

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
September 7, 2017 at 3:00 PM
Southwest Clean Air Agency
11815 NE 99th St. Suite 1294
Vancouver, Washington

Optional Conference Call Number for Board of Directors 1-800-356-8278 Code: 576617

AGENDA

- I. Call to Order
SWCAA Chair Don Jensen
- II. Roll Call/Determination of Quorum
SWCAA Chair Don Jensen
- III. Board of Directors Minutes
Board of Directors Minutes – August Meeting
- IV. Changes to the Agenda
SWCAA Chair Don Jensen
- V. Consent Agenda
 - A. Approval of Vouchers
 - B. Financial Report
 - C. Monthly Activity Report
- VI. Info Items & Public Comment
None
- VII. Public Hearing
None
- VIII. Unfinished Business/New Business

Election of a Vice Chair

Issue –The former Vice Chair has stepped down is no longer serving as a SWCAA Board Member which has created a vacancy for the Vice Chair position.

Recommendation – Nominate and elect a replacement Vice Chair for the remainder of Calendar Year 2017.

IX. Control Officer Report

- A. EPA Administrator Announces Intent to Reconsider Provisions of Phase 2 Rule for Heavy-Duty Trucks (August 18, 2017)** – EPA released a press statement announcing its intent to “revisit” certain provisions of the agency’s 2011 joint rulemaking with the National Highway Traffic Safety Administration (NHTSA) establishing “Phase 2” greenhouse gas (GHG) and fuel economy standards for Model Year 2014 through 2018 onroad medium-duty and heavy-duty engines. In particular, EPA has agreed to consider petitions for administrative review filed earlier this year by the Truck Trailer Manufacturers Association (TTMA) and Fitzgerald Glider Kits, LLC relative to the Phase 2 rule’s provisions for heavy-duty truck trailers and glider kits, glider vehicles and rebuilt engines installed in gliders. TTMA has requested that EPA reconsider and rescind the GHG and fuel economy standards for trailers and, in the meantime, stay the GHG requirements for trailers. For further information: <https://www.epa.gov/newsreleases/epa-announces-intent-revisit-provisions-phase2-heavy-duty-rules>, <https://www.epa.gov/sites/production/files/201707/documents/hd-ghg-fr-ttma-request-recons-stay-2017-04-03.pdf>, <https://www.epa.gov/sites/production/files/2017-07/documents/hd-ghg-fr-ttmasupple-recons-petition-stay-2017-06-23.pdf>,
- B. House to Consider EPA FY 2018 Spending Bill After Labor Day Recess (August 16, 2017)** – The House Rules Committee announced that legislation containing EPA’s FY 2018 budget is scheduled to be considered on the floor of the House during the week of September, 4, 2017, after Congress returns from its recess. H.R. 3354 combines appropriations from eight separate FY 2018 spending bills into one. The Committee has given House members until August 25, 2017, to submit amendments. The House bill containing EPA’s FY 2018 funding was approved by the Appropriations Subcommittee on Interior, Environment, and Related Agencies on July 12 and by the full committee on July 18. It currently does not include many of the steep cuts contained in the Administration’s budget request, but instead calls for level funding for state and local air grants (\$228.2 million) and a 7-percent reduction in EPA’s overall budget. The bill contains several riders related to the air program, including postponement of the implementation of the 2015 ozone NAAQS (calling for designations to be submitted by 2024 and promulgated by 2025). The Senate has not yet considered any of its appropriations bills for FY 2018. If both chambers do not adopt final legislation by the end of the fiscal year – September 30, 2017 – a Continuing Resolution will be needed to provide ongoing funding to the federal government. For further information: <https://rules.house.gov/news/announcement/amendment-process-announcementhr-3354> and <https://rules.house.gov/bill/115/hr-3354>
- C. EPA to Reexamine GHG Emission Standards for MY 2021 Cars as It Reconsiders MTE Decision for MYs 2022-2025 (August 10, 2017)** – EPA and the National Highway Traffic Safety Administration (NHTSA) released a prepublication version of a joint Federal Register (FR) notice in which EPA seeks comment on its reconsideration of the Final Determination on the Midterm Evaluation (MTE) of greenhouse gas emission standards for Model Year (MY) 2022 through 2025 passenger cars and light trucks. The FR notice kicks off a process for EPA to receive public comment on its reconsideration of the MTE. In the notice, EPA further states that “in the interest of harmonization between the GHG and Corporate Average Fuel Economy (CAFÉ) programs” the agency is also seeking comment on the separate question of whether the Light Duty Vehicle GHG standards for MY 2021 continue to be appropriate. Once the notice is published, a 45-day comment period will follow. For further information:

http://4cleanair.org/sites/default/files/resources/MTE-EPA_Prepub_FR_Notice_on_Reconsideration_of%20MTE-081017.pdf and <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

D. Carbon Fee Legislation Introduced in Senate and House (July 26, 2017) – Legislation to impose a fee on CO2 emissions and use the resulting revenue to fund a package of corporate tax cuts and individual dividends has been introduced in the Senate and House. The Senate version of the legislation, assigned bill number S. 1639 and entitled The American Opportunity Carbon Fee Act, is sponsored by Senators Sheldon Whitehouse (D-RI) and Brian Schatz (D-HI). Representatives Earl Blumenauer (D-OR) and David Cicilline (D-RI) introduced companion legislation in the House, which has been assigned bill number H.R. 3420. Both bills would impose a \$49-per-ton fee on CO2 emissions in 2018 and increase that fee by 2 percent annually. In an analysis, Resources for the Future estimates that the legislation will reduce energy-related CO2 emissions to 36 percent below 2005 levels by 2025 and raise \$2 trillion in revenue over its first decade. Of that total, 30 percent would be used to offset a reduction in the top marginal corporate income tax rate. The remaining 70 percent would be used to fund a \$550 annual inflation adjusted tax dividend for all workers, additional benefits for veterans and Social Security recipients and a \$10-billion-or-more grant fund to assist low-income households and workers transitioning to new industries. For further information: <https://www.congress.gov/bill/115th-congress/senatebill/1639/> and <https://www.congress.gov/bill/115th-congress/house-bill/3420/>

X. Board Policy Discussion Issues

As Necessary

XI. Issues for Upcoming Meetings

Asbestos Rulemaking

XII. Adjournment

Notes:

(1) Served by C-TRAN Routes: 7, 72 and 76.

(2) Accommodation of the needs for disabled persons can be made upon request. For more information, please call (360) 574-3058 extension 110.