

Weber-Morgan Board of Health
Minutes of Meeting
July 11, 2016

The Weber-Morgan Board of Health held a special meeting on July 11, 2016 in the Health Department auditorium at 477 23rd Street. The meeting was called to order at 4:08 p.m. with Logan Wilde presiding.

BOARD MEMBERS PRESENT:

Logan Wilde, Chair	Neil Garner	Tina Kelley	Ken Johnson
Dave Holmstrom	Toby Mileski	Brent Taylor	James Ebert
Matt Bell	Kerry Gibson	Frank Brown	

STAFF MEMBERS PRESENT:

Brian Bennion	Kay Larrison	Lou Cooper	Lori Buttars
JoAnn Wengreen	Brian Cowan	Michelle Cooke	Scott Braeden
Elaine Wendt	Josh Miller	Pedro Lozano	

OTHERS PRESENT:

Chris Crockett	Mike Egginton	Deana Froerer	Marion Horna
Dennis Keith	Corbin Anderson	Carla Trentelman	Bill Self
Bryce Bird	Chuck Gee	Rev. Kim James	Grant Koford
Josh Greer	Robert Nunn	Marc Gaynor	Jerry Paskett
Craig Butters	Leia Larsen	Joel Lee	Ashley Soltysiak
Becky Jacobson	Eric Jacobson	Pam Parkinson	Scott Parkinson
Eleanor Thompson	Iain Hueton		

Welcome and Introductions – Logan Wilde

Logan Wilde calls the meeting to order at 4:08 p.m. and welcomes those in attendance.

Brian Bennion thanks the Board for investing their time to come to this meeting. He introduces Bryce Bird, Director of the Division of Air Quality (DAQ), and Corbin Anderson, Supervisor of Air Quality Program, Salt Lake County Health Department. **Lou Cooper** introduces Grant Koford, Director of Environmental Health, and Josh Greer, Air Quality Program Manager, both from Bear River Health Department, Dennis Keith, Deputy Director of Environmental Health for Davis County, Mike Egginton, Program Manager of Air Quality for Davis County, and Chuck Gee of Worldwide Environmental Products who manages the centralized diesel program.

Bill Self, member of the Air Quality Advisory Committee (AQAC), explains how he contacted the Environmental Protection Agency (EPA) in Denver to get answers to questions posed by Brent Taylor. He spoke with Dave Sosnowski from Michigan and received the following answers to those questions. According to **Bill Self** EPA doesn't agree with existing data, feels the opacity testing is not reliable, and can find no correlation under the current analysis technique. EPA took steps after the VW scandal and mandated compliance from VW on certain things before the 2007 vehicles would be allowed to be sold in the U.S. There were questions on how data was manipulated and generated. The EPA is going to mandate On-Board Diagnostic (OBD) compliance if it becomes effective and reliable for VW. They are agnostic towards the introduction of ultra-low-sulfur diesel (ULSD) fuel and do not trust the data. EPA thinks there is not a lot of difference from an engine light on or off, and in their opinion, newer cars have a better

OBD test. EPA did not response when asked what positive effect could be expected if diesel testing were implemented and said the ability to quantify is unknown. They are not ready to accept whether the OBD is stringent enough to produce measurable effects and it is still in research. **Bill Self** says he and Mr. Sosnowski talked about blowing smoke and how most people are upset with diesel for that reason; people turn smoking vehicles in but nothing is done. He says according to EPA it is a violation of the Clean Air Act which carries a fine of \$25,000 and to give EPA a call if help is needed.

Iain Hueton, Vice-Chair of the AQAC, explains that there are times modeling needs to be used for a projection and his previous presentation was based on 2014 EPA data which is the most recent available. He says not every ton of emissions is the same as there are various types. He shows information about particle size of air contaminants and says he agrees that the public should be educated. He compares diesel testing with restaurants who, even though they never have a violation, still have to be inspected. They know this is the cost of being in business as the downside could be negative for someone's health. He says we can manage excessive emitting in our community and it would make a difference if a large number of vehicles that are violating emission standards are brought into compliance.

Toby Mileski raises the question why Utah County's air quality has improved since 2008 when they don't have diesel emissions testing program. **Bryce Bird**, Director of the (DAQ) explains that there were about 30 other regulations that came into play during that time as well. He says that seeing the benefits of the entire program that impacts air quality is what they describe as a basket of controls. No single control is responsible for improving air quality, and no single control alone will be responsible for controlling air quality in the future. But when you combine all strategies that reduce the pollution contribution along with improved technology, it is effective. He says that is how you move from doubling the population while improving air quality.

Toby Mileski says that Edge Products has developed a chip that meets the California Air Resource Board's requirements and has been approved by EPA. He states that depending on who you talk to, the system for emissions testing is either flawless or is already flawed and adding diesel to the mix will just be creating more regulations and more problems for the citizenry. He asks, if it is a federal requirement to have emission devices on a vehicle and it's a crime to tamper with them and keep them maintained, why isn't it part of the safety test instead of the emissions? He claims that educating the public about idling and limiting trips on inversion days will be what helps. **Dennis Keith**, Deputy Director of Environmental Health for Davis County, states that Edge Products has called him and said they had a carb certified device that has been approved but they have never shown him evidence of it. There is discussion about how many tampered vehicles fail, what vehicles are tampered with the most, and if the visual inspection would be included with the proposed diesel test. There are comments about maintaining vehicles, registering a vehicle in a county that does not require emissions testing, registering at a higher weight to get around testing, and how knowing that an emission test will need to be done can be a deterrent to tampering.

There are questions if the DAQ recommends diesel testing, has a strategy or step process to focus on, or a prioritized list as to what would make the biggest change. **Bryce Bird** explains that the last effort for PM 2.5 is being implemented now. He says anything that a county can do helps. They appreciate any reductions as it benefits the entire community and can help reach attainment faster.

Corbin Anderson, Supervisor of Air Quality Program, Salt Lake County Health Department says Salt Lake County inspects all fuel vehicles with OBD and visual inspections of vehicle emissions control systems. He says they do both as the OBD test is not 100 percent accurate and people alter vehicles by tampering or making emission devices inoperable. He says it is an effective program as they look for broken vehicles, find them, and get them fixed. **Toby Mileski** inquires if Salt Lake County is also a non-attainment county as well and that diesel testing has not fixed that problem. **Corbin Anderson** says if challenged to take a certain component of the fleet out of testing, diesel would not be the first one eliminated because they are the dirtiest vehicles.

Dennis Keith says that in 1996, Davis County was in the same position as Weber-Morgan is now and the commissioners and board of health recommended to implement a diesel program. He says they work with diesel vehicle owners and help those that fail the test. The NOx and PM 2.5 has dropped every year for the last 20 years since they have had a diesel program. He introduces Mike Egginton and Chuck Gee. **Chuck Gee**, of Worldwide Environmental Products, explains the different weight classes for vehicles and what years the manufacturers had to have OBD requirements in place in order to be compliant. He describes how the OBD is able to identify that all systems are operating properly, and how, if emissions exceed what manufacturers have set for the vehicle, the check engine light is required to come on. He explains further that heavy duty trucks are being phased in now. There is discussion on challenges of whether the OBD test is best or to look at the tail pipe test, why new vehicles aren't tested every year, what and how pollutants are measured, and the efficiency of the OBD and visual tampering testing. The EPA doesn't tell vehicle manufacturers what emissions control systems to have on the trucks, just what standard needs to be met.

Toby Mileski references a 2008 EPA report on IM OBD Vehicles Readiness Exception List. He shares a summary of the makes, models, and model years of vehicles that were found to be judged not ready and not required to be federally OBD compliant until a phase in with 2004 and 2005 models. He says that he has called shop owners who say they have had people come from Davis County because of a 'not ready' light. The vehicle can't pass so it can't be registered. He asks if this is a problem with the computer, how to remedy a continual 'not ready' light, and if, for a certain amount of time, the emissions components are under manufacturer's warranty. **Mike Egginton**, Program Manager of Air Quality for Davis County, says they are not seeing a lot of 'not ready' lights, and they can be reset by going through a drive cycle. The problem with warrantees is that with new vehicles only being inspected every 4 years, most cars are out of warrantee by then. **Chuck Gee** explains how each vehicle has a different drive cycle as well as different emission controls systems. A drive cycle is set to rate conditions that are required for the OBD computer to evaluate all the emission control systems and decide if the emissions control systems are operating properly.

James Ebert says he wants to make sure that the year of vehicles that would be tested and the type of testing being proposed would actually address the issue. He says the data presented has been amazing, realizes that the specific data asked for is difficult to collect, and would like to know if they are going in the right direction in order to make a difference for the health of the community. **Bryce Bird** confirms that they don't have the data requested, testing is better than doing nothing, and that the OBD is the most cost effective way to test diesels.

Toby Mileski states that the Wasatch Front Regional Council (WFRC) is doing the most to address traffic flow and timed lights on Washington Boulevard and that idling and reduced amount of trips are key and he would like the health department to follow that lead. **Tina Kelley** says she has sat on the WFRC committee and subcommittees for 5 years and this has been a point of discussion. She comments that if she were to poll members of the council, she suspects they wouldn't eliminate diesel testing as a possible component to help with the air quality. **Ken Johnson** agrees that people need to stop idling and drive less. If he felt diesel testing wouldn't help at all, he would be opposed to it, but every little bit helps, it isn't costing the health department or the public a lot of money, and it's part of being a part of the community. He says secondhand smoke isn't a problem unless you are next to the guy smoking and that passing the smoking in outdoor public places was one of the best things the Board ever did. **Matt Bell** says he likes the idea of helping even if it is a little bit, but because of lack of data, he still has questions and wonders if this is really moving things forward. He states that everything has a cost to it and if it's something that will work in our economy with what is currently being done, he would like to do it. But he hasn't seen where even a little bit will make a difference and that's his concern. **Toby Mileski** says if we are going to do something, he would like to do something that will make a difference.

Dennis Keith says he thinks a disservice is being done to vehicle owners by not testing. He says in their experience, people don't know they have a polluting car, don't want a polluting car, and no one's telling them they have a problem. Vehicle owners fix their car and are happy to not be contributing to the air pollution. He says for that reason it should be implemented.

Neil Garner thanks all those who came and presented information. He appreciates Iain and his work with AQAC and agrees with Davis County in that the reason the commissioners and the health department unanimously approved the program was for health reasons. He says even if it makes a little bit of difference, it does make a difference.

Logan Wilde thanks everyone for coming out and the meeting is adjourned at 5:30.