

# Air Quality Update

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## February 28, 2025 – Bay Area Air District

### CALIFORNIA VEHICLE ELECTRIFICATION

*Updated Notice: On February 18<sup>th</sup>, the Office of Administrative Law (OAL) disapproved the amendments to the California Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) Regulation. On February 26<sup>th</sup>, CARB provided guidance that they will address the issues raised by OAL and resubmit the amended regulation within 120 days. The summary of the revisions below will likely remain in the amended regulation but will not go into effect until approved by OAL.*

In 2006, the California Legislature passed the California Global Warming Solutions Act, Assembly Bill (AB) 32, creating a multi-year roadmap to greenhouse gas (GHG) emissions reduction in California. The first regulation passed under AB 32 to address transportation fuel emissions was the LCFS Program. The LCFS Program is designed to decrease the carbon intensity (CI) of transportation fuel in California. Annual CI benchmarks are lowered each year to encourage providers of transportation fuels to supply a lower-carbon mix. Use of lower CI fuels generates credits that can be sold on the open market. The LCFS Regulation was amended in November 2024 with the following changes:

- Increased the 2030 CI targets from 20% to 30%, with an immediate 5% cut in 2025;
- Extended the program to achieve 90% reduction target by 2045;
- Phased in some limits to bio-methane crediting;
- Reduced credits from electric forklifts;

- Required direct metering for electric forklift credits;
- Required third-party verification to electricity, hydrogen, and other fuels; and
- Expanded zero-emission vehicle (ZEV) infrastructure crediting opportunities.

The full proposed LCFS Regulation language is available at:

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-regulation>

Several additional CARB rules have been enacted to reduce fossil fuel use, including the following:

- **Advanced Clean Trucks (ACT):** This rule is in effect and places ZEV sales requirements on manufacturers of heavy-duty trucks.
- **Advanced Clean Cars II (ACC II):** This legislation is in effect and requires all new passenger cars, pickup trucks, and sport utility vehicles (SUVs) sold in California to be ZEVs by 2035.
- **Zero-Emission Forklift Regulation:** Forklifts using large spark-ignition (LSI) engines are subject to phaseout for zero-emission versions (battery-electric and fuel-cell) starting in 2026.
- **Advanced Clean Fleets (ACF):** **CARB withdrew their request for a U.S. Environmental Protection Agency (U.S. EPA) waiver for ACF for High-Priority or Drayage fleets.** So, CARB is not enforcing the High-Priority and Drayage ACF rules. The ACF State and Local Government Agency (SLGA) rule is in effect and requires medium- and heavy-duty vehicles to start transitioning to zero-emission or near zero-emission technologies.

### Air Quality Tip

*On January 22, 2025, the Bay Area Air District announced the launch of their new name and rebranding. The District issued a press release stating: “To better connect with the public, the agency name is streamlined from Bay Area Air Quality Management District to Bay Area Air District.” To learn more about the new name and rebranding, you can read more on the District’s press release here:*

*<https://www.baaqmd.gov/en/news-and-events/page-resources/2025-news/012225-re-brand>*

### Upcoming Online EH&S Training Offered by Yorke Engineering (3-Hour Sessions)

- Northern California Air Quality Regulations, Permitting, and Compliance Seminar:  
May 6, 7, 13, 14, and 15, 2025  
Class Info at: <http://yorkeengr.com/classes>

### Upcoming Due Dates for 2025\*

- CARB Off-Road DOORS Reporting for All Fleets ..... 3/1
- CARB PERP Reporting: Equip. Units and Low-Use Engines..... 3/1
- CARB Refrigerant Reporting for Medium/Large Systems (≥ 200 lbs).....3/1
- CARB GHG Semiconductor Report .....3/1
- U.S. EPA GHG Report ..... 3/31
- CARB LCFS Q4 Fuel Report ..... 3/31
- CARB ACF Report for SLGA Fleets..... 4/1
- CARB GHG > 25K Metric Tons ..... 4/10
- CARB LCFS Annual Fuel Report .....4/30
- CARB GHG 10-25K Metric Tons and All Electric Retailers ..... 6/1
- CARB Gas-Insulated Equipment GHG Report..... 6/1
- CARB LSI DOORS Reporting for Medium and Large Fleets..... 6/30
- CARB LCFS Q1 Fuel Report ..... 6/30
- 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

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

## BAY AREA AIR DISTRICT ADOPTED BACT/TBACT CHANGES

For full details on changes below, go to: <https://www.baaqmd.gov/en/permits/permitting-manuals/bact-tbact-workbook>

### Bay Area Air District Requires Tier 4-Level Engines as BACT for Small-to Medium-Sized (<1000 hp) Emergency Engines

As of December 2, 2024, any permit application for a diesel emergency standby engine rated 50 brake horsepower (BHP) or greater now triggers Best Available Control Technology (BACT) requirements to meet Tier 4 emissions levels for combustion contaminant emissions of nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), precursor organic compounds (POCs) (non-methane hydrocarbons, or NMHCs), and particulate matter, as set by the U.S. EPA. The BACT and BACT for Toxics (TBACT) requirement is now Tier 4 and is consistent for all standby diesel generators 50 BHP and greater. BACT is required when a source of emissions has the potential to emit 10 or more pounds per day of a pollutant. TBACT is required for sources with an associated cancer risk greater than 1.0 in one million and/or a chronic hazard index greater than 0.20.

There are three ways that an engine may meet Tier 4 standards:

1. Be certified by the U.S. EPA to meet Tier 4 standards;
2. Be packaged by the equipment manufacturer with abatement equipment that brings the emissions levels to Tier 4 standards; or
3. Be a lower-tier engine with aftermarket abatement equipment from a third-party vendor.

All three methods are acceptable; however, additional requirements, such as source testing, may apply if the engine is not certified to Tier 4 standards.

Source testing may be required annually, which is an additional cost that would be incurred by the operator. A retrofitted engine might also require usage restrictions on the hours of operation for maintenance.



This change in BACT/TBACT levels applies to emergency engines, such as those that power backup generators or fire pumps. In cases where the equipment would need to meet National Fire Prevention Act (NFPA) Section 110, Level 1 (direct risk to human life) requirements, such as an engine driving

a fire pump or used for backup generation of medical life-sustaining systems, an auxiliary emissions control device (AECD) may be installed on the Tier 4 engine to allow for the temporary disabling of any emissions controls during a qualified emergency situation. This is permitted per Code of Federal Regulations (CFR) Title 40, Chapter I, covering U.S. EPA and air pollution controls.

When choosing an engine for a project, these new limits should be taken into consideration. Limitations on the availability of smaller (under 75 horsepower) Tier 4 engines for emergency use may require upsizing the engine to meet BACT requirements.

The Bay Area Air District has also provided guidance on how to shorten the permitting time for these types of engines. Based on the engine's proximity to a nearby receptor, location in an Overburdened Community, size, and hours of use, a health risk assessment (HRA) analysis may be avoided or "streamlined." A streamlined HRA would still require public notice if the engine will be located in an Overburdened Community; however, it will shorten the overall permitting time from the typical full HRA.



*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 2,050 customers, including a wide variety of industrial facilities and government organizations throughout California.*