

Southwest Clean Air Agency

Board of Directors Minutes

September 7, 2017

The regular meeting of the Southwest Clean Air Agency Board of Directors was held in the Southwest Clean Air Agency office, Vancouver, Washington on September 7, 2017.

Those present were: Don Jensen, Chair, City of Longview
Bob Hamlin, Director, Skamania County
Ben Shumaker, Director, City of Stevenson
Arny Davis, Member at Large
Eileen Quiring, Director, Clark County
Joe Gardner, Director, Cowlitz County
Ryan Smith, Director, Town of Cathlamet
Lee Coumbs, Director, City of Centralia
Alishia Topper, Director, City of Vancouver
Bobby Jackson, Director, Lewis County

Excused: Blair Brady, Director, Wahkiakum County

Also Present: Staff: Uri Papish, Executive Director
Paul Mairose, Chief Engineer
Traci Arnold, Office Administrator

Guests: Rachel O'Malley, WA Department of Ecology

Call to Order

Mr. Jensen called the meeting to order. A quorum was confirmed to exist.

Board of Directors Minutes

Mr. Jensen asked for consideration of the August 3, 2017 minutes. Mr. Smith moved and Mr. Gardner seconded that the minutes for the August 3, 2017 Board meeting be approved. Motion passed.

Consent Agenda

Mr. Jensen asked for approval of the Consent Agenda including voucher numbers 54, 56 through 92, 94 through 99 and 101 through 103, in the amount of \$12,176.71 which have been approved for payment by the Executive Director and voucher numbers 55, 93, and 100 in the amount of \$34,743.16, July 2017 Salaries in the amount of \$88,663.73, July 2017 Benefits in the amount of \$38,345.83, and the June 2017 Activity Report. Mr. Coumbs moved and Mr. Smith seconded approval of the Consent Agenda. Motion passed.

Changes to Agenda

None.

Info Items & Public Comment

Bonnie Canaday, resident of City of Centralia, expressed her appreciation to the Board and Uri Papish for her time serving as a member of the agency's board.

Unfinished Business/New Business

Mr. Jensen opened discussion on the election of a Vice Chair for the remainder of calendar year 2017. Mr. Papish explained that the Vice Chair has stepped down and is no longer serving as a SWCAA Board Member which has created a vacancy for the position. Mr. Jensen asked for volunteers or nominations for the Vice Chair.

Mr. Gardner nominated Alishia Topper for Vice Chair of the SWCAA Board of Directors. Mr. Coumbs seconded the nomination. Mr. Jensen asked if there were any further nominations for the Vice Chair position. There were none. Mr. Jensen moved to close the nominations. Mr. Smith made a motion to select Ms. Topper as the Vice Chair. Mr. Gardner seconded the motion. The vote was unanimous and the motion passed. Ms. Topper was named Vice Chair of the SWCAA Board of Directors.

Ms. Topper expressed her gratitude for the approval of their nomination and thanked the Board members.

Public Hearing

None.

Executive Session

None.

Control Officer Report

Mr. Papish offered to answer any questions in the Control Officer Report.

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>,

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-announcementthr-3354> and <https://rules.house.gov/bill/115/hr-3354>

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](http://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas) and

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

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/>

Mr. Papish said the agency has been busy with phone calls due to the Eagle Creek wildfire. The smoke has drifted into the metro area and SWCAA has seen some of the highest PM levels, the highest was recorded at 146 ppm based on a one-hour average. The health standard is 35ppm for a rolling 24 hour average and during the smoke event on September 5th the rolling 24 hour average was 80 ppm.

Mr. Jensen asked if there was information on the fire that started in Washington as a result of the Eagle Creek fire. Mr. Hamlin said the Archer Mountain fire is about 40 acres and DNR is working on it. He said there have been some evacuations to the west of Archer Mountain as a precaution. Skamania County has two additional fires burning right now. The Bear Creek fire is north of Carson which is being handled by the forest service and the larger fire near Indian Head has no resources right now. Mr. Papish said Ecology has deployed a temporary air quality monitor in White Salmon.

Mr. Jensen wanted to confirm that the readings during this wildfire event will not be counted against SWCAA and the threat of non-attainment. Mr. Papish said there are ways to have the data excluded as an Exceptional Event depending on what the yearly average is at the end of the year. Ozone is significantly more complicated to demonstrate.

Mr. Papish said SWCAA received good terms on the lease renewal for the current space including cosmetic upgrades and two months free rent.

Mr. Papish said SWCAA received a request for a variance to burn in the urban growth boundary. The individual had to remove several trees because a subdivision went in and the trees posed a possible threat to the new homes. He said the request has to be first approved by Ecology before the SWCAA board can make a decision. A letter was sent to the homeowner with information on how to contact Ecology. Ms. Topper asked for a copy of the letter. Mr. Jensen asked what the likelihood of Ecology approving the request is and Mr. Papish responded that based on past decisions he thought the likelihood is low.

Board Policy Discussion Issues

None.

Issues for Next Meeting

A. Public Hearing.

1. As Necessary.

B. New Business/Unfinished Business.

1. As Necessary

C. Board Policy Discussion Issues.

1. As Necessary.

D. Meeting Date and Location.

1. October 5, 2017 at 3:00 p.m. Southwest Clean Air Agency, 11815 NE 99th Street, Vancouver, Washington.

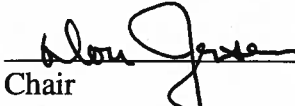
The next Board of Directors meeting will be held on October 5, 2017 at 3:00 p.m., Southwest Clean Air Agency, Vancouver, Washington.

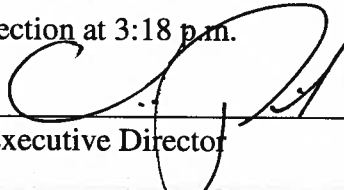
Board Meeting Attendance:

JURISDICTION	J 2017	F 2017	M 2017	A 2017	M 2017	J 2017	J 2017	A 2017	S 2017	O 2016	N 2016	D 2016
Clark County	0	+	0	C	+	+	+	+	+	+	+	C
Cowlitz County	+	+	+	C	+	0	+	+	+	+	+	C
Lewis County	+	+	0	C	+	+	0	+	+	+	0	C
Skamania County	+	+	+	C	+	+	+	+	+	+	+	C
Wahkiakum County	0	+	A	C	+	+	+	0	0	0	+	C
Cathlamet	+	+	+	C	+	0	C	+	+	+	+	C
Centralia	+	+	+	C	+	0	C	+	+	+	+	C
Longview	+	+	+	C	+	+	C	+	+	+	+	C
Stevenson	+	+	+	C	+	+	C	+	+	+	+	C
Vancouver	+	+	+	C	+	0	C	+	+	0	0	C
Member-At-Large	+	+	+	C	+	+	C	+	+	+	+	C

+ = regular member present; 0 = unrepresented; A = alternate present; C = cancelled meeting

Mr. Jensen adjourned the meeting without objection at 3:18 p.m.


Chair


Executive Director