in response to comment 2-1, higher education is not included in the definition of school. Of the listed operations, the university police department will have the option to exclude emergency engine operating hours during PSPS events as police are included in the definition of critical service facility. It is acknowledged that usage of an emergency engine is needed to provide uninterrupted power for operations on the university campus. PR 118.1 does not restrict emergency engine use and other university campus facilities have the option to file for a variance with the South Coast AQMD Hearing Board.

Hospital Association of Southern California Email Correspondence, submitted (07/26/21)

From: Jaime Garcia <jgarcia@hasc.org>
Sent on: Monday, July 26, 2021 12:32:32 PM
To: Susan Nakamura <SNakamura@aqmd.gov>
CC: Tiffani To <TTo@aqmd.gov>
Subject: Emergency Generator - 200 hours limit

Hi Susan
I appreciate the work you and the AQMD staff have invested in the stakeholder meetings. During the previous call you mentioned hospitals are not approaching the 200-hour limit on generator use (emergency use, maintenance and testing). What are hospitals averaging in terms of this limit? 4-1

We are concerned that as the fire season grows in duration and frequency/intensity that hospitals will hit the limit sooner rather than later. Increased generator use due to PSPS events will require more maintenance and testing time. Therefore, can this cap be increased for this purpose? 4-2

JAIME GARCIA, MPA

Regional Vice President -
Los Angeles Region
Hospital Association of Southern CA

Responses to Hospital Association of Southern California Email Correspondence, submitted (07/26/21)

4-1 Response: A review of 2020 South Coast AQMD Hearing Board activity was conducted as part of the PR 118.1 Rule development process. Staff is not aware of any hospital facilities that have sought a variance for a stationary emergency standby engine exceeding a permit operating limit.

4-2 Response: It is acknowledged that there could be an increase in PSPS events in the future and PR 118.1 is intended to allow hospitals as well as other critical service facilities the opportunity to exclude emergency stand by engine operating hours due to PSPS events. Current Rule 1470 provisions allow health facilities an additional ten hours for maintenance and testing purposes for diesel-fueled compression ignition engines (>50 bhp) that emit diesel PM at a rate greater than 0.40 g/bhp-hr.

Las Virgenes Municipal Water District Email Correspondence, Submitted (7/21/21)

From: Pedersen, David <DPedersen@lvmwd.com>
Sent on: Wednesday, July 21, 2021 6:06:16 PM
To: Susan Nakamura <SNakamura@aqmd.gov>; Tiffani To <TTo@aqmd.gov>; Michael Laybourn <MLaybourn@aqmd.gov>
Subject: RE: South Coast AQMD Proposed Rule 118.1 & Proposed Amended Rule 1470 - Notice of Public Workshop

Hi Susan/Tiffani/Michael,

Thanks for the call last Tuesday. In reviewing the documents for the public workshop, it appears that the "three hour provision" was added back for an imminent shutoff notification (when a shutoff does not actually occur) but not for each PSPS event to support a smooth transition to and from grid power. Could you please take a look at that element of the "three hour provision"? Thank you. 5-1

-Dave

Responses to Las Virgenes Municipal Water District Email Correspondence, Submitted (7/21/21)

5-1 Response: As described in response to comment 1-4, the PR 118.1 definition of an imminent shutoff notification is based on an anticipated power shutoff due to a PSPS event. It is acknowledged that issuance of imminent shutoff notification does not indicate the power will be shut off and that critical service facilities may still need to operate emergency standby engines in preparation for a possible power shut off. PR 118.1 allows the exclusion of up to three operating hours after receipt of an imminent shutoff notification, regardless of if the power was shut off.

Southern California Gas Company Email Correspondence, Submitted (7/23/21)

From: McGivney, Daniel <DMcGivney@socalgas.com>
Sent on: Friday, July 23, 2021 10:30:37 PM
To: Tiffani To <TTo@aqmd.gov>
CC: Michael Laybourn <MLaybourn@aqmd.gov>; Nolan, Hadley K <HNolan@socalgas.com>
Subject: SoCalGas Proposal regarding "Natural Gas Delivery Facilities"

Tiffani, below is language SoCalGas has come up with to identify the types of facilities that would be covered un the PR 118.1's "Natural Gas Delivery Facilities" Term. We are suggesting that this language, or language similar to this, be included in the Staff Report discussion of "Critical Facility" that begins at the bottom of page 15 of the staff report (page 19 of the pdf).

> **Natural gas delivery facility** refers to facilities critical to the delivery of natural gas including gas control, call centers/ dispatch operations, gas storage, and pipeline compressor stations.

6-1

Daniel McGivney
Environmental Affairs Program Manager
Southern California Gas Company
951-225-2958
dmcgivney@socalgas.com

Responses to Southern California Gas Company Email Correspondence, Submitted (7/23/21)

6-1 Response: As indicated, the PR 118.1 definition of a critical service facility includes natural gas delivery facilities. The suggestion information has been added to the Draft Staff Report to clarify the specific facilities that are critical to the delivery of natural gas and applicable to PR 118.1 provisions.

ATTACHMENT H

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: **NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

PROJECT TITLE: **PROPOSED RULE (PR) 118.1 – PUBLIC SAFETY PROVISIONS FOR STATIONARY EMERGENCY STANDBY ENGINES; AND PROPOSED AMENDED RULE (PAR) 1470 – REQUIREMENTS FOR STATIONARY DIESEL-FUELED INTERNAL COMBUSTION AND OTHER COMPRESSION IGNITION ENGINES**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Notice of Exemption will also be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research for posting on their CEQAnet Web Portal which may be accessed via the following weblink: https://ceqanet.opr.ca.gov/search/recent. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2021.

NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

To: County Clerks for the Counties of Los Angeles, Orange, Riverside and San Bernardino, and Governor's Office of Planning and Research - State Clearinghouse

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title: Proposed Rule (PR) 118.1 – Public Safety Provisions for Stationary Emergency Standby Engines and Proposed Amended Rule (PAR) 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

Project Location: The proposed project is located within the South Coast Air Quality Management District's (South Coast AQMD) jurisdiction, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: The proposed project is comprised of PR 118.1 and PAR 1470. PR 118.1 has been developed to allow critical service facilities operating emergency standby engines to exclude operating hours during a Public Safety Power Shutoff (PSPS) event and activities associated with a PSPS event from counting towards an annual operating limit of up to 200 hours. PR 118.1 also contains notification and summary report requirements for facilities that elect to exclude engine operating hours due to a PSPS event. Amendments to Rule 1470 are proposed that would establish alternative testing and maintenance requirements for applicable water and sewage facilities with in-use stationary emergency standby diesel-fueled compression ignition engines rated at greater than 50 brake horsepower that are located in a very high fire hazard severity zone but are not located in SB 535 Disadvantaged Communities. Specifically, PAR 1470 would allow applicable water and sewage facilities to conduct maintenance and testing according to an alternative schedule provided that the operating permit incorporates the alternative schedule limiting the maintenance and testing to no more than 20 hours averaged over a consecutive three-year rolling period, with no individual calendar year exceeding 30 hours. PAR 1470 also contains new definitions of terms for clarity and consistency throughout the rule.

Lead Agency Approving Project:	**Lead Agency Carrying Out Project:**
South Coast Air Quality Management District	South Coast Air Quality Management District

Exempt Status:
CEQA Guidelines Section 15269(c) – Emergency Projects

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Since the proposed project is comprised of specific actions to prevent or mitigate an emergency, the proposed project is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15269(c) – Emergency Projects.

Date When Project Will Be Considered for Approval (subject to change):
South Coast AQMD Governing Board Hearing: October 1, 2021

CEQA Contact Person:	**Phone Number:**	**Email:**	**Fax:**
Kendra Reif	(909) 396-3479	kreif@aqmd.gov	(909) 396-3982
Rules Contact Person:	**Phone Number:**	**Email:**	**Fax:**
Tiffani To	(909) 396-2738	tto@aqmd.gov	(909) 396-3982

Date Received for Filing: _____ **Signature:** *(Signed Upon Board Approval)*

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources

ATTACHMENT I

Proposed Rule 118.1 - Public Safety Provisions for Stationary Emergency Standby Engines

Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

Board Meeting

October 1, 2021

Background

- Over the past decade, California has experienced increased wildfires and wildfire conditions
- Since 2018, utilities have implemented Public Safety Power Shutoff (PSPS) events to proactively de-energize power lines during hazardous weather conditions to prevent potential wildfires
- During a PSPS event, critical service facilities may need to operate emergency standby engines beyond their permit limit to ensure continuation of public services
- Water and sewage facilities have expressed concern over emergency engine reliability due to an increased use of these engines due to PSPS events and wildfires

Critical Service Facility

Rule 1302 Essential Public Services

- Publicly owned or operated sewage treatment facilities;
- Prisons;
- Police facilities;
- Fire fighting facilities
- Schools;
- Hospitals;
- Construction and operation of landfill gas control and processing facilities;
- Water delivery operations;
- Public transit;
- Sewage pumping plants;
- Natural gas delivery facilities;
- Health facilities as defined in Section 1250 of the California Health and Safety Code, and
- Facilities used exclusively for telecommunications including radio and cell towers

Key PR 118.1 Provisions

Provisions for Excluding Eligible Operating Hours

- Operators can exclude hours:
  - During a PSPS event;
  - During repair activities that are associated with a PSPS event; and
  - Up to three hours per each imminent shutoff notification received

Notification Procedures

- Must notify Executive Officer 48 hours after exceeding the 200 hour limit and provide:
  - Facility and engine information
  - Hours that the engine operated during PSPS event

Summary Report Requirements

- Facilities that exclude PSPS operating hours must prepare a report with
  - Engine logs with PSPS and non-PSPS operating hours
  - Supporting documentation from the utility provider
- Report kept on site, no submittal required

Key PAR 1470 Provisions

- Under current Rule 1470, specific engines are limited to 20 hours per year for maintenance and testing
- PAR 1470 provides water and sewage facilities the option to implement an alternative maintenance and testing schedule of:
  - 20 hours averaged over a three-year rolling period; and
  - No more than 30 hours in any individual calendar year
- Engines must be in a very high fire hazard severity zone and not in SB 535 Disadvantaged Communities
- Permit modifications required

Recommendations

- Adopt Resolution
  - Determining that Proposed Rule 118.1 and Proposed Amended Rule 1470 are exempt from the requirements of the California Environmental Quality Act; and
  - Adopting Proposed Rule 118.1 and Amending Rule 1470