

Air Quality Update

Brought to you by **YORKE ENGINEERING, LLC**

www.YorkeEngr.com

August 17, 2020 – SCAQMD

ADVANCED CLEAN TRUCKS REGULATION

The “Advanced Clean Trucks Regulation,” or ACT Regulation, was adopted by the California Air Resources Board (CARB) on June 25, 2020. The new regulation requires truck manufacturers in California to transition from selling on-road diesel trucks and vans greater than 8,500 pounds (lbs) gross vehicle weight rating (GVWR) (Class 2b through Class 8), to selling electric zero-emission trucks and vans beginning in 2024. The goal is for new trucks and vans sold in California to be zero-emissions by 2045.

The new regulation includes a one-time Large Entity Reporting requirement for entities that meet any of the following:

- Any business in California with more than \$50 million in gross annual revenue in 2019; or
- Large fleets in California with 50 or more vehicles with GVWR greater than 8,500 lbs in 2019; or
- Brokers in California that dispatched 50 or more vehicles with GVWR greater than 8,500 lbs in 2019; or
- Any California or federal government agency in California with one or more vehicles with GVWR greater than 8,500 lbs in 2019.

The Large Entity Reporting requirement includes submitting a one-time survey for the fleet on any day of the entity’s choosing after January 1, 2019. The survey must be submitted online through CARB’s Advanced Clean Trucks webpage by April 1, 2021. Information to be reported includes general entity information, contact person information, vehicle usage information by facility, vehicle home base information, and vehicle operating

characteristics. There are exemptions from this reporting requirement for school bus fleets, transit agencies subject to the Innovative Clean Transit regulation, light-duty vehicles dispatched but not owned by transportation network companies, military tactical vehicle fleets, and emergency vehicles.

HEAVY-DUTY VEHICLE FUNDING OPPORTUNITIES

Several incentive programs are available for purchasing new heavy-duty vehicles. The requirements and funding availability are different for each program, and additional information can be found at the links provided below.

The **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)** provides funding for cleaner, more efficient trucks and buses beginning in late 2020.

<https://www.californiahvip.org>

The **Volkswagen Environmental Mitigation Trust for California** has funding for buses, freight and drayage trucks, freight and marine projects, and zero-emission vehicle infrastructure beginning in the third quarter of 2020.

<https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california>

The **Carl Moyer Program** grants are available through local air districts for heavy-duty on- and off-road equipment.

<https://ww2.arb.ca.gov/our-work/programs/carl-moyer-program-state-reserve>

The **Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program** provides funding through local air districts for agricultural equipment.

<https://ww2.arb.ca.gov/our-work/programs/farmer-program>

The **South Coast Air Quality Management District (SCAQMD)** has funding

for a variety of low-emission vehicles, including school buses, heavy-duty engines, and goods movement operations.

<http://www.aqmd.gov/home/programs>

Air Quality Tip

Assembly Bill (AB) 617 emissions inventories have begun to be reported to CARB. Ensure that your facility’s emissions quantification is not utilizing over-estimating emission factors, but facility-permitted emission limits, source test data, or manufacturer’s data, as available. Visit:

<https://ww2.arb.ca.gov/our-work/programs/criteria-and-toxics-reporting/about>

Upcoming Online EH&S Training Offered by Yorke Engineering – Each Session Is Presented Over 4 Half-Days

- South Coast Air Quality Regulations, Permitting, and Compliance Seminar: Sept. 15, 16, 22, 23, 2020
- California Multi-Media Environmental Regulations: Permitting, Compliance, and Reporting Seminar:
Session 1 – Sept. 29, 30, Oct. 6, 7, 2020
Session 2 – Oct. 26, 27, Nov. 2, 3, 2020
Class Info at: <http://yorkeengr.com/classes>

Upcoming Due Dates for 2020/2021*

- SCAQMD 1110.2 Quarterly 10/15/20
- RECLAIM Quarterly (Cyc. 1 & 2). 10/30/20
- CARB GHG Cap-and-Trade Annual Compliance Surrender 11/1/20
- CARB Off-Road Diesel Compliance for All Fleets, by Fleet Target or BACT 1/1/21
- CARB On-Road HDDVs Must Be Repowered, Retired, or Low-Use..... 1/1/21
 - If > 26,000 GVWR, EMY 2004 or Older
 - If < 26,000 GVWR, EMY 2006 or Older
- SCAQMD 1110.2 Quarterly 1/15/21
- RECLAIM Quarterly (Cycle 2)..... 1/30/21
- CARB On-Road TRUCRS Reporting for Flexibility Options... 1/31/21
- Title V – 500-SAM 2/28/21
- RECLAIM APEP (Cycle 1)..... 3/1/21
- Title V – 500-ACC..... 3/1/21 (Except RECLAIM Cycle 2 8/29/20)
- Title V – Application for Permit Renewal – Due 180 Days Prior to Permit Expiration

**Due dates listed are statutory dates; sometimes dates are extended when on a weekend/holiday.*

REMINDER: RECLAIM FACILITIES AND RULES 1110.2 AND 1100

Permit applications are due by July 1, 2021, for each stationary engine at a Regional Clean Air Incentives Market (RECLAIM) facility that does not meet the nitrogen oxides (NO_x) concentration limits specified in Rule 1110.2 as of November 1, 2019. Stationary engines at RECLAIM facilities must meet the emission limits specified in Rule 1110.2 before December 31, 2023.

WITHDRAWAL OF PROPOSED AMENDMENTS TO REGULATION III

On June 5, 2020, the SCAQMD Governing Board voted to withdraw this year's automatic 2.8% Consumer Price Index (CPI) annual fee increase for fiscal year 2020-2021 due to COVID-19. As a result, the SCAQMD will not increase fees this year that would otherwise be effective starting July 1, 2020.

SCAQMD ADOPTED RULE CHANGES

For full details on changes below, go to: <http://www.aqmd.gov/home/regulations/rules/recent-actions>

▪ Rule 1107: Coatings of Metal Parts and Products

On February 7, 2020, the SCAQMD amended Rule 1107, which contains volatile organic compound (VOC) limits for metal parts and products coating operations. The amendments include removing exemptions for high-performance architectural, vacuum-metalizing, and pretreatment coatings and for electrocoatings. Additionally, the VOC limits for baked metallic and baked camouflage coatings were reduced from 420 grams/liter to 360 grams/liter. The SCAQMD also revised the workplace practices to now require that VOC-containing waste materials and application tools (such as brushes, pads, rags, cloths, etc.) used in the

application of coatings to metal parts and products be stored and disposed in closed containers, unless adding or removing material from the containers. Lastly, the SCAQMD updated the test methods for determining the capture efficiency of emission control systems.

SCAQMD PROPOSED RULE CHANGES

For full details on changes below, go to: <http://www.aqmd.gov/home/regulations/rules/proposed-rules>

▪ Rules 1147, 1147.1, 1147.2: NO_x Reductions from Miscellaneous Sources and Metal Processing Equipment

The SCAQMD is currently conducting cost-effectiveness analyses for initial Best Available Retrofit Control Technology (BARCT) limits identified for different equipment categories under proposed amended Rule 1147 for miscellaneous sources, including ovens, dryers, heaters, furnaces, afterburners, etc. Rulemaking is still in progress, and as a result, the universe of impacted facilities subject to amended Rule 1147 will be determined at a future date.

The SCAQMD started holding Working Group meetings on June 25, 2020, to discuss proposed Rule 1147.1 (previously 1147.3) to be potentially applicable to asphalt, roofing tile, and concrete manufacturing facilities. Next steps include data gathering and site visits to determine applicability, meeting with Working Groups for input, and conducting Best Available Control Technology (BACT) analyses.

Proposed Rule 1147.2 will apply to metal melting and metal heating furnaces. The District is currently recommending that the initial BARCT NO_x

emission limits of 15 parts per million (ppm), which is based on selective catalytic reduction (SCR) control for both metal melting and metal heating furnaces, will only apply to units \geq 20 million British thermal units per hour (MMBtu/hr). The initial BARCT NO_x emission limits of 30 ppm will be based on ultra-low-NO_x burners for all other subcategories of metal melting furnaces. The initial BARCT NO_x emission limits for all other metal heating furnaces will range from 20 to 30 ppm based on the furnace subcategory and will also be based on ultra-low-NO_x burners.

The SCAQMD is continuing to review information from stakeholders and expects the public hearing to be held in the first quarter of 2021. Lastly, the SCAQMD is considering including a provision for a 400-ppm carbon monoxide (CO) limit for all units. The District will discuss cost-effectiveness on initial BARCT emission limits during the next Working Group meeting and start developing the proposed rule language and staff report.

▪ Rules 218, 218.1, 218.2, 218.3: Continuous Emissions Monitoring Systems

The SCAQMD is proposing to introduce two new rules, 218.2 and 218.3, to be applicable to non-RECLAIM and former RECLAIM Continuous Emissions Monitoring Systems (CEMSs). Proposed Rule 218.2 will contain general provisions, and Proposed Rule 218.3 will contain performance specifications. Draft language for Proposed Rule 218.2 was issued in July 2020. The District is expecting to have draft language for Proposed Rule 218.3 in August 2020, with the public hearing proposed to be held in the fourth quarter of 2020.

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 1,150 customers, including a wide variety of industrial facilities and government organizations throughout California.