

BACWA AIR Issues Matrix

Item	Description	Issues for POTWs	Current Status and Updates	Links	Lead	Next Steps	Effective Date
Current Issues							
Portable Engine Emissions Regulations	<i>California Air Resources Board's (CARB) Portable Equipment Registration Program (PERP):</i> allows owners of registered, portable engines to operate their equipment throughout California without having to obtain individual permits. Registered equipment is required to comply with the Portable Airborne Toxic Control Measure (ATCM) regulation.	<ul style="list-style-type: none"> - Portable diesel engines registered with PERP or operating under local permits must comply with a weighted fleet average particulate matter (PM) emission rate. The PM emission rate took effect January 2013 and becomes more stringent in 2017 and 2020. - Portable engines (engines moved to more than one location) may be used on-site at Publicly Owned Treatment Works (POTWs). - Portable equipment is exempt from recordkeeping / reporting requirements if it meets the criteria in Title 17, California Code of Regulations (CCR), Section 93116.4(a). - Exempt equipment is still required to be included in the compliance statement although it does not contribute towards the fleet average PM emission rate. 	<ul style="list-style-type: none"> - CARB adopted amendments to the PERP that took effect February 19, 2011. - Weighted PM fleet emission rates currently effective: <ol style="list-style-type: none"> 1. Engine size 50 to less than 175 horsepower (hp): 0.3 grams per brake horsepower-hour (g/bhp-hr) 2. Engine size 175 to 750 hp: 0.15 g/bhp-hr 3. Engine size greater than 750 hp: 0.25 g/bhp-hr - Weighted PM fleet emission rates effective January 1, 2017: <ol style="list-style-type: none"> 1. Engine size 50 to less than 175 hp: 0.18 g/bhp-hr 2. Engine size 175 to 750 hp: 0.08 g/bhp-hr 3. Engine size greater than 750 hp: 0.08 g/bhp-hr 	http://www.arb.ca.gov/portable/portable.htm	Elyse Engel	Next compliance reporting date is March 1, 2017.	March 1, 2017
GHGs / Cap & Trade	<i>CARB's Mandatory Reporting Regulation for Greenhouse Gases (GHGs):</i> revisions made to the program to support a GHG cap-and-trade program and harmonize with U.S. Environmental Protection Agency (USEPA) reporting requirements.	<ul style="list-style-type: none"> - Approved revisions include the following: <ol style="list-style-type: none"> 1. Reporting threshold lowered from 25,000 metric tons per year of carbon dioxide (CO2) to 10,000 metric tons per year of carbon dioxide equivalents (CO2e). 2. Facilities with emissions between 10,000 and 25,000 metric tons per year must file an abbreviated report and are not required to undergo third-party verification. 3. Removed the cogeneration category. 4. Municipal Wastewater Treatment Plants (WWTPs) are not required to report fugitive or process emissions. - Currently proposed revisions include the following: <ol style="list-style-type: none"> 1. Exempt steam and waste heat emissions for facilities that would not be in the cap-and-trade program "but for" their investment in combined heat and power. 2. Exempt emissions from waste-to-energy facilities. 3. Facilities emitting greater than 25,000 metric tons per year (including biogenic emissions) must maintain a GHG Monitoring Plan. 4. Technical corrections to align with the USEPA's GHG Reporting Rule: <ol style="list-style-type: none"> a) revise methane (CH4) global warming potential (GWP) to 25 from 21 and b) revise nitrous oxide (N2O) GWP to 298 from 310. 5. Provides calculation methodology for hydrogen fuel cells. 6. Allows the use of Tier 1 or Tier 2 for estimating biogas emissions when mixed with fossil fuels. 7. Adds renewable diesel as a reportable biomass-derived transportation fuel. 8. Clarify reporting applicability for facilities that produce and deliver transportation biofuels outside the bulk terminal/transfer system. 	<ul style="list-style-type: none"> - September 3, 2014 was the deadline for final verification statements for all GHG reports, except for when the facility is subject to abbreviated reporting or when the facility emits < 25,000 metric tons per year but includes a categorical operation that requires full reporting. - A hearing will be held on December 18, 2014 to discuss proposed revisions. 	http://www.arb.ca.gov/cc/reporting/ghg-rep/ghg-rep.htm	Elyse Engel	Through December 2014, CARB will consider proposed amendments to the GHG Reporting and Cap-and-Trade regulations for adoption.	January 1, 2015, if approved
GHGs / Cap & Trade	<i>CARB's Cap and Trade Program:</i> requires capping of GHG emissions and reporting of emissions.	<ul style="list-style-type: none"> - Under the cap-and-trade program, the first cap reduction will begin in 2015 with a 30 percent reduction achieved by January 1, 2020. - CARB uses the Compliance Instrument Tracking System Service (CITSS) to manage and track accounts and compliance instruments (allowances and offsets) issued through the cap-and-trade program. - Allowance auctions are held quarterly. 	<ul style="list-style-type: none"> - 2014 Proposed amendments released on October 2, 2014. Public comments under review. - CARB and Quebec conducted a practice joint auction in August 2014 and will hold the first official joint auction in November 2014. 	http://www.arb.ca.gov/regact/2014/capandtrade14/capantrade14.htm	Randy Schmidt	Through December 2014, CARB will consider proposed amendments to the GHG Reporting and Cap-and-Trade regulations for adoption.	January 1, 2015, if approved
GHGs / Cap & Trade	<i>Assembly Bill (AB) 32 Scoping Plan 2013 Update:</i> AB 32 is California's approach to reduce GHG emissions to 1990 levels by 2020. The Scoping Plan requires updates every five years.	<ul style="list-style-type: none"> - Comments urge CARB to take the following actions: <ol style="list-style-type: none"> 1. Energy: Develop necessary incentives, which address long-term risks to public agencies and reduce cost and regulatory barriers, to increase the production and use of biogas at POTWs. 2. Transportation: Identify opportunities and barriers to installing on-site facilities for direct energy production from biogas and/or conversion of biogas to transportation fuel. 3. Agriculture: Include land application of biosolids as a type of carbon storage. 4. Water: Identify barriers and determine options for pushing water-related goals forward; goals include POTWs as renewable energy providers, suppliers of a sustainable water supply, and suppliers of a marketable renewable organic fertilizer/soil amendment product. 	<ul style="list-style-type: none"> - CWCCG submitted comments on August 5, 2013. - First update to Scoping Plan made in May 2014: <ol style="list-style-type: none"> 1. Identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. 2. Defines CARB's climate change priorities for the next five years. 3. Sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. 4. Highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. 5. Evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. 	http://www.arb.ca.gov/cc/scopingplan/document/update/dscopingplan2013.htm	Marilu Corona	None. The next update will occur in 2018.	N/A
GHGs / Cap & Trade	<i>Bay Area Air Quality Management District (BAAQMD) Climate Protection Strategy Resolution:</i> has set a regional GHG reduction goal and has initiated a regional climate protection planning process.	<ul style="list-style-type: none"> - Regional Climate Protection Planning Process calls for collaboration with local agencies and uses the 2010 Clean Air Plan update as a framework. - GHG emissions will be monitored. Requirements and monitoring processes will be determined throughout the aforementioned Planning Process. - Funding opportunities will become available. Amounts and eligibility not yet determined. 	<ul style="list-style-type: none"> - Regional Goal is to reduce GHGs 80% below 1990 levels by 2050. - In April 2014, BAAQMD approved a 10-point Climate Action Work Program to guide climate protection activities in the near-term. - BACWA AIR submitted feedback to the Climate Action Work Program on June 6, 2014. Feedback included: <ol style="list-style-type: none"> 1. Nutrient removal contributing to increased GHG emissions 2. Conflicts between air quality regulations pushing POTWs to flare biogas and GHG regulations encouraging POTWs to increase the use of biogas 3. Encouraging incentives for green infrastructure 	http://www.baaqmd.gov/Divisions/Planning-and-Research/Climate-Protection/Program.aspx	Marilu Corona	BAAQMD is currently soliciting input and ideas regarding the Climate Action Work Plan and conducting an analysis to identify gaps in current policies.	Fall 2014 and Spring 2015
Status of National Ambient Air Quality Standard (NAAQS) for Ground-level Ozone	<i>USEPA's Proposed Revisions to National Standards for Ground-Level Ozone:</i> proposes to strengthen the NAAQS for ground-level ozone, which is a primary component of smog.	<ul style="list-style-type: none"> - Standards may affect current or proposed CARB and BAAQMD regulations of ozone precursors (oxides of nitrogen [NOx], carbon monoxide [CO], and volatile organic compounds [VOCs]). - The rule proposes an 8-hour ozone standard of 70 parts per billion (ppb), which is approximately 7 percent lower than the 2008 standard of 75 ppb. 	<ul style="list-style-type: none"> - On September 2, 2011, the President requested that the USEPA withdraw the draft Ozone NAAQS until further notice. - USEPA circulated a memorandum on September 2, 2011 indicating that they would soon begin an expedited rulemaking on the implementation of the standards. - USEPA is conducting an ongoing 5-year review of the updated science contributing to the ozone standards. 	http://www.epa.gov/glo/actions.html#an10s	Jim Sandoval	USEPA will complete the 5-year review of the updated science.	N/A

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NSR and Title V Permitting	<i>BAAQMD Regulation 2, Rules 1, 2, 4, and 6:</i> revises the New Source Review (NSR) and Title V Permitting regulations to make consistent with recent USEPA requirements. Regulation 2 must be consistent with USEPA requirements in order for BAAQMD to issue Prevention of Significant Deterioration (PSD) and NSR permits.	- Key modifications to the regulations include: 1. Lists PM with an aerodynamic diameter equal to or less than 2.5 microns (PM2.5) as a criterion pollutant, requiring Best Available Control Technology (BACT) for any new or modified project with PM2.5 emissions greater than 10 pounds per day. 2. Lists ammonia (NH3) as a precursor to PM2.5, requiring NH3 to be regulated as both a Toxic Air Contaminant and a PM2.5 precursor. 3. Classifies a "modification" (for comparison to the threshold of 10 pounds per day) based on the worst-case difference between a) the current potential-to-emit (PTE) to the future PTE or b) the current actual emissions to the future PTE.	- BAAQMD adopted the Rule 4 amendments on December 19, 2012. - USEPA is expected to approve the amendments although no expected approval date is available. Amendments are not effective without obtaining USEPA approval.	http://www.baaqmd.gov/Divisions/Engineering/Proposed-Reg-2-Changes.aspx	Jim Sandoval	Amendments to be approved.	N/A
Biomethane Standards	<i>Office of Environmental Health Hazard Assessment's (OEHHA) Biomethane Standards:</i> OEHHA, together with CARB, is required to develop biomethane standards pursuant to AB 1900. These standards are likely to only affect suppliers or pipeline injectors of biogas.	- In general, it is financially challenging for POTWs to utilize the benefits of AB 1900. Greatest issue of relevance is where funding for interconnection projects will come from. - OEHHA is tasked with: 1. Compiling a list of constituents of concern (COCs) in biogas that could pose a health risk and are at levels that significantly exceed the COC concentrations in natural gas. 2. Determine health protective levels for these COCs. - CARB is tasked with: 1. Developing realistic exposure scenarios and identifying the associated health risk to utility workers and gas end-users. 2. Determining the concentrations of these COCs in biogas necessary to protect public health. 3. Identifying monitoring, testing, reporting, and recordkeeping requirements necessary to ensure that health protective levels are maintained.	- Report summarizing OEHHA and CARB's recommendations was released May 15, 2013. These recommendations were revised in November 2014. - Final standards have not yet been released; no expected date published.	http://www.arb.ca.gov/energy/biogas/biogas.htm	Jim Sandoval	Final standards to be released.	N/A
	<i>State Water Board's Clean Water State Revolving Fund (CWSRF) Program:</i> provides funding for eligible infrastructure projects.	- The CWSRF Program offers low interest financing agreements for water quality projects. - Annually, the CWSRF Program disburses between \$200 and \$300 million to eligible projects.	- Applications for the CWSRF Program are being accepted on a continuous basis. - Eligible projects include Wastewater Treatment Facility Construction Projects, local sewers, etc.	http://www.swrcb.ca.gov/water_issues/programs/grants_loans/srf/index.shtml	Elyse Engel	Submit applications if interested. Webinars hosted throughout Fall 2014.	Ongoing application accepted
	<i>California Energy Commission's (CEC) Electric Program Investment Charge Funding:</i> electricity innovation funding for applied research and development, technology demonstration and deployment, and market facilitation to create new energy solutions, foster regional innovation, and bring clean energy ideas to the marketplace.	- PON-14-307: Demonstrating Clean Energy Solutions that Support California's Industries, the Environment, and the Electrical Grid: Projects that use community scale generators, including combined heat and power and renewable generation technologies, or innovative energy management strategies to facilitate the integration of intermittent renewable energy and the reduction of peak power and energy demands. - PON-14-602: Biofuels Early & Pre-Commercial Technology Development: Biofuel projects that focus on increasing yields, productivity, or cost-effectiveness in biofuel production or projects that produce biofuels and/or projects that produce and/or use biomass feedstocks for the eventual production of biofuels. - PON-14-603: Zero Emission Vehicle (ZEV) Readiness: New and existing planning efforts for plug-in electric vehicles and fuel cell electric vehicles infrastructure.	See website for pre-application workshop presentations and addendums.	http://www.energy.ca.gov/contracts/	Marilu Corona	Submit applications if interested. Webinars hosted throughout Fall 2014.	- PON-14-307: applications due January 6, 2015 - PON-14-602: proposals due December 17, 2014; applications due March 26, 2015 - PON-14-603: applications due December 2, 2014
	<i>Carl Moyer Program:</i> makes \$15 million available for projects that reduce air emissions from local heavy/medium-duty engines.	- Provides funding of clean air projects involving a wide variety of vehicles and equipment for the following types of projects: repower, retrofit, new purchases, fleet modernization or equipment replacement, or vehicle retirement.	- Eligibility: Grants cannot be used for projects currently required by law and are only available for projects that install verified emission control devices, replace older engines/equipment with newer and cleaner engines/equipment, purchase new equipment cleaner than required, or install electric idling-reduction equipment.	http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm	Marilu Corona	Submit applications if interested.	Ongoing application accepted
	<i>Carl Moyer Program: On-Road Heavy-Duty Voucher Incentive Program (VIP):</i> makes \$3 million available for the BAAQMD to replace or retrofit 2002 and older heavy-duty diesel vehicles earlier than would have been expected through normal attrition or by regulation.	- Supports POTWs to replace or retrofit 2002 and older heavy-duty diesel vehicles. - Allows funding opportunities for small fleets (10 or less heavy-duty diesel vehicles) to: replace older heavy-duty diesel vehicles with cleaner diesel vehicles (2008 or newer with approved engines) or reduce emissions from Class 6 (GVWR 19,501 - 26,000 lbs) with a Verified Diesel Emission Control Strategy (VDECS), also known as a retrofit.	- Eligibility: Eligible fleets are less than 10 vehicles in size; vehicles must have a gross vehicle weight rating (GVWR) > 14,000 pounds. - Offers up to \$45,000 towards purchase of new vehicles and up to \$10,000 for purchase/installation of retrofit devices.	http://airquality.org/mobile/moveronroadvip/	Marilu Corona	Submit applications if interested.	Ongoing application accepted
Funding Opportunities	<i>CARB's Truck Loan Assistance Program:</i> helps small business fleet owners finance truck upgrades required under CARB's In-Use Truck and Bus Regulation by helping them purchase cleaner trucks, exhaust retrofits, and truck efficiency upgrades.	- Loan opportunities to on-road heavy-duty fleet owners subject to Statewide In-Use Truck and Bus Regulations. - Loans may only be used to purchase (not refinance) on-road diesel-powered heavy-duty trucks and equipment. - Eligible purchases with loan proceeds include: 1. Used and new tractors equipped with 2007 – 2009 model year engines certified to engine emission standards of 1.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM or cleaner 2. Tractors equipped with 2010 and later model year engines CARB-certified to 2010 and later model year emission standards 3. CARB-verified diesel emission control devices (exhaust retrofits)	- Eligibility: 1. Applicant must be a small business - 100 or fewer employees and less than \$10 million in annual revenue (averaged over three years) 2. Fleet must operate in California a minimum of 51% of total mileage 3. Applicant must have a fleet of 10 or fewer heavy-duty trucks.	http://www.arb.ca.gov/msprog/truckstop/funding/loans_fa.htm	Marilu Corona	Submit applications if interested.	Ongoing application accepted

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	<i>Hybrid & Zero-Emission Truck & Bus Voucher Incentive Project:</i> vouchers available to help California fleets purchase hybrid and zero-emission trucks and buses.	POTWs can now receive vouchers up to \$110,000 toward the purchase of any zero-emission truck or bus.	- Eligibility: Fleets can order as many as 200 vouchers, with a limit of one voucher per vehicle. Vouchers can only be applied to heavy- and medium-duty vehicles. - Over \$5.5 million in funding currently available.	http://www.californiahvip.org/default.aspx	Marilu Corona	Submit applications if interested.	Ongoing application accepted
	<i>GHG Reduction Organics Grant Program:</i> offers \$4.7 million in FY 2014/2015 to provide financial incentives for capital investments in composting/anaerobic digestion infrastructure and recycling manufacturing facilities that will result in reduced GHG emissions.	Grants are targeted to build or expand organics infrastructure, such as composting and anaerobic digestion, or reduce food waste in California.	- Eligibility: WWTFs are eligible for funding. Project must demonstrate permanent, measurable reductions in GHG emissions and increased waste quantities diverted from landfills.	http://www.calrecycle.ca.gov/Climate/GrantsLoans/	Marilu Corona	Submit applications if interested.	Applications due December 1, 2014
	<i>CEC's Energy Efficiency Funding:</i> provides loan funding for energy efficiency and energy generation projects through the Energy Conservation Assistance Act (ECAA).	The CEC has announced the availability of approximately \$3.6 million funds for low-interest loans for energy efficiency and energy generation projects.	- The CEC will accept loan applications on a first-come, first-serve basis. - Projects with proven energy and/or capacity savings are eligible, provided they meet the eligibility requirements.	http://www.energy.ca.gov/efficiency/financing/index.html	Elyse Engel	Submit applications if interested.	Ongoing application accepted
	<i>CEC's Energy Partnership Program:</i> to perform energy audits to identify energy-efficiency improvements for existing facilities.	- Provides up to \$20,000 of technical assistance to: 1. Identify energy-related projects for implementation. 2. Identify state loans to get projects funded for installation.	- Applications are continuously accepted on a first-come, first-serve basis. - Funding is available to both water and wastewater utilities.	http://www.energy.ca.gov/efficiency/partnership/	Elyse Engel	Submit applications if interested.	Ongoing application accepted
	<i>CARB's Clean Vehicle Rebate Project (CVRP):</i> designed to accelerate the number of ultra-clean vehicles sold in California and help establish a sustainable market.	- CVRP offers rebates funding for zero-emission and plug-in hybrid electric vehicles purchased or leased, as follows: 1. \$5,000 per hydrogen fuel cell vehicle 2. \$2,500 per battery electric vehicle 3. \$1,500 per plug-in hybrid electric vehicle	- \$116 million in funding is available through 2015 on a first-come, first-serve basis.	http://energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project	Elyse Engel	Submit applications if interested.	Ongoing application accepted

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Status of NAAQS for PM	<i>USEPA's Proposed Clean Air Standards for Particle Pollution:</i> regulations amended strengthen the NAAQS for PM2.5.	Adopted revisions: - Strengthen the annual health standard for PM2.5 by lowering the annual standard to 12 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) from 15 $\mu\text{g}/\text{m}^3$. - Set a separate PM2.5 standard to improve visibility, primarily in urban areas. USEPA is proposing two options for this 24-hour standard, at 30 deciviews or 28 deciviews.	- USEPA regulation set a new NAAQS for PM2.5, but not emission limits for individual sources. - As a result of this regulation, BAAQMD revised its NSR and PSD regulations to regulate PM2.5 as a criteria pollutant. - Final regulation was published in the Federal Register on January 15, 2013. - On April 25, 2014, USEPA set December 31, 2014 as the deadline for states to submit remaining implementation plan requirements.	http://www.epa.gov/air/particlepollution/actions.html	Jim Sandoval	January 15, 2013
Climate Change Bay Plan Amendment	<i>San Francisco Bay Conservation Development Commission (BCDC) Bay Plan Amendment:</i> incorporates the findings of climate change adaptation to protect the Bay environment and essential public infrastructure from the potential impacts of sea level rise.	- Bay Plan Amendment talks about protecting critical infrastructure (including wastewater treatment plants) from the impacts to sea level rise.	- Workshops were held in 2011 to provide the BCDC with the opportunity to directly engage with representatives from business and environmental communities to better understand their perspectives on outstanding policy issues and to allow the public to provide additional input on the draft findings and policies. - BACWA AIR attended some of the BCDC meetings and submitted a comment letter supporting the language in the Bay Plan Amendment about protecting critical infrastructure. - BCDC approved Bay Plan Amendments on October 6, 2011. - The California Office of Administrative Law (OAL) approved the Bay Plan Amendment on December 22, 2011. The policies are now in effect.	http://www.bcdc.ca.gov/proposed_bay_plan/bp_amend_1-08.shtml	Jim Sandoval	December 22, 2011
PSD and Title V Permitting	<i>GHG Tailoring Rule:</i> subjected new projects that emit GHG pollutants above certain threshold levels to PSD and Title V permitting.	Rule, as written, would have required facilities to obtain Title V and PSD permits even if the facility did not emit criteria pollutants above the applicable thresholds.	- June 24th U.S. Supreme Court ruling: 1. Affirmed USEPA's ability to regulate GHG emissions 2. Found key aspects of the GHG Tailoring Rule to be improper. - GHG Tailoring Rule Findings: 1. GHG emissions alone cannot trigger PSD or Title V requirements. 2. If criteria pollutant emissions trigger PSD or Title V requirements, USEPA can require a technical evaluation of GHG reduction options. - Next steps: 1. USEPA will propose an amended regulation. 2. States may re-write regulations to remove the GHG emissions trigger.	http://www.cadc.uscourts.gov/internet/opinions.nsf/F523FF1F29C06ECA85257BA6005397B5/\$file/11-1101-1446222.pdf	Marilu Corona	June 24, 2014
Fleet Regulations	<i>Heavy-Duty Diesel Regulations:</i> initially considered in 2008 and requires fleets that operate in California to reduce diesel truck and bus emissions by retrofitting or replacing existing engines.	- Rule establishes: 1. Retrofitting requirements for fleets. 2. Reporting requirements for specific sizes of fleets. 3. PM and NOx 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.	http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm	Jim Sandoval	January 1, 2012
	<i>In-use Off-road Diesel Regulation:</i> adopted in 2007 to reduce diesel PM and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California.	- Regulations apply to diesel-powered off-road vehicles in California with engines with a maximum power rating of 25 hp and two-engine vehicles. - Regulation does not apply to stationary equipment or portable equipment, such as generators.	- CARB made amendments to the in-use off-road diesel regulation in December 2010 which: 1. Extended compliance deadlines by four years 2. Reduced and simplified the annual requirements 3. Removed exhaust retrofits as mandatory 4. Raised the low-use threshold to 200 hours (instead of 100) - On February 11, 2010, CARB issued a delay of the regulation's NOx and PM requirements pending further notice. Reporting, labeling, idling and disclosure requirements are still in effect. - Amendments were approved and became effective on December 14, 2011.	http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm	Jim Sandoval	December 14, 2011
	<i>California Smog Check Program (SCP):</i> Publicly-owned diesel vehicles with government license plates are not necessarily exempt from the SCP.	Smog check requirement updates to diesel or gasoline vehicles. See flow chart for effect to POTW fleet requirements in AIR Committee Meeting Summaries.	- Biennial Smog Checks are required for diesel vehicles if: 1. Engine is > 4 years old 2. GVWR < 14,000 lbs 3. Vehicle is based in one of the following BAAQMD counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, or Solano - Smog Checks are not required for diesel vehicles older than 1976. - All publicly-owned gasoline vehicles are required to obtain biennial smog checks unless the engine is < 6 years old or has a model year > 1976 or the vehicle is a two cylinder or off-highway vehicle.	http://www.dmv.ca.gov/pubs/reg_hdbk/ch10/ch10_7.htm	Marilu Corona	2013
Portable Engine Emissions Regulations	<i>Portable Diesel-Fueled Engines ATCM:</i> for engines rated 50 brake horsepower (bhp) or greater.	- 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 to be considered portable.	- ATCM became effective February 19, 2011. - Requirements for fuels and diesel PM standards.	http://www.arb.ca.gov/diesel/peatcm/peatcm.htm	Jim Sandoval	February 19, 2011
Stationary Engine Emissions Regulations	<i>CARB's ATCM for Stationary, Compression Ignition (CI) Engines:</i> amends the program to reduce diesel 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 with a power rating greater than 50 bhp in California.	- 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, CCR, Section 2423) for all pollutants. - Tier 4 Emissions Limit and Sell-Through Requirements for Prime Engines: aligns the PM emissions limit for CI engines with the New Source Performance Standard (NSPS) of 0.02 g/bhp-hr. In addition, the amendments align with the NSPS deadlines for installing prime engines from a previous model year.	- Amendments made to Title 17, CCR, Sections 93115 through 93115.15 for Stationary, CI Engines on May 19, 2011.	http://www.arb.ca.gov/diesel/statport.htm	Jim Sandoval	May 19, 2011

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Misc. Equipment Emission Regulations - Boilers, Turbines, Refrigerants, etc.	<i>BAAQMD Regulation 9, Rule 7</i> , Compliance Extensions: amends regulation regarding NOx and CO emitted from Boilers, Steam Generators, and Process Heaters.	- Various equipment is used on-site for WWTF operations and is also subject to air quality regulations (refer to the amended compliance dates and options).	- Amendments to Regulation 9, Rule 7 were adopted on May 4, 2011.	http://www.baaqmd.gov/?sc_itemid=D39A3015-453E-4A0D-9C76-6F7F4DA5AED5	Jim Sandoval	May 4, 2011
	<i>CARB's Stationary Refrigerant Management Program Regulation</i> : intended to reduce GHG emissions from facilities with non-residential refrigeration systems.	- 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 containing more than 50 pounds of a high-GWP refrigerant. - 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).	- Small Facilities (system contains 200 pounds or less of refrigerants): Must file an annual report by March 1, 2016; this will be the first reporting period for small facilities. - Medium Facilities (system contains 200 - 1,999 pounds of refrigerants): Must file an annual report by March 1 of each year. - Large Facilities (system contains 2,000 pounds or more of refrigerants): Must file an annual report by March 1 of each year. - The Refrigerant Registration and Reporting System (R3) tool may be used to enter registration, leak inspection, leak repair, and maintenance information during the year.	http://www.arb.ca.gov/cc/rmp/rmp.htm	Jim Sandoval	January 1, 2011
	<i>USEPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) for Reciprocating Internal Combustion Engines (RICE)</i> : provides compliance requirements for a variety of engine categories.	- NESHAPs apply to all engine sizes not used for local reliability. - NESHAPs do not apply to existing emergency engines used or obligated to be available up to 15 hours per year for emergency demand response. - Biodiesel-fired engines must adhere to the CI engine requirements. - Engines fired with a digester gas/natural gas fuel blend must adhere to the digester gas-fired engine requirements if digester gas makes up more than 10 percent of the fuel blend, and the spark ignition engine requirements if digester gas makes up less than 10 percent of the fuel blend.	- USEPA issued final regulations on January 14, 2013.	http://www.epa.gov/ttn/atw/iengines/index.html	Jim Sandoval	April 1, 2013
	<i>USEPA's New Emissions Standards for Large and Small Boilers and Incinerators that Burn Solid Waste and Sewage Sludge</i> : standards to achieve extensive published health protections by reducing toxic air pollution, while addressing concerns raised by industry and labor groups.	- New Area Source standards do not apply to boilers that burn only gaseous fuels (including biogas) or solid waste. - New Major Source standards do impact boilers that burn gaseous fuels. - Regulations apply to the incineration of biosolids, as they are included in the definition of solid waste.	- USEPA issued final changes to the Clean Air Act standards for major and area source boilers and commercial/industrial solid waste incinerators (CISWI) on December 20, 2012. - Final Emission Standards for Area Source Industrial, Commercial, and Institutional Boilers were published in the Federal Register on February 1, 2013. - Final Emission Standards for Major Source Industrial, Commercial, and Institutional Boilers and Process Heaters were published in the Federal Register on January 31, 2013. - Final Emission Standards for CISWI were published in the Federal Register on February 7, 2013.	http://www.epa.gov/airquality/combustion/actions.html#feb11	Jim Sandoval	February 7, 2013