

C O U N C I L C O M M U N I C A T I O N

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TO: THE CITY COUNCIL
FROM: THE CITY MANAGER'S OFFICE

COUNCIL MEETING DATE:
NOVEMBER 2, 1988

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SUBJECT: UPDATE ON 1985/86 AIR QUALITY POLLUTIGN CONTROL REPORT BY REPRESENTATIVES OF
 THE SAN JOAQUIN LOCAL HEALTH DISTRICT, ENVIRONMENTAL HEALTH DIVISION
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A representative of the San Joaquin Local Health District has requested time OR the November 2, 1988 City Council Agenda to present an update on the 1985/86 Air Quality Pollution Control Report.

Lockmir Grewal, Director of Air Pollution, will be making the presentation which is estimated to be 30 minutes in length,

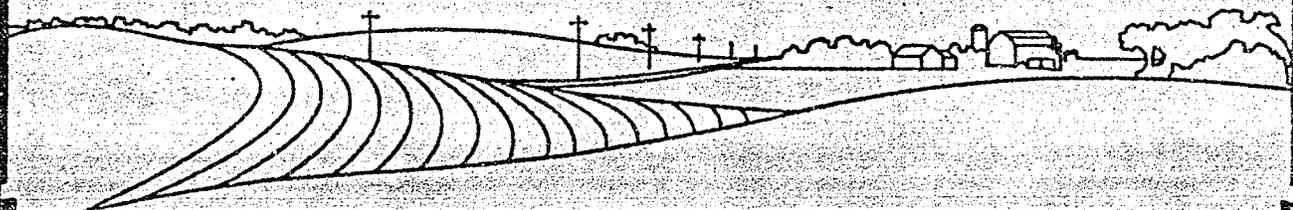
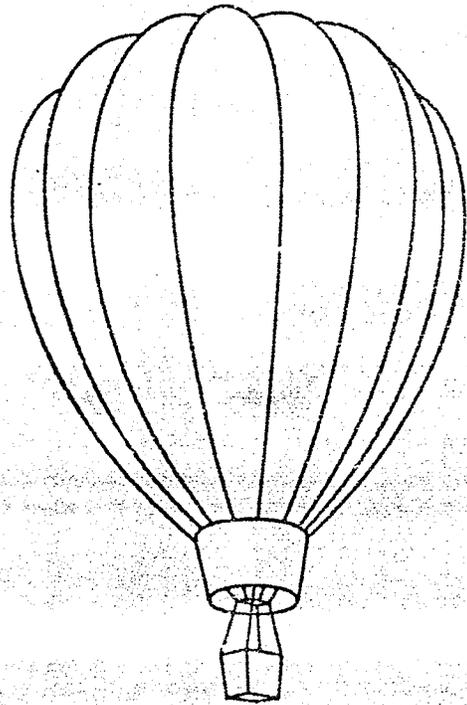
Alice M. Reimche
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City Clerk

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1985 - 1986

REASONABLE FURTHER PROGRESS REPORT
ON AIR QUALITY



PREPARED BY
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STAFF

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DISTRICT HEALTH OFFICER AND
AIR POLLUTION CONTROL OFFICER

LAKHMIR GREWAL , DIRECTOR
AIR POLLUTION CONTROL DISTRICT

SAN JOAQUIN COUNTY, CALIFORNIA
 REASONABLE FURTHER PROGRESS (RFP) REPORT
 1985/1986

I. GENERAL SUMMARY AND CONCLUSIONS

This report covers the progress made during the 1985 and 1986 calendar years toward implementing the county's 1982 Air Quality Management Plan (AQMP). The AQMP is equivalent to the Non Attainment Plan (NAP).

The AQMP projects attainment of ambient air quality standards through reductions in emissions of reactive hydrocarbons (RHC) and carbon monoxide (CO). The RHC emissions were to be reduced through permitted source, area source, mobile source, and transportation control measures. CO emissions were to be reduced through mobile source and transportation control measures. Table below summarizes the predicted and actual emission reductions during each reporting year.

CALENDAR YEAR	RHC REDUCTIONS TONS\DAY		CO REDUCTIONS TONS\DAY	
	AQMP	ACTUAL	AQMP	ACTUAL
1985	24.94	26.14	43.29	48.00
1986	30.69	27.45	50.24	49.96

As indicated above the projected RHC emission reductions were not achieved in 1986. Although, the Reasonable Further Progress (RFP) was attained for RHC emissions, the air monitoring data from the relatively new Mariposa station revealed higher ambient ozone concentrations than the ones measured at the Stockton\Hazelton station and used in the AQMP. Therefore, more reductions than originally predicted are needed to attain NAAQS. The NAAQS for ozone was exceeded during both of the reporting years.

For CO emissions, although RFP was achieved during both reporting years. There was one day in 1986 during which the NAAQS was exceeded. The air monitoring data for CO indicates that although average CO concentration have begun an upward trend, the peak concentrations have sharply decreased during the past three years.

In light of the above situation, the county has approved implementation of inspection and maintenance of light duty motor vehicles. This measure was listed as "Priority One" contingency strategy in the AQMP. The Air Pollution Control Board approval in the AQMP. The Air Pollution Control Board approved this measure and the State Bureau of Automotive Repairs as the implementing agency for this measure predicts implementation beginning in August 1988. Based on the experience at other areas currently implementing this measure a 13% reduction in RHC emissions and a 19% reduction in CO emissions from light duty motor vehicle emissions is expected upon full implementation.

During both reporting years, the growth related emissions significantly affected the overall emission reductions. The most significant baseline

emission changes in 1985 and 1986 were related to the pesticide emissions and motor vehicle emissions. The pesticide emissions were substantially reduced due to economically motivated shift from petroleum-based pesticides to synthetic substitutes. Based on the emission inventory data provided by the Air Resources Board (ARB), due to control measures, a 54% reduction in RHC emissions has occurred since 1979. On the other hand there has been a substantial growth related increase in motor vehicle emissions. Based on the ARB's emission inventory data there has been a 15% increase in light duty passenger vehicles and a 26% increase in light duty truck use.

Finally, all available data point towards the fact that the District will be unable to attain National Ambient Air Quality Standards by the December 31, 1987 deadline. However, vehicle inspection and the maintenance measure already approved by the District is expected to provide for a large step towards attainment in a post 1987 measure.