

**BACWA AIR Issues Matrix**

Item	Description	Issues for POTWs	Current Status and Updates	Links	Lead	Next Steps	Effective Date
<b>Current Issues</b>							
<b>Portable Engine Emissions Regulations</b>	Statewide Portable Equipment Registration Program (PERP): Owners or operators of Portable Engines can register their units under the PERP in order to operate their Equipment throughout California without having to obtain individual permits from local Air districts - New Fleet Emission Requirements Effective January 1, 2013	<ul style="list-style-type: none"> <li>- Beginning January 1, 2013 portable diesel engines registered in PERP or operating under air district permits must comply with weighted PM emission fleet averages expressed as grams per brake horsepower-hour (g/bhp-hr)</li> <li>- These requirements are part of the Airborne Toxic Control Measure (ATCM) for diesel PM from portable engines</li> </ul>	<ul style="list-style-type: none"> <li>- The ARB adopted amendments to the PERP that took effect on February 19, 2011</li> <li>- Following are the standards effective January 1, 2013:                             <ol style="list-style-type: none"> <li>1. Engine size 50 to less than 175 hp: Weighted PM fleet average - 0.3 g/bhp-hr</li> <li>2. Engine size 175 to 750 hp: Weighted PM fleet average - 0.15 g/bhp-hr</li> <li>3. Engine size Greater than 750 hp: Weighted fleet average - 0.25 g/bhp-hr</li> </ol> </li> </ul>	<a href="http://www.arb.ca.gov/portable/perp/2013changes.pdf">http://www.arb.ca.gov/portable/perp/2013changes.pdf</a>	Divya Bhargava		January 1, 2013
<b>Fleet Regulations</b>	Heavy Duty Diesel Regulations: initially considered in 2008 and requires fleets that operate in California to reduce diesel truck and bus emissions by retrofitting or replacing existing engines	<ul style="list-style-type: none"> <li>- Retrofitting requirements for fleets</li> <li>- Reporting requirements for specific sizes of fleets</li> <li>- PM and NO<sub>x</sub> requirements for equipment emissions</li> </ul>	<ul style="list-style-type: none"> <li>- Amendments were considered in December 2010 to provide more time for fleets to comply</li> <li>- Amended regulation requires installation of PM retrofits beginning January 1, 2012 and replacement of older trucks starting January 1, 2015</li> <li>- By January 1, 2023, nearly all vehicles would need to have 2010 model year engines or equivalent.</li> </ul>	<a href="http://www.arb.ca.gov/mproport/diesel/diesel.htm">http://www.arb.ca.gov/mproport/diesel/diesel.htm</a>	Divya Bhargava		January 1, 2012
<b>Local Regulations</b>	BAAQMD Regulation 2: Rules 1, 2, 4, & 6: New Source Review and Title V Permitting; Revisions to regulation	<ul style="list-style-type: none"> <li>- Regulations being amended for permitting stationary sources to incorporate recent U.S. EPA mandated requirements for NO<sub>x</sub>, PM<sub>2.5</sub>, and GHG PSD and Title V permitting</li> <li>- Regulation 2 must be consistent with these Federal requirements in order for BAAQMD to issue PSD and New Source Review (NSR) permits; and so BAAQMD can obtain approval of its State Implementation Plan (SIP)</li> </ul>	<ul style="list-style-type: none"> <li>- BAAQMD staff will take the final proposed amendments to Regulation to the Board for approval this summer</li> <li>- The amendments will be fully adopted after they are approved by the California Air Resources Board in December 2012 and the USEPA in 2013 or later</li> </ul>	<a href="http://www.baaqmd.gov/Divisions/PlanningandResearch/RuleDevelopment/Rule-Workshops.aspx">http://www.baaqmd.gov/Divisions/PlanningandResearch/Rule-Workshops.aspx</a>	Divya Bhargava	Adoption of amendments by CARB	
<b>Mandatory Reporting of GHGs / Cap &amp; Trade</b>	CARB's Mandatory Reporting Regulation for Greenhouse Gases: Revisions made to the program to support a greenhouse gas cap-and-trade program and harmonize with U.S. EPA reporting requirements	<ul style="list-style-type: none"> <li>- Revisions include the following:                             <ul style="list-style-type: none"> <li>• Reporting threshold lowered from 25,000 metric tons/year of CO<sub>2</sub> to 10,000 mton/yr of carbon dioxide equivalents (CO<sub>2</sub>e)</li> <li>• Facilities with emissions between 10,000 and 25,000 mton/yr file an abbreviated report and not required to undergo third-party verification</li> <li>• Cogeneration category (&gt; 1 MW power and 2500 mton/yr of emissions) eliminated</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- California's Office of Administrative Law (OAL) approved the Mandatory Reporting of GHG Emissions Regulation on December 14, 2011</li> <li>- Enforcement of CARB's Cap &amp; Trade rule has been deferred from 2012 to 2013</li> <li>- June 1, 2013 is first time reporting for facilities emitting between 10,000 and 25,000 Metric Tons per year</li> <li>- Reporting deadlines for modified mandatory reporting:                             <ol style="list-style-type: none"> <li>1. April 10, 2012: Reports are due for facilities and suppliers of fuels and carbon dioxide, except when subject to Abbreviated Reporting</li> <li>2. June 1, 2012: Reports are due for Electric Power Entities, and current reporters subject to Abbreviated Reporting. Facilities that have not previously reported to CARB do not have to file reports until June 1, 2013 (per Title 17, CCR 95103(a)(7))</li> <li>3. September 1, 2012: Final verification statements due (emissions data and product data)</li> </ol> </li> </ul>	<a href="http://www.arb.ca.gov/cc/reports/ghg-rep.htm">http://www.arb.ca.gov/cc/reports/ghg-rep.htm</a>	Divya Bhargava		January 1, 2012
	CARB's Cap & Trade program	Program requires capping of GHG emissions and reporting of emissions	<ul style="list-style-type: none"> <li>- Cap and trade adopted October 20, 2011</li> <li>- California's OAL approved the Cap &amp; Trade program on December 14, 2011</li> <li>- First cap reduction will begin 2015, with 30% reduction by January 1, 2020</li> <li>- There will be two compliance instrument auctions in August and November 2012</li> </ul>	<a href="http://www.arb.ca.gov/cc/capandtrade/2010/capandtrade10.htm">http://www.arb.ca.gov/cc/capandtrade/2010/capandtrade10.htm</a>	Divya Bhargava	Enforcement of CARB's Cap & Trade rule has been deferred from 2012 to 2013	January 1, 2012
	EPA GHG Mandatory Reporting	Program requires reporting from large emission sources across a range of industry sectors (there are only a few wastewater agencies in California that exceed the 25,000 ton/yr fossil fuel-based emissions threshold)	<ul style="list-style-type: none"> <li>- EPA issued a final rule that extends the deadline for reporting 2010 data to September 30, 2011</li> <li>- On August 22, 2011 EPA opened the electronic GHG reporting tool (e-GGRT) for 2010 GHG reporting</li> <li>- 2010 GHG data released on January 11, 2012 and accessible to public</li> </ul>	<a href="http://www.epa.gov/climatechange/emissions/">http://www.epa.gov/climatechange/emissions/</a>			September 30, 2011
<b>Status of National Ambient Air Quality Standard (NAAQS) for Ground-level Ozone</b>	- Draft created by EPA in 2008, & was focused on developing new anti-smog standards - EPA proposed stricter standards in January 2011, and reconsidered proposed standard in July 2011	<ul style="list-style-type: none"> <li>- May affect current or proposed CARB and BAAQMD regulations of ozone precursors (NO<sub>x</sub>, CO, and VOCs)</li> <li>- Final rule developed by EPA would have established an 8-hour ozone standard of 70 parts per billion (ppb), approximately 7% lower than the 2008 standard of 75 parts per billion</li> </ul>	<ul style="list-style-type: none"> <li>- On September 2, 2011, Statement by the President on the NAAQS for ozone requested that EPA Administrator Lisa Jackson withdraw the Ozone NAAQS draft until further notice</li> <li>- EPA circulated memorandum on September 2 2011, indicating they would soon begin an expedited rulemaking on the implementation of the standards</li> <li>- EPA is due to revisit the ozone standard again in 2013, under the Clean Air Act</li> </ul>	<a href="http://www.epa.gov/glo/actions.html#titles">http://www.epa.gov/glo/actions.html#titles</a>	Divya Bhargava		

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Misc. Equipment Emission Regulations - Boilers, Turbines, Refrigerants, etc.	EPA's new emissions standards for large and small boilers and incinerators that burn solid waste and sewage sludge	<ul style="list-style-type: none"> <li>- New Area Source standards do not apply to boilers that burn only gaseous fuels (including biogas) or solid waste.</li> <li>- New Major Source standards do impact boilers that burn gaseous fuels</li> <li>- Incineration of biosolids (includes biosolids in the definition of solid waste)</li> </ul>	<ul style="list-style-type: none"> <li>- Final rules were published in the Federal Register on March 21, 2011; On May 16, 2011, EPA announced its next step in allowing time to seek and review additional public input on the final standards</li> <li>- On December 2 2011, EPA issued proposed reconsiderations for rules to reduce emissions of air pollutants from existing and new Boilers and major and area source facilities, and from Commercial and Industrial Solid Waste Incinerators (CISWI)</li> <li>- New Boiler MACT rule includes: more differentiated standards that are tailored to new subcategories of sources; modified emission limits for certain pollutants; and additional flexibility with respect to compliance monitoring</li> <li>- On April 19, 2012, EPA issued a notice denying two petitions for reconsideration of its final new source performance standards and emission guidelines for sewage sludge incinerators</li> </ul>	<a href="http://www.epa.gov/airquality/compliance/actions.html#feb11">http://www.epa.gov/airquality/compliance/actions.html#feb11</a>	Divya Bhargava	EPA will plans to finalize rule in Spring 2012	April 2012
	Stationary Refrigerant Management Program Regulation: to reduce GHG emissions from stationary sources	<ul style="list-style-type: none"> <li>- Regulation requires facility registration, leak detection and monitoring, leak repair, retrofit or retirement, and recordkeeping for any facility owner or operator with a stationary, non-residential refrigeration system using more than 50 pounds of a high-GWP refrigerant</li> <li>- This regulation applies only to systems used wholly or in part for refrigeration and process cooling. It does not apply to systems used exclusively for comfort cooling, i.e. air conditioning</li> </ul>	<ul style="list-style-type: none"> <li>- Although this regulation has been adopted, it has not yet been enforced</li> <li>- CARB trying to defer enforcement of this regulation to the local Air Districts, and the Air Districts may either adopt a rule of equivalent emission reduction benefit under local authority, or may enforce Statewide regulation under agreements with the CARB</li> <li>- CARB recently developed a web-based tool for implementing the registration, reporting, and fee payment provisions of this regulation. The online tool is known as the "Refrigerant Registration and Reporting System (RR)</li> </ul>	<a href="http://www.arb.ca.gov/cc/track/eir/track.htm#new">http://www.arb.ca.gov/cc/track/eir/track.htm#new</a>  <a href="http://www.arb.ca.gov/rmp-r3">www.arb.ca.gov/rmp-r3</a>	Divya Bhargava		January 1, 2011
Funding Opportunities	- General funding opportunity tracking for BACWA AIR Members - Includes funding directly for Wastewater projects as well as Water, Alternative Energy, and Energy Efficiency projects that may also be applicable to projects at POTWs  State Water Board's Clean Water State Revolving Fund Program (CWSRF)	<ul style="list-style-type: none"> <li>- Securing funding for much needed projects at member agency sites</li> </ul>	<ul style="list-style-type: none"> <li>- Applications for the CWSRF are being accepted on a continuous basis</li> </ul>	<a href="http://bacwa.org/committees/air-issues-regulations/grant-opportunities">http://bacwa.org/committees/air-issues-regulations/grant-opportunities</a>	Divya Bhargava		Ongoing application accepted
	California Energy Commissions' Loan Funding for Energy Efficiency and Energy Generation Projects Energy Conservation Assistance Act (ECAA) Low Interest Loans	<ul style="list-style-type: none"> <li>- The CWSRF program offers low interest financing agreements for water quality projects. Annually, the program disburses between \$200 and \$300 million to eligible projects</li> </ul>	<ul style="list-style-type: none"> <li>- The California Energy Commission has announced the availability of funds for low-interest loans for energy efficiency and energy generation projects</li> <li>- Approximately \$3.6 million is currently available</li> <li>- The Energy Commission will accept loan applications on a first-come, first-served basis for eligible energy projects from all eligible entities.</li> </ul>	<a href="http://www.swrb.ca.gov/water_issues/programs/grants_loans/srf/index.shtml">http://www.swrb.ca.gov/water_issues/programs/grants_loans/srf/index.shtml</a>  <a href="http://www.energy.ca.gov/efficiency/financing/index.html">http://www.energy.ca.gov/efficiency/financing/index.html</a>	Divya Bhargava		Ongoing application accepted
	California Financing Coordinating Committee Funding Fairs	<ul style="list-style-type: none"> <li>- Free funding fairs at six locations to educate the public about the financial and technical resources available for eligible critical infrastructure projects, including wastewater, solid waste and energy efficiency</li> <li>- The fairs will provide opportunities for public works, local government, and economic development professionals to obtain information about grant, loan and bond financing options that are available</li> </ul>	<ul style="list-style-type: none"> <li>- Fairs occur between March and May in San Diego, Riverside, Fresno, Santa Cruz, Redding, and Sacramento</li> </ul>	<a href="http://cfcc.ca.gov/res/docs/FINAL_2012_CFCC_Flyer2.pdf">http://cfcc.ca.gov/res/docs/FINAL_2012_CFCC_Flyer2.pdf</a>	Divya Bhargava		See flyer in link
Proposed Climate Change Bay Plan Amendment	2011 Carl Moyer Program: grant program that funds the incremental cost of cleaner-than-required engines, equipment, and other sources of air pollution	<ul style="list-style-type: none"> <li>- This program complements California's regulatory program by providing incentives to obtain early or extra emission reductions</li> <li>- Program accelerates the turnover of old highly-polluting engines, speeds the commercialization of advanced emission controls, and reduces air pollution impacts on environmental justice communities.</li> </ul>	<ul style="list-style-type: none"> <li>- State law authorizes the Air Resources Board to revise the Carl Moyer Program Guidelines when necessary to improve the ability of the program to achieve its goals</li> <li>- CARB approved revision to the 2011 Carl Moyer Program cost-effectiveness limit</li> <li>- The cost-effectiveness limit is updated to \$17,080. The capital recovery factors remains unchanged based on a discount rate of 2 percent. The updated cost effectiveness limit can be used by air districts for contracts executed beginning April 1, 2012, and must be used for any contracts executed beginning July 1, 2012</li> </ul>	<a href="http://www.arb.ca.gov/msprog/imp/imp_guidelines/current.htm">http://www.arb.ca.gov/msprog/imp/imp_guidelines/current.htm</a>	Divya Bhargava		July 1, 2012
	- San Francisco Bay Conservation Development Commission (BCDC) Bay Plan Amendment to incorporate the findings of climate change adaptation to protect the Bay environment and essential public infrastructure from the potential impacts of sea level rise	<ul style="list-style-type: none"> <li>- Bay plan amendment talks about protecting critical infrastructure (including wastewater treatment plants) from the impacts to sea level rise</li> </ul>	<ul style="list-style-type: none"> <li>- Public workshops were held on May 19th, June 2<sup>nd</sup>, and September 1<sup>st</sup> 2011, to provide the Commission with the opportunity to directly engage with the representatives from business and environmental communities to better understand their perspectives on the outstanding policy issues, and to allow the public to provide additional input on the draft findings and policies.</li> <li>- BACWA AIR attended the BCDC meeting on May 19<sup>th</sup> and September 1<sup>st</sup>, and submitted a comment letter supporting the language in the Bay Plan Amendment about protecting critical infrastructure.</li> <li>- BCDC approved Bay Plan Amendments on October 6, 2011</li> <li>- The California OAL the Bay Plan amendment on December 22, 2011 and the policies are now in effect under state law</li> </ul>	<a href="http://www.bcde.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml">http://www.bcde.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml</a>	Divya Bhargava		December 22, 2011

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Item	Description	Issues for POTWs	Current Status and Updates	Links	Lead	Next Steps	Effective Date
<b>Past Issues</b>							
<b>Portable Engine Emissions Regulations</b>	<p>- <i>Portable Diesel-Fueled Engines Air Toxic Control Measure (ATCM)</i> for engines rated 50 brake horsepower or greater</p> <p>- <i>CARB's ACTM for Stationary, CI Engines</i>: Amendments made to the program</p> <p>Purpose: to reduce diesel particulate matter (PM) and criteria pollutant emissions from stationary new and in-use diesel-fueled CI engines. Except as provided in sections 93115.3 and 93115.9, this ATCM applies to any person who owns or operates a stationary CI engine &gt; 50 bhp in CA.</p>	<p>- Portable engines may be used on-site at POTWs: An engine moved to more than one location within a facility is portable. It does not have to leave the facility</p> <p>- Emission Limits for New Emergency Standby Engines: requires any new emergency standby engine to meet the 2007 model year or newer emissions limits in the Off-Road Standards, title 13, California Code of Regulations section 2423, for all pollutants.</p> <p>- Tier 4 Emissions Limit and Sell-Through Requirements for Prime Engines: aligns the PM emissions limit for CI engines with the NSPS standard of 0.02 g/bhp-hr. In addition, the amendments align with the NSPS final rule deadlines for installing prime engines from a previous model year</p>	<p>- ATCM became effective February 19, 2011</p> <p>- Requirements for fuels and diesel PM standards</p> <p>- Amendments made to title 17, California Code of Regulations sections 93115 through 93115.15, for Stationary, CI Engines on May 19, 2011</p>	<p><a href="http://www.arb.ca.gov/diesel/beatc.html">http://www.arb.ca.gov/diesel/beatc.html</a></p> <p><a href="http://www.arb.ca.gov/diesel/staibort.htm">http://www.arb.ca.gov/diesel/staibort.htm</a></p>	Divya Bhargava		February 19, 2011
<b>Stationary Engine Emissions Regulations</b>							
<b>Fleet Regulations</b>	<p><i>In-use Off-road Diesel Regulation</i>: Adopted in 2007 to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California</p>	<p>- Subject to diesel-powered off-road vehicles in California with engines with maximum power of 25 horsepower and two-engine vehicles</p> <p>- Regulation does not apply to stationary equipment or portable equipment such as generators</p>	<p>- CARB made amendments to the in-use off-road diesel regulation in December 2010:</p> <ul style="list-style-type: none"> <li>• four year extensions of compliance deadlines</li> <li>• reduction &amp; simplification of annual requirements</li> <li>• making exhaust retrofits no longer mandatory</li> <li>• raising low use threshold to 200 hours (instead of 100)</li> </ul> <p>- On February 11, 2010, ARB issued a delay of the regulation's NOx and PM requirements pending further notice. Reporting, labeling, idling and disclosure requirements are still in effect</p> <p>- Amendments approved and became effective on December 14, 2011</p>	<p><a href="http://www.arb.ca.gov/msdro/gordiesel/orfdiesel.htm">http://www.arb.ca.gov/msdro/gordiesel/orfdiesel.htm</a></p>	Divya Bhargava		December 14, 2011
<b>Misc. Equipment Emission Regulations - Boilers, Turbines, Refrigerants, etc.</b>	<p>BAAGMD Regulation 9, Rule 7: Compliance Extensions: NO<sub>x</sub> and CO from Boilers, Steam Generators &amp; Process Heaters: Changes proposed to regulation</p>	<p>- Various equipment is used on-site for WWTF operations and is also subject to air quality regulation: amendments to compliance dates and options</p>	<p>- Proposed amendments to Regulation 9, Rule 7 adopted on May 4, 2011</p>	<p><a href="http://www.baagmd.gov/psc_itemid-D39A3015-463E-4A0D-9C76-8F7F4D5AED5">http://www.baagmd.gov/psc_itemid-D39A3015-463E-4A0D-9C76-8F7F4D5AED5</a></p>	Divya Bhargava		May 4, 2011