

# Air Quality Update

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## August 24, 2017 – BAAQMD

### CALIFORNIA TOXICS – REGULATION 11, RULE 18

For full details on changes below, go to: <http://www.baaqmd.gov/rules-and-compliance/rule-development/rules-under-development/regulation-11-rule-18>

The Bay Area Air Quality Management District’s (BAAQMD’s) proposed Regulation 11, Rule 18, is estimated to affect hundreds of facilities throughout the Bay Area. Rule 11-18 has had two rounds of public workshops in November 2016 and March 2017. A final draft of the rule is intended to be presented to the BAAQMD Board for adoption in the third quarter of 2017.

This rule is a significant change from the BAAQMD’s current implementation of the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588), a State program enacted in September 1987 to inform the public of potential health risks from facilities that emit specific toxic air contaminants (TACs) and also to reduce potentially significant health risks. Local air districts are mandated by the State to implement and enforce AB 2588 requirements. The California Air Resources Board (CARB) and Office of Environmental Health Hazard Assessment (OEHHA) provide implementation guidance to the local air districts. In March 2015, OEHHA adopted revisions to the Risk Assessment Guidelines.

Under proposed Rule 11-18, the BAAQMD will first screen all facilities using toxic emissions in their database and assign each facility with a prioritization score (PS) determined by: 1) the number of TACs emitted; 2) toxicity of each TAC; 3) proximity to sensitive receptors; and 4) other factors deemed important by the BAAQMD. The rule would be implemented in four phases based on either a facility’s PS or the toxic emissions source type as illustrated in the table below. The estimated schedule assumes the PSs for all facilities will be completed by the end of 2017.

The BAAQMD will conduct health risk assessments (HRAs) for facilities with high PSs in accordance to the proposed schedule in the table below. These HRAs will incorporate the new OEHHA risk assessment methodology, which generally results in higher calculated health risks. Facilities that pose cancer risks in excess of 10 in one million or a chronic or acute non-cancer hazard index in excess of 1.0 would be required to reduce the risk below the threshold(s) by implementing a Risk Reduction Plan within 3 years of plan approval or demonstrate all significant emissions sources are implementing Best Available Retrofit Control Technology for Toxics (TBARCT) within the same 3-year period. The proposed Risk Reduction Plan schedule is also included in the table below.

Phase Number	Criteria	HRAs	Risk Reduction Plan Review and Approval	Plan Implementation
1	Cancer PS > 250 or Non-Cancer PS > 2.5	2017-2018	2018-2019	2019-2022
2	Cancer PS > 10 or Non-Cancer PS > 1.0	2019-2021	2021-2022	2022-2025
3	Diesel Internal Combustion Engines	2021-2023	2023-2024	2024-2027
4	Retail Gas Stations	2023-2024	2024-2025	2025-2028

### Air Quality Tip

California’s Proposition 65 requires “clear and reasonable warning” regarding exposures to carcinogens or reproductive toxics at amounts exceeding the thresholds. The data and information prepared under the Air Toxics “Hot Spots” reporting and risk assessment program becomes public information and may be used to determine warning requirements. Other agencies, like the California Division of Occupational Safety and Health (Cal/OSHA), may also use this information to determine if workers or others have been adequately notified of the air toxics reported.

#### Upcoming Training Offered by Yorke Engineering

- Bay Area Air Quality Regulations, Permitting, and Compliance Seminar: November 7 – November 8, 2017
- California Multi-Media Environmental Regulations: Permitting, Compliance, and Reporting Seminar: October 17 – October 18, 2017 <http://yorkeengr.com/classes>

#### Upcoming Due Dates for 2017/2018\*

- CARB GHG Verification..... 9/1/17
- CARB GHG Cap-and-Trade Annual Compliance Surrender..... 11/1/17
- CARB Off-Road Diesel Performance Requirements for Med./Lrg. Fleets .. 1/1/18
- CARB On-Road HDDVs: Many PM Filter Credits Expire ..... 1/1/18
- CARB On-Road HDDVs: 1998 EMY w/ GVWR 14,001-26,000 lbs Must Be Replaced, Low-Use, or Retired..... 1/1/18
- CARB On-Road TRUCRS Reporting for Flexibility Options..... 1/31/18
- Semi-Annual Title V Report ..... Semi-Annually
- Annual Title V Compliance Certification ..... Annually
- Title V – Application for Permit Renewal – Due 180 Days Prior to Permit Expiration

\*All due dates listed are the statutory dates; sometimes dates are extended when they fall on a weekend/holiday.

## BAAQMD ADOPTS CLEAN AIR CLIMATE PLAN

On April 19, 2017, the BAAQMD adopted the new 2017 Bay Area Clean Air Plan. The document outlines a plan to “Spare the Air, Cool the Climate,” specifically addressing air quality improvement and greenhouse gas (GHG) reduction in the nine counties that fall under the jurisdiction of the BAAQMD.

Overall, the plan provides a strategy to improve public health and protect the climate. The plan proposes to decrease fossil fuel combustion, decrease potent GHG emissions, reduce smog, particulate matter, and air toxics, as well as address the need for improved energy efficiency. By basing the plan off of these general premises, the BAAQMD hopes to lead the region into a post-carbon economy, eliminate health risk disparities from air pollution in low socio-economic communities, and continue to progress toward attaining State and federal air quality standards.

Details of how to obtain these proposed, general goals are discussed at further length in the plan. Highlights of the action items discussed include:

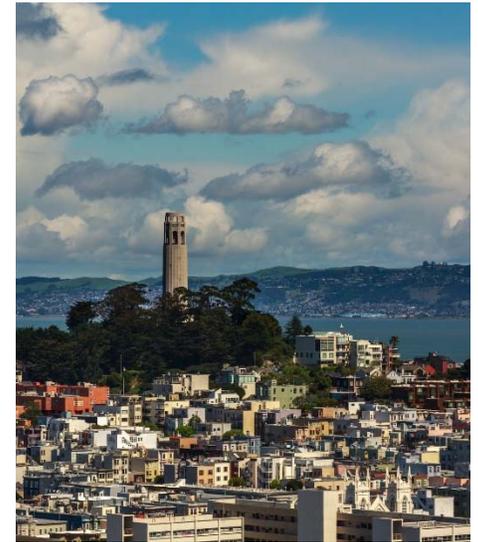
- Reducing methane emissions from landfills, oil and natural gas production, as well as from storage and distribution centers;
- Reducing toxic air emissions by adopting more stringent limits and evaluating toxic risks at both existing and new facilities;
- Implementing pricing measures to reduce travel demand;
- Developing a strategy to increase fossil fuel combustion efficiency at industrial facilities and specifically start by targeting the three largest industry sources: power plants, refineries, and cement plants;

- Accelerating the use of electric vehicles and providing consumer incentives to motivate the transition to electric;
- Promoting the use of clean fuels and low- or zero-carbon technologies in heavy-duty vehicles and trucks;
- Promoting on-site technologies, such as rooftop solar and ground-source heat pumps, thereby encouraging low-carbon, renewable energy sources for power;
- Incentivizing the switch from natural gas to electricity for space and water heating in Bay Area buildings;
- Continuing to support more community choice energy programs throughout the region; and
- Reducing wastes, encouraging the re-use or recycling of waste by-products, and composting all organic wastes.

The elements of the plan, outlined above, are described by Jack Broadbent, Executive Officer of the District, as “visionary efforts [we all] must take to improve air quality regionally and join California’s efforts to reduce greenhouse gases statewide in this era of increasing resistance from Washington.”

However, in order to achieve such goals by the year 2050, the BAAQMD recognizes the need to enforce measures that focus specifically on potent GHG pollutants like methane. Currently, the transportation sector is responsible for the largest sources of GHGs, ozone pollutants, and particulate matter emissions. Future measures

will be specifically prescribed to aggressively reduce emissions from existing transportation fleets – buses, marine vessels, off-road equipment, etc. – and provide more incentives for electrical vehicle infrastructure and off-road electrification projects (e.g., Caltrain and shore power ports).



While the plan provides a robust blueprint for achieving air quality and emission reduction goals in the Bay Area, it is also important to note that the District plans to dedicate roughly \$4.5 million to the efforts discussed over the next several years. Additionally, the District will look to further leverage these dollars to fund potentially larger air quality improvement and health risk reduction efforts in the future.

For full details of the plan, go to: [http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_-\\_proposed-final-cap-vol-1-pdf.pdf?la=en2017%20Clean%20Air%20Plan:%20Spare%20the%20Air,%20Cool%20the%20Climate](http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en2017%20Clean%20Air%20Plan:%20Spare%20the%20Air,%20Cool%20the%20Climate)

*Yorke Engineering, LLC specializes in air quality and environmental consulting for stationary and mobile sources, including dispersion modeling, health risk assessments, permitting, emission inventories, air quality compliance systems, etc. Yorke Engineering has assisted over 650 customers, including a wide variety of industrial facilities and government organizations throughout California.*