

## SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting  
September 6, 2018 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  
None
- IX. Control Officer Report
  - A. **EPA Releases its 2014 National Air Toxics Assessment (August 22, 2018)** NATA helps assess which air toxics and emission source types may pose health risks. NATA also helps EPA and other agencies determine which places may need further study to better understand risks. The 2014 NATA assessment includes emissions, ambient concentrations, and exposure estimates for about 180 of the 187 Clean Air Act air toxics plus diesel particulate matter (diesel PM). For about 140 of these air toxics (those with health data based on long-term exposure), the assessment estimates cancer risks, from the potential for noncancer health effects, or both. This includes noncancer health effects for diesel PM.

EPA did not include eight air toxics in the NATA assessment because either no emissions data were reported for them in 2014 or they couldn't reliably make emissions or health-related estimates (radionuclides, for example). For further information:

<https://www.epa.gov/national-air-toxics-assessment/2014-national-air-toxics-assessment>

**B. California Proposes to Ensure Cars Continue to Meet State GHG Emission**

**Standards (August 7, 2018)** – The California Air Resources Board (CARB) announced a proposal to ensure that Model Year (MY) 2021 through 2025 passenger cars and light trucks continue to comply with the state's emission standards. CARB's proposal comes after EPA and the National Highway Traffic Safety Administration (NHTSA) issued a notice of proposed rulemaking that would freeze federal vehicle greenhouse gas (GHG) standards at 2020 levels through 2026. The federal standards, adopted in 2012, were harmonized with California's existing standards to create a single national program. CARB's regulation provides that cars that comply with federal standards for MYs 2017 through 2025 are "deemed to comply" with California's standards (which have also been adopted by 12 other states and the District of Columbia under Section 177 of the Clean Air Act). Facing the prospect of a rollback of the federal standards for MYs 2021 through 2025, CARB is moving to amend its regulation to clarify that if EPA changes federal vehicle emission standards automobile manufacturers that wish to sell cars in California after MY 2020 would be required to comply with California's standards. In announcing the proposal, the state indicated that "the 'deemed-to-comply' provision was never meant to allow a massive federal rollback to weaken public health protections in California." CARB is seeking public comment on its proposed amendments through September 24, 2018. The Board will consider adoption of the proposal at its meeting on September 27-28, 2018. For further information:

<https://www.arb.ca.gov/regact/2018/leviii2018/leviii2018.htm>

**C. EPA, NHTSA Propose to Weaken Federal Light-Duty Vehicle GHG and CAFE Standards and Withdraw California's Authority to Set GHG and ZEV Standards**

**(August 2, 2018)** – EPA and NHTSA released a joint proposed rule, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021- 2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The two agencies state that the proposal is "to correct the national automobile fuel economy and greenhouse gas [GHG] emissions standards to give the American people greater access to safer, more affordable vehicles that are cleaner for the environment." The agencies further state that their joint proposal "initiates a process to establish a new 50-state fuel economy and tailpipe carbon dioxide [CO<sub>2</sub>] emissions standard for passenger cars and light trucks covering MY 2021 through 2026," The proposal stems from President Trump's March 2017 announcement, just two months after his inauguration, that "If the standards [set in 2012] threatened auto jobs, then common sense changes" would be made in order to protect the economic viability of the U.S. auto industry. For further information: <https://www.epa.gov/regulationemissions-vehicles-and-engines/safer-and-affordable-fuel-efficient-vehiclesproposed>

**D. EPA Releases Annual Air Pollution Trends Report (July 31, 2018)** – EPA released its annual "trends report" assessing progress in improving air quality since the Clean Air Act was signed into law in 1970. In "Our Nation's Air: Status and Trends Through 2017," EPA reports that in the past 47 years, combined emissions of the six "criteria pollutants" have declined by 73 percent while the U.S. economy has more than tripled. Even so, EPA

reports, 111 million people still live in areas of the nation where air quality does not meet the health-based national standards for at least one criteria pollutant. Accordingly, says EPA, the agency “continues to work with states, local governments, tribes and citizens to further improve air quality across the entire country.” The report includes interactive infographics to allow policymakers, stakeholders and citizens to review and download information by pollutant, year and geographic location. For further information: <https://www.epa.gov/air-trends>.

X. Board Policy Discussion Issues

As Necessary

XI. Issues for Upcoming Meetings

None

XII. Adjourn

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.*