

APPROVED

CACHE COUNTY COUNCIL
SPECIAL WORKSHOP
MEETING MINUTES
OCTOBER 15, 2012

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AIR QUALITY ISSUES – Workshop with State Division of Air Quality..... 1

CACHE COUNTY COUNCIL WORKSHOP MEETING
October 15, 2012

The Cache County Council convened in a special workshop session on October 15, 2012 at 1:00 p.m. in the Cache County Council Chambers at 199 North Main, Logan, Utah.

ATTENDANCE:

Chairman:	Craig "W" Buttars absent
Vice Chairman:	Val Potter
Council Members:	H. Craig Petersen, Kathy Robison, Jon White, Gordon Zilles, Cory Yeates absent
County Executive:	M. Lynn Lemon
County Clerk:	Jill N. Zollinger absent
County Attorney:	James Swink absent

The following individuals were also in attendance: Janeen Allen, Patrick Barickman, Bryce Bird, Sherm Buck, Jeff Gilbert, Josh Greer, Grant Koford, Randy Martin, Dave McNeill, Bill Reiss, Josh Runhaar, Hilary Shughart, Joe Thomas, Keith Thompson, **Media:** Judy Fahys (Salt Lake Tribune).

CALL TO ORDER

AGENDA ITEM:

1. Workshop with State Division of Air Quality - Strategies for State Implementation Plan

Vice Chairman Val Potter called the meeting to order at 1:06 p.m. He explained the reason for the meeting was to have an open discussion with the Division of Air Quality and come up with strategies to put down on paper and resolve the air quality issue in Cache County. He then opened up the meeting for discussion.

Council member Petersen reminded those present that at the last meeting, the council had requested some specific data from the Division of Air Quality: how much we would have to reduce the typical vehicle miles traveled on red air days to reach the equivalent reduction to emissions testing. Joe Thomas of the Division of Air Quality responded that it would have to be about 10% to 13%.

Council member Petersen continued by asking the second request which was originally from Council member Zilles. He asked what the impact would be if emissions testing were to be implemented only on vehicles 1995 and older or 2000 and older as compared to the original emissions testing program. Thomas responded that the data is very rough because they only had time to do the mobile runs and not the chemistry models. However, he said if emissions testing was only done on 1995 and older vehicles, we would be exempting close to 90% of the vehicles from the testing and 50% of the effectiveness of the program. He added that the main factor to be considered is the vehicle miles traveled. Most of the miles traveled are by newer vehicles, thus creating the 50% reduction in effectiveness. Council member Petersen asked Thomas if there would be any

reason to assume that that portion would be different than 50% if run through the chemistry model. Thomas replied that he was unsure what results the model would show.

Council member Zilles asked what would keep people from registering their vehicles outside of Cache County in order to circumvent the emissions testing requirement. Thomas said it would be the responsibility of the local health department to see how many vehicles are going outside the area and registering, but still driving in the county. Executive Lemon and Council member Zilles both expressed concern that it could not be enforced. Dave McNeill of the Division of Air Quality acknowledged it to be a major concern that they don't really have an answer for. Thomas said one solution might be to follow the example of Hill Air Force Base which requires all vehicles that enter the base to have an emissions test. The major employers in the county could require their employees to have emissions tests.

Council member Petersen asked if it would be an acceptable alternative to the emissions testing program if we came up with a program that is mandatory, quantifiable and would result in a reduction of vehicle miles traveled by 13%. McNeill responded that it would. Petersen then shared another idea that was actually considered a number of years ago. He stated that the council believes if we have a strategy that focuses on red and yellow air days rather than a broad-based approach, it will be much more effective than the current proposed emissions testing program. He then proceeded to explain the proposed strategy as outlined in the attachment.

(Attachment 1)

Executive Lemon and several council members expressed approval of this strategy. Council member Zilles said that we could also include a \$2 assessment on all vehicles which would create a pool that could be used to encourage people with vehicles that fail to pass the emissions test to either bring them into compliance or get rid of them. Executive Lemon said this strategy could be combined with other ideas to come up with a package approach that will allow the county to reach attainment.

Thomas said this approach will probably be considered by the EPA to be episodic because it is confined to red and yellow air days and would not receive credit. McNeill added that the EPA won't accept it because the enforcement and penalties would not be sufficient. Bryce Bird of the Division of Air Quality said the cost for inspections would have to go up because of the limited number of vehicles that would have to be tested. Council member Petersen contended the opposite view stating that there would simply be fewer authorized repair stations that would service this program.

McNeill said the time for an experimental program like the one proposed has passed because the SIP must be submitted by December of 2012 and only tried and true and EPA approvable programs will be accepted at this point. Council member Petersen asked what the worst case scenario would be if we included this proposal in the SIP rather than the current proposed emissions testing program; what is the worst thing that could happen if the EPA rejected it? McNeill reminded the council members that the governor admonished them

concerning whatever strategy they propose, that it must be verifiable, quantifiable and federally approvable. He then said that this newly proposed strategy wouldn't be quantifiable which Council member Petersen strongly opposed saying that it is much more quantifiable and verifiable than the emissions program. McNeill maintained that even if we could quantify and verify it, it would still not be federally approvable. Executive Lemon wondered how we can know if it is federally approvable unless we submit it, Council member Petersen said that it can only be determined to be approvable or not approvable after they have made a decision on it.

McNeill said they have been and are continuing to be in communication with the EPA throughout this whole process. He said that if we can come up with documentation as soon as possible that quantifies and verifies this proposal, the Division of Air Quality will have the EPA look at it during this SIP process and they will let us know if the strategy is federally approvable.

Council member Petersen asked Randy Martin from Utah State University to give his opinion of the sticker program. Martin thought it to be a good program generally. He had some reservations which stemmed from when the program was first discussed in the past, one of the main ones being the reluctance of law enforcement agencies to enforce it. However, he thought the sticker program to be a viable alternative strategy.

Executive Lemon said that this strategy will be on the agenda for the October 23, 2012 County Council meeting.

ADJOURNMENT

The Council meeting adjourned at 2:01 p.m.

ATTEST: Jill N. Zollinger
County Clerk

APPROVAL: Val Potter
Vice Chairman

YELLOW/RED DAYS STICKER OPTION

Criteria

1. Should focus on reducing pollution on Cache County's yellow and red air days.
2. Should be cost-effective.
3. Must be mandatory to qualify for EPA credit.
4. Effect on reducing emissions must be quantifiable.

Proposal

1. To drive a vehicle on a yellow or red air day, vehicles must display a sticker which certifies that they are "low emitters"
2. The sticker must be displayed in the rear window of the vehicle.
3. Vehicles without stickers driven on yellow or red air days are subject to a fine.
4. Stickers will be issued at the time of vehicle registration. To obtain a sticker, the vehicle must:
 - a. Be no less than XX (years to be determined) years old. *or*
 - b. Have passed a vehicle emissions test in the last 60 days.
5. Vehicles that are not driven on yellow or red air days do not need a sticker.

Advantages

1. Emissions testing will be limited to vehicles that are likely "high polluters." It will not be necessary to test 100 cars to detect the 5-10 that fail. Thus, costs of the program will be much lower.
2. Owners of high "high polluting" vehicles have the option of repairing them or just not driving them during yellow and red air days.
3. The program could be implemented for all types of vehicles—gas and diesel.
4. The requirement could be imposed on USU student and (potentially) Franklin County vehicles.

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