

**Wasatch Front Regional Council  
Air Quality Committee  
Meeting Summary – March 18, 2010**

Attending:

Committee Members

Mayor Ralph Becker, SLC  
Chuck Chappell, WFRC  
Ahmad Jaber, UDOT  
Mayor Darrell Smith, Draper  
Bryce Bird (*for Cheryl Heying*), DAQ  
Kip Billings, WFRC  
Jerry Benson, UTA  
Commissioner Jan Zogmaister, Weber Co.  
Councilman Carlton Christensen (*for Mayor Seghini*)

Others

Elden Bingham, UDOT  
Ned Hacker, WFRC  
Doug Hattery, WFRC  
Renee Zollinger, SLC  
Sam Klemm, WFRC  
Susan Hardy, MAG  
Terry Marasco, private citizen  
Kathy VanDame, Wasatch Clean Air Coalition

Excused:

Commissioner John Petroff, Davis Co.  
Mayor JoAnn Seghini, Midvale

**Summary**

**Climate Communities Grant** – Renee Zollinger representing Salt Lake City reported on the EPA grant awarded to Salt Lake City for the “Clear the Air” campaign. This grant recognizes SLC air quality efforts beginning with the 2008 Idle Reduction collaboration between the city, county, and state; and the 20+ member Air Partners Team that led to the 2009 “Clear the Air” campaign. The top priority of the Air Partners Team is to reduce vehicle pollution.

About 400 communities competed for the EPA grant. Salt Lake was one of 20 successful recipients. The grant is for \$360,000 and will be matched with \$184,000 from local partners including Salt Lake County, Utah Department of Transportation, Rio Tinto, and Clean Cities.

The purpose of the grant will be to promote reductions in vehicle miles of travel (VMT). Reducing congestion will also be a strategy to pursue. Kip commented that reduced congestion (eliminating traffic delays) can have positive air quality impacts but would not be detected in terms of reduced VMT if that is the only performance measure used. It will be important to understand ALL audiences and conduct market research to reach multiple interests. This will be a year round effort to encourage people to: 1.) drive less, 2.) drive smart, and 3.) don't idle.

SLC is in the process of hiring a grant manager by April 7. The Air Partners Team will then reconvene. Successful programs from the past such as “bike month” and “curb your car” will be included. The pilot test will be a demographic study, but not a city by city outreach. Instead, information will be made available to cities the WFRC Air Quality Committee and other WFRC meetings.

Education efforts will be expanded for owners and patrons of drive-thru businesses. A question was asked about acquiring portable air quality monitors. This would allow before and after data collection to

evaluate the effectiveness of the program. Ahmad commented that efforts to improve air quality are beneficial even if we don't have the means to measure the impact.

**Air Quality Monitoring Data** – Bryce Bird of DAQ reported the PM<sub>2.5</sub> monitoring data for the 2009-2010 winter period, as well as a history of red and yellow alerts by county dating back to 2000. In 2006 the PM<sub>2.5</sub> standard was changed from 65 to 35 ppm, so alerts we triggered at a lower level since that date. Bryce noted that in Cache County there is little industry so reduced vehicle usage can have a noticeable impact on acute pollution conditions. As evidence, there were 29 red alert days in Cache County in 2009 but only 16 exceedances of the standard.

For the 2009/2010 season there were 22 PM<sub>2.5</sub> exceedances at the Cottonwood station in Salt Lake County, 7 at the Bountiful station in Davis County, 8 at the Lindon station in Utah County, and 15 at the Ogden station. Box Elder had 5 exceedances of PM<sub>2.5</sub>. Tooele had just one exceedance which is not a violation of the standard.

**Conformity Deadlines** – Kip Billings gave an update of key dates related to air quality planning and enforcement.

PM <sub>2.5</sub> designation	Dec 14, 2009
MOVES officially approved	Mar 2, 2010
MOVES 2-year grace period	Mar 2, 2012
New Ozone standard	Aug 2010

DAQ, working with WFRC, will have until Mar 2, 2012 to redefine existing motor vehicle emission budgets using the new MOVES model. The existing Regional Transportation Plan will need a new conformity finding for PM<sub>2.5</sub> by Dec. 14, 2010. This conformity analysis will need to include emissions from designated areas in Tooele and Box Elder Counties. A new SIP for PM<sub>2.5</sub> is due by Dec. 14, 2012. The comment period for the new ozone standard ends March 22, 2010.

Conformity under PM<sub>2.5</sub> standards should be possible under interim conformity requirements through December 2012. After that date, conformity with the new PM<sub>2.5</sub> SIP budget is required. Projected reductions in vehicle emissions should also make it possible to meet the PM<sub>2.5</sub> SIP conformity requirement.

Conformity to the new ozone standard may be required as early as August 2012. A new ozone SIP is due as early as December 2013. Demonstrating attainment of the new ozone standard will be particularly challenging for the new ozone SIP. Accordingly, a conformity demonstration with the motor vehicle emission budget to be defined in the new SIP will also be challenging. Interim conformity for ozone through August 2012 or 2013 should not be a problem.

In the event of a conformity laps, the consequence is that federal transportation funds cannot be used to expand highway capacity or to build fixed guideway transit facilities such as rail or even busways. Also, even local funds cannot be used on regionally significant projects in the event of a lapse. Federal funds can still be used for repairing or resurfacing existing highway facilities and bridges and for transit operations.

**Greenhouse Gas Rules** – Mayor Becker distributed copies of the article *“EPA Piecing Together Regulatory Framework for Greenhouse Gas Rules”* by Robin Bravender of Greenwire published in the New York Times, March 8, 2010. The Supreme Court has ruled that greenhouse gases (GHG) can be

regulated by EPA under the Clean Air Act. EPA is moving to establish a standard for CO<sub>2</sub> with SIP and conformity requirements to follow. EPA can move forward on GHG controls without action from Congress on a law addressing GHG emissions. It is anticipated the EPA controls for GHG will be similar to the previous implementation process for prevention of serious deterioration (PSD).