



air pollution control district
SANTA BARBARA COUNTY

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Authority to Construct/Permit to Operate 15906

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EQUIPMENT OWNER:

T-Mobile West, LLC.

EQUIPMENT OPERATOR:

T-Mobile West, LLC.

EQUIPMENT LOCATION:

1125 E. Clark Avenue, Santa Maria

STATIONARY SOURCE/FACILITY:

T-Mobile - Minson Company

SSID: 11561

FID: 11810

EQUIPMENT DESCRIPTION:

Diesel-fired emergency standby engine(s) as listed in the table at the end of this permit.

PROJECT/PROCESS DESCRIPTION:

The diesel engine(s) subject to this permit provide electrical backup power in times of emergencies as defined by the State's *Airborne Toxics Control Measure for Stationary Compression Ignition Engines* (ATCM). This ATCM (CCR Section 93115, Title 17) limits annual engine maintenance and testing hours (as listed for each engine in the equipment list) with no limitation for emergency use. Definitions of the terms "*maintenance and testing*" and "*emergency use*" are found in the ATCM and the District's webpage at <http://www.ourair.org/dice-atcm/>.

CONDITIONS:

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1. **Emission Limitations.** The mass emissions from the equipment permitted herein shall not exceed the values listed in Table 1. Emissions of PM and other pollutants shall not exceed the emissions standards listed in Table 2 of this permit. Compliance shall be based on the operational, monitoring, recordkeeping, and reporting conditions of this permit.
2. **Operational Restrictions.** The equipment permitted herein is subject to the following operational restrictions. The equipment may operate as many hours as necessary for emergency use, as defined in the ATCM¹.
 - a. Maintenance & Testing Use Limit: The stationary emergency standby diesel-fueled engine(s), except for in-use firewater pump engines, shall not be operated for more than the hours listed in the attached equipment list for maintenance and testing² purposes.
 - b. Impending Rotating Outage Use: The stationary emergency standby diesel-fueled engine(s) may be operated in response to the notification of an impending rotating outage if all the conditions cited in the ATCM are met.
 - c. Fuel and Fuel Additive Requirements: The permittee may only add fuel and/or fuel additives that comply with the ATCM to the engine or to any fuel tank directly attached to the engine.
 - d. At School Provisions: The stationary emergency standby diesel-fueled engine(s) shall not be operated for non-emergency use, including maintenance and testing, whenever there is a school sponsored activity nor shall it be operated between 7:30 a.m. and 3:30 p.m. on days school is in session.
 - e. Initial Startup Hours: Initial startup hours shall not exceed 5 hours.
3. **Monitoring.** The equipment permitted herein is subject to the following monitoring requirements:
 - a. Non-Resettable Hour Meter: Each stationary emergency standby diesel-fueled engine(s) shall be equipped with a non-resettable hour meter with a minimum display capability of 9,999 hours, unless the District has determined (in writing) 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.
4. **Recordkeeping.** The permittee shall record and maintain the information listed below. Log entries shall be retained for a minimum of 36 months from the date of entry. Log entries made

¹ As used in the permit, "ATCM" means Section 93115, Title 17, California Code of Regulations. Airborne Toxic Control Measure for Stationary Compression Ignition (CI) Engines

² "maintenance and testing" is defined in the ATCM and may also be found on the District webpage at http://www.ourair.org/wp-content/uploads/ES_MT_DICE_Definitions.pdf

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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 the District staff upon request. Log entries made from 25 to 36 months from most recent entry shall be made available to District staff within 5 working days from request. District Form ENF-92 (*Diesel-Fired Emergency Standby Engine Recordkeeping Form*) can be used for this requirement.

- a. emergency use hours of operation.
 - b. maintenance and testing hours of operation.
 - c. hours of operation for emission testing to show compliance with the ATCM {if specifically allowed for under this permit}.
 - d. initial start-up hours {if specifically allowed for under this permit}.
 - e. hours of operation for all uses other than those specified in items (a) – (d) above along with a description of what those hours were for.
 - f. fuel purchase records that demonstrate that only fuel meeting the requirements of the ATCM is purchased and added to each emergency standby engine, or to any fuel tank directly attached to each emergency standby engine.
5. **Reporting.** By March 1 of each year, a written report documenting compliance with the terms and conditions of this permit and the ATCM for the previous calendar year shall be provided by the permittee to the District (Attn: *Annual Report Coordinator*). All logs and other basic source data not included in the report shall be made available to the District upon request. The report shall include the information required in the Recordkeeping Condition above.
6. **Temporary Engine Replacements - DICE ATCM.** Any reciprocating internal combustion engine subject to this permit and the stationary diesel ATCM may be temporarily replaced only if the requirements (a – h) listed herein are satisfied.
- a. The permitted engine that is being temporarily replaced is in need of routine repair or maintenance.
 - b. The permitted engine does not have a cracked block, unless the block will be replaced under manufacturer's warranty.
 - c. Replacement parts are available for the permitted engine.
 - d. The permitted engine is returned to its original service within 180 days of installation of the temporary engine.

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- e. The temporary replacement engine has the same or lower manufacturer rated horsepower and same or lower potential to emit of each pollutant as the permitted engine. At the written request of the permittee, the District may approve a replacement engine with a larger rated horsepower if the proposed temporary engine has manufacturer guaranteed emissions (for a brand new engine) or source test data (for a previously used engine) less than or equal to the permitted engine.
- f. The temporary replacement engine shall comply with all rules and permit requirements that apply to the permitted engine.
- g. For each permitted engine to be temporarily replaced, the permittee shall submit a completed *Temporary IC Engine Replacement Notification* form (Form ENF-94) within 14 days of the temporary engine being installed. This form may be sent hardcopy, or can be e-mailed (e-mail: enr@sbcapcd.org) to the District (Attn: Engineering Supervisor).
- h. Within 14 days of returning the original permitted engine to service, the permittee shall submit a completed *Temporary IC Engine Replacement Report* form (Form ENF-95). This form may be sent hardcopy, or can be e-mailed (e-mail: enr@sbcapcd.org) to the District (Attn: Engineering Supervisor).

Any engine in temporary replacement service shall be immediately shut down if the District determines that the requirements of this condition have not been met. If the requirements of this condition are not met, the permittee must obtain an ATC before installing or operating a temporary replacement engine.

7. **Permanent Engine Replacements.** The permittee may install a new engine in place of an engine permitted herein without first obtaining an ATC only if the requirements (a – f) listed herein are satisfied.
- a. The permitted stationary diesel-fueled engine is an E/S engine, a firewater pump engine or an engine used for an essential public service (as defined by the District).
 - b. The permitted engine breaks down, cannot be repaired, and needs to be replaced by a new permanent engine.
 - c. The facility provides “good cause” (in writing) for the need to install a new permanent engine before an ATC can be obtained for a new engine.
 - d. The new permanent engine must comply with the requirements of the ATCM for new engines. A temporary replacement engine may be used while the new permanent engine is being procured only if it meets the requirements of the *Temporary Engine Replacements - DICE ATCM* permit condition.

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- e. An ATC application for the new permanent engine must be submitted to the District within 15 days of the existing engine being replaced and the ATC must be obtained no later than 180 days from the date of engine replacement (these timelines include the use of a temporary engine).
- f. For each new permanent engine installed pursuant to this condition, the permittee shall submit a completed *Permanent IC Engine Replacement Notification* form (Form ENF-96) within 14 days of the new engine being installed. This form may be sent hardcopy, or can be e-mailed (e-mail: enr@sbcapcd.org) to the District (Attn: Engineering Supervisor).

Any engine installed pursuant to this condition shall be immediately shut down if the District determines that the requirements of this condition have not been met.

- 8. **Notification of Non-Compliance.** Owners or operators who have determined that they are operating their stationary diesel-fueled CI engine(s) in violation of the requirements specified in the ATCM shall notify the District immediately upon detection of the violation and shall be subject to District enforcement action.
- 9. **Notification of Loss of Exemption.** Owners or operators of in-use stationary diesel-fueled CI engines who are exempt from all or part of the requirements of the ATCM shall notify the District within five days after they become aware that the exemption no longer applies and shall demonstrate compliance within 180 days after the date the exemption no longer applies.
- 10. **Enrollment in a DRP/ISC.** Owners or operators shall obtain an ATC before enrolling a stationary diesel-fueled CI engine rated over 50 bhp in a Demand Response Program/Interruptible Service Contract (as defined in the ATCM) for the first time.
- 11. **Consistency with Analysis.** Operation under this permit shall be conducted consistent with all data, specifications and assumptions included with the application and supplements thereof (as documented in the District's project file) and the District's analyses under which this permit is issued as documented in the Permit Evaluation prepared for and issued with the permit.
- 12. **Equipment Maintenance.** The equipment listed in this permit shall be properly maintained and kept in good condition at all times. The equipment manufacturer's maintenance manual, maintenance procedures and/or maintenance checklists (if any) shall be kept on site.
- 13. **Compliance.** Nothing contained within this permit shall be construed as allowing the violation of any local, state or federal rules, regulations, air quality standards or increments.
- 14. **Severability.** In the event that any condition herein is determined to be invalid, all other conditions shall remain in force.

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15. **Conflict Between Permits.** The requirements or limits that are more protective of air quality shall apply if any conflict arises between the requirements and limits of this permit and any other permitting actions associated with the equipment permitted herein.
16. **Access to Records and Facilities.** As to any condition that requires for its effective enforcement the inspection of records or facilities by the District or its agents, the permittee shall make such records available or provide access to such facilities upon notice from the District. Access shall mean access consistent with California Health and Safety Code Section 41510 and Clean Air Act Section 114A.
17. **Equipment Identification.** Identifying tag(s) or name plate(s) shall be displayed on the equipment to show manufacturer, model number, and serial number. The tag(s) or plate(s) shall be issued by the manufacturer and shall be affixed to the equipment in a permanent and conspicuous position.
18. **Emission Factor Revisions.** The District may update the emission factors for any calculation based on USEPA AP-42 or District emission factors at the next permit modification or permit reevaluation to account for USEPA and/or District revisions to the underlying emission factors.
19. **Transfer of Owner/Operator.** This permit is only valid for the owner and operator listed on this permit unless a *Transfer of Owner/Operator* application has been applied for and received by the District. Any transfer of ownership or change in operator shall be done in a manner as specified in District Rule 203. District Form –01T and the appropriate filing fee shall be submitted to the District within 30 days of the transfer.
20. **Reimbursement of Costs.** N/A
21. **Initial Operations and District Inspection.** The permittee shall:
 - a. Within 14 days of initial operations, the permittee shall provide the District written notification of the initial operations start date using the attached yellow Startup Notification card or by e-mail to enfr@sbcapcd.org.

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- b. Arrange for equipment inspection by calling the District's Compliance Manager at (805) 979-8050 or via e-mail to enfr@sbcapcd.org no later than fourteen (14) calendar days after initial operations commence. The equipment inspection shall occur not more than thirty (30) calendar days (or other mutually agreed upon time period) after initial operations begin. The Compliance Division may waive this inspection requirement if an initial inspection is deemed unnecessary to verify that the modifications authorized by this permit are in compliance with District rules and permit conditions.

AIR POLLUTION CONTROL OFFICER

DATE

Attachments:

- Table 1 – Mass Emission Limits
- Table 2 – Emission Standards
- Permit Equipment List
- Permit Evaluation for Authority to Construct/Permit to Operate 15906

Notes:

- Reevaluation Due Date: March 31, 2026
- ATCM information can be located online at <http://www.ourair.org/dice-atcm/>
- Detailed recordkeeping is required. See Form ENF -92 at the above webpage.
- Stationary sources are subject to an annual emission fee (see Fee Schedule B-3 of Rule 210).
- Annual reports are due by March 1st of each year.

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TABLE 1. MASS EMISSION LIMITS

Device ID #	NO _x		ROC		CO		SO _x		PM		PM10		PM2.5	
	lb/day	tpy	lb/day	tpy	lb/day	tpy	lb/day	tpy	lb/day	tpy	lb/day	tpy	lb/day	tpy
397865	1.24	0.02	0.07	0.01	1.39	0.02	0.01	0.01	0.06	0.01	0.06	0.01	0.06	0.01

TABLE 2. EMISSION FACTORS (g/bhp-hr)

Device ID #	NO _x	ROC	CO	SO _x	PM	PM10	PM2.5
397865	3.30	0.20	3.70	0.0055	0.15	0.15	0.15

Table Notes:

- (a) Mass emission limits based on allowable maintenance and testing hours.
- (b) NO_x as NO₂. SO_x as SO₂. PM means diesel PM.
- (c) Device ID # from permit equipment list.
- (d) lb/day = pounds per day. tpy = tons per year
- (e) Emission data that round down to 0.00 has been set to a default of 0.01.

PERMIT EQUIPMENT LIST

A PERMITTED EQUIPMENT

1 E/S ENGINE

<i>Device ID #</i>	397865	<i>Maximum Rated BHP</i>	85
<i>Device Name</i>	E/S Engine	<i>Serial Number</i>	TBD
<i>Engine Use</i>	Electrical Power	<i>EPA Engine Family Name</i>	NMVXL03.3CBB-01
<i>Manufacturer</i>	Generac	<i>Operator ID</i>	
<i>Model Year</i>	2022	<i>Fuel Type</i>	CARB Diesel
<i>Model</i>	RD48 3.3L		
<i>DRP/ISC?</i>	No	<i>Healthcare Facility?</i>	No
<i>Daily Hours</i>	2.00	<i>Annual Hours</i>	50
<i>Location</i>	1125 E. Clark Avenue		
<i>Note</i>			
<i>Device Description</i>	Tier 3 E/S Diesel Generator installed with a turbocharger and an aftercooler		



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**PERMIT EVALUATION FOR
AUTHORITY TO CONSTRUCT/PERMIT TO OPERATE 15906**

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1.0 BACKGROUND

This application for Authority to Construct/Permit to Operate was received on May 12, 2022 and deemed complete on August 11, 2022. This permit authorizes the installation of a new emergency standby diesel-fired 85 bhp Generac engine. This permit addresses requirements of the State's Airborne Toxic Control Measure for Stationary Compression Ignition Engines (DICE ATCM). On March 17, 2005, District Rule 202 {*Exemptions to Rule 201*} was revised to remove the compression-ignited engine (e.g., diesel) permit exemption for units rated over 50 brake horsepower (bhp). That exemption was removed to allow the District to implement the DICE ATCM.

2.0 DICE ATCM/NESHAP COMPLIANCE

Owners of New Stationary DICE E/S engines are subject to the requirements of Table 1 of the ATCM. The ATCM requires that the hours of operation be monitored with a non-resettable hour meter, that CARB Diesel Fuel be used (or approved alternative) and that detailed records of use be recorded and reported.

The Federal NESHAP for reciprocating internal combustion engines (RICE NESHAP) established inspection and maintenance requirements for emergency standby diesel engines. Engines at residential, institutional, and commercial facilities are exempt from these new requirements. Additionally, engines constructed after 2005 are subject to federal New Source Performance Standards (NSPS) and are not subject to further requirements under NESHAP. The engine on this permit is exempt from the requirements of the RICE NESHAP because the engine was constructed after 2005.

3.0 EMISSIONS

Emissions: Mass emission estimates are based on the maximum allowed hours for maintenance and testing. Emissions are determined by the following equations:

$$\begin{aligned} E1, \text{ lb/day} &= \text{Engine Rating (bhp)} * \text{EF (g/bhp-hr)} * \text{Daily Hours (hr/day)} * (\text{lb}/453.6 \text{ g}) \\ E2, \text{ tpy} &= \text{Engine Rating (bhp)} * \text{EF (g/bhp-hr)} * \text{Annual Hours (hr/yr)} * (\text{lb}/453.6 \text{ g}) * (\text{ton}/2000 \text{ lb}) \end{aligned}$$

The emission factors (EF) were chosen based on each engine's rating and age. Unless engine specific data was provided, default emission factors are used as documented on the District's webpage at <http://www.ourair.org/dice/emission-factors/>. Daily hours are assumed to be 2 hrs/day (re: ATCM FAQ Ver 1.5 #32) unless otherwise requested by the applicant.

4.0 REEVALUATION REVIEW (not applicable)

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5.0 AQIA

The project is not subject to the Air Quality Impact Analysis requirements of Regulation VIII.

6.0 OFFSETS/ERCs

Offsets: The emission offset thresholds of Regulation VIII are not exceeded.

ERCs: This source does not generate emission reduction credits.

7.0 AIR TOXICS

An air toxics health risk assessment was not performed for this permitting action.

8.0 CEQA / LEAD AGENCY

This project is exempt from CEQA pursuant to the Environmental Review Guidelines for the Santa Barbara County APCD (revised April 30, 2015). Appendix A (*APCD Projects Exempt from CEQA and Equipment or Operations Exempt from CEQA*) provides an exemption specifically for permits to operate and reevaluations thereof. No further action is necessary.

9.0 SCHOOL NOTIFICATION

A school notice pursuant to the requirements of H&SC §42301.6 was required.

10.0 PUBLIC and AGENCY NOTIFICATION PROCESS/COMMENTS ON DRAFT PERMIT

This project was subject to a 30 day public notice.

Draft comments, if any are submitted, may be found here in the final version of this permit.

11.0 FEE DETERMINATION

Fees for this permit were assessed pursuant to Schedule A.3 of Rule 210.

12.0 RECOMMENDATION

It is recommended that this permit be granted with the conditions as specified in the permit.



AQ Engineer/Technician

January 6, 2023

Date

Supervisor

Date

13.0 ATTACHMENT(S)

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**PERMIT EVALUATION FOR
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- A. Fee Statement
- B. IDS Tables
- C. Air Toxics Documentation

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ATTACHMENT A
Fee Statement



air pollution control district
SANTA BARBARA COUNTY

FEE STATEMENT

ATC/PTO No. 15906

FID: 11810 T-Mobile - Minson Company / SSID: 11561

Device Fee

Device No.	Device Name	Fee Schedule	Qty of Fee Units	Fee per Unit	Fee Units	Max or Min. Fee Apply?	Number of Same Devices	Pro Rate Factor	Device Fee	Penalty Fee?	Fee Credit	Total Fee per Device
397865	E/S Engine	A3	0.6035	598.34	Per 1 million Btu input	No	1	1	361.10	0.00	0.00	361.10
Device Fee Sub-Totals =									\$361.10	\$0.00	\$0.00	
Device Fee Total =												\$361.10

Permit Fee

Fee Based on Devices

\$361.10

Fee Statement Grand Total = \$361

Notes:

-
- (1) Fee Schedule Items are listed in District Rule 210, Fee Schedule "A".
 - (2) The term "Units" refers to the unit of measure defined in the Fee Schedule.

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ATTACHMENT B
IDS Tables

PERMIT POTENTIAL TO EMIT

	NO _x	ROC	CO	SO _x	PM	PM ₁₀	PM _{2.5}
lb/day	1.24	0.07	1.39	0.01	0.06	0.06	0.06
lb/hr							
TPQ							
TPY	0.02	0.01	0.02	0.01	0.01	0.01	0.01

FACILITY POTENTIAL TO EMIT

	NO _x	ROC	CO	SO _x	PM	PM ₁₀	PM _{2.5}
lb/day	1.24	0.07	1.39	0.01	0.06	0.06	0.06
lb/hr							
TPQ							
TPY	0.02	0.01	0.02	0.01	0.01	0.01	0.01

STATIONARY SOURCE POTENTIAL TO EMIT

	NO _x	ROC	CO	SO _x	PM	PM ₁₀	PM _{2.5}
lb/day	1.24	0.07	1.39	0.01	0.06	0.06	0.06
lb/hr							
TPQ							
TPY	0.02	0.01	0.02	0.01	0.01	0.01	0.01

Notes:

- (1) Emissions in these tables are from IDS.
- (2) Because of rounding, values in these tables shown as 0.00 are less than 0.005, but greater than zero.

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Authority to Construct/Permit to Operate 15906

ATTACHMENT C
HRA Attachment

1.0 Summary

An air toxics Health Risk Assessment (HRA) screening was conducted by the Santa Barbara County Air Pollution Control District (District) for a proposed diesel-fired internal combustion engine (DICE) located at 1125 E. Clark Ave. in Santa Maria. The proposed engine is a 91-bhp Model RD48 3.3L, manufactured by Generac. The HRA screening was conducted using the USEPA-recommended screening model, AERSCREEN, with the Hotspots Analysis and Reporting Program (HARP) software, Version 2 (Build 21081). Cancer risk and chronic non-cancer Hazard Index (HI) risk values were calculated and compared to *significance thresholds* for cancer and chronic non-cancer risk adopted by the District’s Board of Directors. The calculated risk values and applicable thresholds are as follows:

	<u>1125 E Clark Ave DICE Max Risks</u>	<u>Significance Threshold</u>
Cancer risk:	4.3/million	≥10/million
Chronic non-cancer risk:	<0.1	>1

Based on these results, the proposed DICE at 1125 E. Clark Ave in Santa Maria does not present a significant risk to the surrounding community.

2.0 Modeling Information

The stack parameter inputs to AERSCREEN View are outlined in Table 2.1.

Table 2.1 – Summary of Stack Parameter Inputs

Source ID	Source Type	Release Type	Release Height (ft)	Temperature (°F)	Velocity (ft/s)	Diameter (ft)
STCK1	POINT	Vertical	12	1120.0	219.108	0.208

The rural option was enabled, and a flagpole height of 1.5 meters was used for all receptors. The AERSURFACE output file for the 2012-2016 Santa Maria Airport meteorological data set was used. The closest residential receptor at 5 m and the closest worker receptor at 12 m from the source were included. The inversion break-up fumigation and shoreline fumigation options were not enabled. Terrain effects were not included in the model. Building downwash was included, and the building information is shown in Table 2.2. The X and Y coordinates in the table are relative to the location of the diesel engine.

Table 2.2 – Summary of Building Information

Building ID	Height (m)	Building Type	SW Corner X-coordinate (m)	SW Corner Y-coordinate (m)	X-Length (m)	Y-Length (m)
BLD12	6	Rectangular	-52	-38	40	33

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**ATTACHMENT C
HRA Attachment**

Building ID	Height (m)	Building Type	Corner Number	X-coordinate (m)	Y-coordinate (m)
BLD1	3	Polygonal	1	1.8	22.5
			2	1.8	5.0
			3	6.0	5.0
			4	6.0	9.8
			5	9.3	9.8
			6	9.3	22.5
BLD2	3	Polygonal	1	8.5	9.0
			2	11.5	2.1
			3	17.3	4.4
			4	18.5	2.1
			5	31.8	8.0
			6	27.6	17.2
BLD3	3	Polygonal	1	-12.0	77.0
			2	-12.0	-5.0
			3	-52.0	-5.0
			4	-52.0	18.0
			5	-42.0	32.0
			6	-42.0	62.0
			7	-170.0	62.0
			8	-170.0	112.0
			9	-149.0	112.0
			10	-149.0	100.0
			11	-102.0	100.0
			12	-102.0	96.0
			13	-82.0	96.0
			14	-82.0	90.0
			15	-36.0	90.0
			16	-36.0	79.0
			17	-20.0	79.0
			18	-20.0	77.0

After the pollutant concentrations were entered into HARP 2, the cancer risk was determined at the maximally exposed individual resident (MEIR) using the “individual resident” receptor type and the breathing rate from the “RMP using the Derived Method” for an exposure duration of 30 years. Under the inhalation pathway, the fraction of time at home (FAH) values were not applied for any age bins. The

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**ATTACHMENT C
HRA Attachment**

cancer risk was also determined at the maximally exposed individual worker (MEIW) using the “worker” receptor type and the breathing rate from the “OEHHA Derived Method” for an exposure duration of 25 years, with a worker adjustment factor of 4.2. The chronic non-cancer hazard index was calculated for the MEIR using the “individual resident” receptor type and the breathing rate from the “OEHHA Derived Method.” The chronic non-cancer hazard index was also calculated for the MEIW using the “worker” receptor type and the breathing rate from the “OEHHA Derived Method.” The only exposure pathway analyzed was the inhalation pathway because diesel PM is not a multipathway pollutant. A list of multipathway pollutants can be found in Table 5.1 of OEHHA’s 2015 Guidance Manual, which is included in Section 4.4 of the District’s *Modeling Guidelines for Health Risk Assessments*, referenced in Section 5.0 of this document. It was determined that the MEIW and MEIR are located at 77 m from the engine stack because the concentration at 77 m is greater than at 5 m (the closest resident location) and at 12 m (the closest worker location).

3.0 Emissions

The calculated emissions for this DICE are shown in Table 3.1. The maximum permitted usage of 50 hours per year for maintenance and testing purposes, maximum rated brake horsepower of 91 bhp for this engine, and CARB’s *Airborne Toxic Control Measure for Stationary Compression Ignition Engines* particulate matter (PM) emission standard of 0.15 g/bhp-hr were used to calculate the annual emissions of diesel PM.

Table 3.1 – Facility Emissions Summary

Pollutant	Emissions (lb/yr)
Diesel PM	1.505

4.0 Results

The cancer and chronic non-cancer risks are higher at the MEIR than at the MEIW. Table 4.1 displays the cancer and chronic non-cancer risk results at the MEIR. All of the calculated risk values are below the District’s significance thresholds.

Table 4.1 – Summary of Screening Model Results

Pollutant	C _{annual} at MEIR (µg/m ³)	Cancer Risk at MEIR (per million)	Chronic Non-Cancer Risk at MEIW (Hazard Index)
Diesel PM	0.005698	4.33	0.0011

5.0 References

- Risk notification levels were adopted by the Santa Barbara County Air Pollution Control Board of Directors on June 1993. The risk notification levels were set at 10 per million for cancer risk and a Hazard Index of greater than 1.0 for non-cancer risk.
- California Air Resources Board. May 2011. *Final Regulation Order: Amendments to the Airborne Toxic Control Measure for Stationary Compression Ignition Engines*. <https://www.arb.ca.gov/diesel/documents/FinalReg2011.pdf>.

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ATTACHMENT C HRA Attachment

- Office of Environmental Health Hazard Assessment. February 2015. *Air Toxics Hot Spots Program: Risk Assessment Guidelines*. California Environmental Protection Agency. <http://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.
- Santa Barbara County Air Pollution Control District. 2022 *Meteorological Data*. <https://www.ourair.org/metdata/>.
- Santa Barbara County Air Pollution Control District. June 2020. *Modeling Guidelines for Health Risk Assessments*. <http://www.ourair.org/wp-content/uploads/apcd-15i.pdf>.

6.0 Attachment

Source parameter data and the AERSCREEN and HARP 2 input and output files for this project may be found in the following location:

\\sbcapcd.org\shares\Toxics\SourceFiles\DICE_Screenings\SSID11561_T-Mobile_-_Minson_Company\ATC 15906