

**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	- 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) - These requirements are part of the Airborne Toxic Control Measure (ATCM) for diesel PM from portable engines	- The ARB adopted amendments to the PERP that took effect on February 19, 2011 - Following are the standards effective January 1, 2013: 1. Engine size 50 to less than 175 hp: Weighted PM fleet average - 0.3 g/bhp-hr 2. Engine size 175 to 750 hp: Weighted PM fleet average - 0.15 g/bhp-hr 3. Engine size Greater than 750 hp: Weighted fleet average - 0.25 g/bhp-hr	<a href="http://www.arb.ca.gov/portable/perp/2013changes.pdf">http://www.arb.ca.gov/portable/perp/2013changes.pdf</a>	Divya Bhargava	Information needs to be reported to CARB by March 1, 2013	March 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	- Retrofitting requirements for fleets - Reporting requirements for specific sizes of fleets - PM and NO <sub>x</sub> requirements for equipment emissions	- Amendments were considered in December 2010 to provide more time for fleets to comply - Amended regulation requires installation of PM retrofits beginning January 1, 2012 and replacement of older trucks starting January 1, 2015 - By January 1, 2023, nearly all vehicles would need to have 2010 model year engines or equivalent.	<a href="http://www.arb.ca.gov/nsr/odp/odt/diesel.html">http://www.arb.ca.gov/nsr/odp/odt/diesel.html</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	- Regulations being amended for permitting stationary sources to incorporate recent U.S. EPA mandated requirements for NO <sub>2</sub> , PM <sub>2.5</sub> , and GHG PSD and Title V permitting - 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)	- Comment period on the proposed amendments ended on June 25th, 2015 - BAAQMD staff will take the final proposed amendments to Regulation to the Board for approval - Staff is currently reviewing and considering all comments received. In addition, staff will continue to confer with the USEPA and CARB regarding the amendments - 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	<a href="http://www.baaqmd.gov/Division/Planning-and-Research/Rule-Development/Rule-Workshops.aspx">http://www.baaqmd.gov/Division/Planning-and-Research/Rule-Development/Rule-Workshops.aspx</a>	Divya Bhargava	Adoption of amendments by CARB	-
<b>Local Regulations</b>	BAAQMD Regulation 3, Fees: CARB has made amendments to this regulation & increased fee revenue in order to allow the District to meet budgetary needs for fiscal year	- Proposed amendments to District's fee Reg. were effective on July 1 - Regulation establishes increased fees to be charged for Hearing Board filings, renewal of permits, costs of environmental documentation, air toxics inventories, equipment registrations, etc.	Increase in fees: - Permits fees for new and modified sources: \$416 (from \$389) - Filing fee to bank emissions: \$416 (from \$389) - Annual fee for Reg. 2 Rule 9: \$1051 (from \$982), not to exceed \$10,515 (from \$9,827) - Hearing Board fees increased for all categories - Excess emissions fees \$2.87 Per Pound (from \$2.63) for air contaminants; \$14.26 Per Pound (from \$13.08) for toxic air contaminants - Major Facility Review fee: \$497 (from \$456) - Equipment Regulation Fee: Diesel Engine: Registration - \$141 (from \$129); Renewal - \$94 (from \$86) Boiler, steam generator or process heater: Registration - \$496 (from \$455); Renewal - \$65 (new)	<a href="http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Regulations/Reg%2003/RG0300_060612.ashx?la=en">http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Regulations/Reg%2003/RG0300_060612.ashx?la=en</a>	Divya Bhargava		July 1, 2012
<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	- Revisions include the following: • 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) • Facilities with emissions between 10,000 and 25,000 mton/yr file an abbreviated report and not required to undergo third-party verification • Cogeneration category (> 1 MW power and 2500 mton/yr of emissions) eliminated	- California's Office of Administrative Law (OAL) approved the Mandatory Reporting of GHG Emissions Regulation on December 14, 2011 - Enforcement of CARB's Cap & Trade rule has been deferred from 2012 to 2013 - June 1, 2013 is first time reporting for facilities emitting between 10,000 and 25,000 Metric Tons per year - Reporting deadlines for modified mandatory reporting: 1. April 10, 2012: Reports are due for facilities and suppliers of fuels and carbon dioxide, except when subject to Abbreviated Reporting 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)) 3. September 1, 2012: Final verification statements due (emissions data and product data)	<a href="http://www.arb.ca.gov/sect/sectreporting/ghg-rep/ghg-rep.htm">http://www.arb.ca.gov/sect/sectreporting/ghg-rep/ghg-rep.htm</a>	Divya Bhargava		January 1, 2012
<b>Mandatory Reporting of GHGs / Cap &amp; Trade</b>	CARB's Cap & Trade program	Program requires capping of GHG emissions and reporting of emissions	- Cap and trade adopted October 20, 2011 - California's OAL approved the Cap & Trade program on December 14, 2011 - First cap reduction will begin 2015, with 30% reduction by January 1, 2020 - There will be two compliance instrument auctions in August and November 2012	<a href="http://www.arb.ca.gov/sect/sectreporting/capandtrade10.capeandtrade10.html">http://www.arb.ca.gov/sect/sectreporting/capandtrade10.capeandtrade10.html</a>	Divya Bhargava	Enforcement of CARB's Cap & Trade rule has been deferred from 2012 to 2013	January 1, 2012
<b>Mandatory Reporting of GHGs / Cap &amp; Trade</b>	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)	- EPA issued a final rule that extends the deadline for reporting 2010 data to September 30, 2011 - On August 22, 2011 EPA opened the electronic GHG reporting tool (e-GGRT) for 2010 GHG reporting - 2010 GHG data released on January 11, 2012 and accessible to public	<a href="http://www.epa.gov/climatechange/emissions/">http://www.epa.gov/climatechange/emissions/</a>			September 30, 2011

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<b>Status of National Ambient Air Quality Standard (NAAQS) for Ground-level Ozone</b>	<ul style="list-style-type: none"> <li>- Draft created by EPA in 2008, &amp; was focused on developing new anti-smog standards</li> <li>- EPA proposed stricter standards in January 2011, and reconsidered proposed standard in July 2011</li> </ul>	<ul style="list-style-type: none"> <li>- May affect current or proposed CARB and BAAQMD regulations of ozone precursors (NOx, 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/oqa/actions.html#fao10s">http://www.epa.gov/oqa/actions.html#fao10s</a>	Divya Bhargava		
<b>Status of National Ambient Air Quality Standard (NAAQS) for PM</b>	<p>EPA's Proposed Clean Air Standards for Particle Pollution: On June 14th, EPA proposed to strengthen the NAAQS for PM<sub>2.5</sub></p>	<p><i>Fine particles:</i></p> <ul style="list-style-type: none"> <li>- Strengthen the annual health standard for fine particles by setting the standard at a level within the range of 12 to 13 µg/m<sup>3</sup>, current annual standard, 15 µg/m<sup>3</sup>, has been in place since 1997</li> <li>- Retain the existing 24-hour fine particle standard, at 35 µg/m<sup>3</sup></li> <li>- Set a separate fine particle standard to improve visibility, primarily in urban areas. EPA is proposing two options for this 24-hour standard, at 30 deciviews or 28 deciviews</li> <li>- Retain existing secondary standards for PM<sub>2.5</sub> and PM<sub>10</sub> identical to primary standards to provide protection against other effects</li> </ul> <p><i>Coarse particles:</i> Retain the existing 24-hour standard of 150 µg/m<sup>3</sup></p>	<ul style="list-style-type: none"> <li>- EPA rule sets a new NAAQS for PM<sub>2.5</sub>, but not emission limits for individual sources</li> <li>- It is up to BAAQMD to develop the emission limits for individual sources so the region will meet the NAAQS. As a result on the pending NAAQS for PM<sub>2.5</sub>, BAAQMD is now regulating PM<sub>2.5</sub> as a criterion pollutant</li> <li>- When BAAQMD revises there NSR, PSD, and PM<sub>2.5</sub> rules this summer, any new source with PM<sub>2.5</sub> emissions over 10 lbs/day will have to install BACT for PM<sub>2.5</sub></li> </ul>	<a href="http://www.epa.gov/air/particulatepollution/actions.html">http://www.epa.gov/air/particulatepollution/actions.html</a>	Divya Bhargava		
<b>Misc. Equipment Emission Regulations - Boilers, Turbines, Refrigerants, etc.</b>	<p>EPA's new emissions standards for large and small boilers and incinerators that burn solid waste and sewage sludge</p>	<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 to finalize rule	2012
	<p>Stationary Refrigerant Management Program Regulation: to reduce GHG emissions from stationary sources</p>	<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>- Requirements for this regulation are phased over time starting with the largest sources</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 (R3)</li> </ul>	<a href="http://www.arb.ca.gov/cc/tracktrack/track.html#new">http://www.arb.ca.gov/cc/tracktrack/track.html#new</a>  <a href="http://www.arb.ca.gov/rmp-r3">www.arb.ca.gov/rmp-r3</a>	Divya Bhargava		January 1, 2011
	<ul style="list-style-type: none"> <li>- General funding opportunity tracking for BACWA AIR Members</li> <li>- 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</li> </ul> <p>State Water Board's Clean Water State Revolving Fund Program (CWSRF)</p>	<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
	<p>California Energy Commissions' Loan Funding for Energy Efficiency and Energy Conservation Projects</p> <p>Energy Conservation Assistance Act (ECAA) Low Interest Loans</p>	<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> <li>- Projects with proven energy and/or capacity savings are eligible, provided they meet the eligibility requirements</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.energy.ca.gov/efficiency/finance/index.html">http://www.energy.ca.gov/efficiency/finance/index.html</a>	Divya Bhargava	Ongoing application accepted	

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<b>Funding Opportunities</b>	<p>2012 Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program): A state funded program that offers grants to owners of heavy-duty vehicles and equipment in order to reduce air pollution emissions from heavy-duty engines</p> <p>Carl Moyer Voucher Incentive Program: provides funding to reduce emissions from on-road heavy-duty diesel trucks</p>	<p>Grants available for projects that:</p> <ul style="list-style-type: none"> <li>- Install particle traps on engines to reduce emissions.</li> <li>- Replace older heavy-duty engines with newer and cleaner engines and add a required particle trap.</li> <li>- Purchase new vehicles or equipment that are cleaner than the law requires.</li> <li>- Replace heavy-duty equipment with electric equipment, and/or</li> <li>- Install electric idling-reduction equipment.</li> </ul> <p><i>Includes off-road equipment, trucks, and locomotives</i></p> <p>- VIP provides a streamlined approach to reduce emissions by replacing existing, high-polluting vehicles with newer, lower-emission vehicles or by installing a Verified Diesel Emission Control Strategy (VDECS or "retrofit")</p> <ul style="list-style-type: none"> <li>- The goal of the voucher program is to provide funding opportunities for fleets with 10 or fewer vehicles to quickly replace or retrofit their older heavy-duty diesel vehicles</li> </ul>	<p>- 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</p> <ul style="list-style-type: none"> <li>- CARB approved revision to the 2011 Carl Moyer Program cost-effectiveness limit</li> <li>- The Air District will start accepting project applications for the Carl Moyer Program Year 14 funding cycle on July 23, 2012</li> <li>- Upto \$10 million available in funding</li> </ul> <p>- Funding is available now</p> <ul style="list-style-type: none"> <li>- Truck owners can get applications from one of the participating dealerships or retrofit installers</li> <li>- Funding available:</li> <ol style="list-style-type: none"> <li>1. Truck replacement grants range from \$10,000 to \$45,000</li> <li>2. Exhaust retrofit grants range from \$5,000 to \$10,000</li> </ol> </ul>	<p><a href="http://www.baaqmd.gov/2sc_item_d-08f9594f-bf34-4a2a-bd38-9a3d0c6ff8f8">http://www.baaqmd.gov/2sc_item_d-08f9594f-bf34-4a2a-bd38-9a3d0c6ff8f8</a></p> <p><a href="http://www.arb.ca.gov/msprog/mo/yer/voucher/voucher.html">http://www.arb.ca.gov/msprog/mo/yer/voucher/voucher.html</a></p>	Divya Bhargava		Ongoing application accepted
<b>Past Issues</b>							
<b>Proposed Climate Change Bay Plan Amendment</b>	<p>- 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</p>	<p>- Bay plan amendment talks about protecting critical infrastructure (including wastewater treatment plants) from the impacts to sea level rise</p>	<p>- Public workshops were held on May 19th, June 2nd, and September 1st 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.</p> <ul style="list-style-type: none"> <li>- BACWA AIR attended the BCDC meeting on May 19th and September 1st, 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>	<p><a href="http://www.bcdc.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml">http://www.bcdc.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml</a></p>	Divya Bhargava		December 22, 2011
<b>Portable Engine Emissions Regulations</b>	<p>- Portable Diesel-Fueled Engines Air Toxic Control Measure (ATCM): for engines rated 50 brake horsepower or greater</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>	<ul style="list-style-type: none"> <li>- ATCM became effective February 19, 2011</li> <li>- Requirements for fuels and diesel PM standards</li> </ul>	<p><a href="http://www.arb.ca.gov/diesel/beatc/mpeatom.htm">http://www.arb.ca.gov/diesel/beatc/mpeatom.htm</a></p>	Divya Bhargava		February 19, 2011
<b>Stationary Engine Emissions Regulations</b>	<p>- CARB's ACTM for Stationary, CI Engines: 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>- 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> <ul style="list-style-type: none"> <li>- Tier 4 Emissions Limit and Self-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</li> </ul>	<ul style="list-style-type: none"> <li>- Amendments made to title 17, California Code of Regulations sections 93115 through 93115.15, for Stationary, CI Engines on May 19, 2011</li> </ul>	<p><a href="http://www.arb.ca.gov/diesel/statdgt.htm">http://www.arb.ca.gov/diesel/statdgt.htm</a></p>	Divya Bhargava		May 19, 2011
<b>Fleet Regulations</b>	<p>- In-use Off-road Diesel Regulation: 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>	<ul style="list-style-type: none"> <li>- Subject to diesel-powered off-road vehicles in California with engines with maximum power of 25 horsepower and two-engine vehicles</li> <li>- Regulation does not apply to stationary equipment or portable equipment such as generators</li> </ul>	<ul style="list-style-type: none"> <li>- CARB made amendments to the in-use off-road diesel regulation in December 2010: <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> </li> <li>- 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</li> <li>- Amendments approved and became effective on December 14, 2011</li> </ul>	<p><a href="http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm">http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm</a></p>	Divya Bhargava		December 14, 2011
<b>Misc. Equipment Emission Regulations - Boilers, Turbines, Refrigerants, etc.</b>	<p>BAAQMD Regulation 9, Rule 7: Compliance Extensions: NOx, 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>	<ul style="list-style-type: none"> <li>- Proposed amendments to Regulation 9, Rule 7 adopted on May 4, 2011</li> </ul>	<p><a href="http://www.baaqmd.gov/2sc_item_d-D39A3015-453E-4A0D-9C76-6F7F-4DA5AED5">http://www.baaqmd.gov/2sc_item_d-D39A3015-453E-4A0D-9C76-6F7F-4DA5AED5</a></p>	Divya Bhargava		May 4, 2011