

Southwest Clean Air Agency

Board of Directors Minutes

September 6, 2018

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 6, 2018.

Those present were: Don Jensen, Chair, City of Longview
Ben Shumaker, Director, City of Stevenson
Ryan Smith, Director, Town of Cathlamet
Eileen Quiring Director, Clark County
Blair Brady, Director, Wahkiakum County
Lee Coumbs, Director, City of Centralia
Bob Hamlin, Director, Skamania County
Joe Gardner, Director, Cowlitz County
Linda Glover, Director, City of Vancouver

Excused: Bobby Jackson, Director, Lewis County
Army Davis, Member at Large

Also Present: Staff: Uri Papish, Executive Director
Traci Arnold, Office Administrator

Guests: Rachel O'Malley, WA Department of Ecology
Bonnie Canaday, Resident, Lewis County
Bill Fashing, Cowlitz-Wahkiakum Council of Governments

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 2, 2018 minutes. Mr. Brady moved and Mr. Coumbs seconded that the minutes for the August 2, 2018 Board meeting be approved. Motion passed.

Consent Agenda

Mr. Jensen asked for approval of the Consent Agenda including voucher numbers 54 through 88, 90, 92, and 93 in the amount of \$9,127.51 which have been approved for payment by the Executive Director and voucher numbers 89 and 91 in the amount of \$9,461.42, July 2018 Salaries in the amount of \$101,818.41, July Benefits in the amount of \$43,009.34, the July 2018

Financial Statement, and the July 2018 Activity Report. Mr. Hamlin moved and Mr. Smith approval of the Consent Agenda. Motion passed.

Changes to Agenda

None.

Info Items & Public Comment

None.

Public Hearing

None.

Executive Session

None.

Unfinished Business/New Business

None.

Control Officer Report

Mr. Papish went over the Control Officer Report and offered to answer questions.

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>

Mr. Jensen asked if there is a study on the effects of the change from regular diesel to the ultra low-sulfur diesel. Mr. Papish said in 2007 diesel emissions became much cleaner with the introduction of ultra low-sulfur diesel which allowed vehicle manufacturers to install particulate filters on the exhaust which removed most of the pollution. However, diesel engines last for a long period of time, the older engines are still on the road and will slowly be decommissioned over time. Mr. Papish said the NATA does not include cancer risk from diesel emissions because EPA has not yet adopted cancer risk estimates for diesel exhaust, only non-cancer risk.

If EPA were to use California cancer risks numbers Mr. Papish says NATAs maps would show far higher risk levels throughout the country.

Mr. Jensen asked about retro fitting rest areas and/or truck stops with electric plug ins instead of allowing trucks with diesel engines to idle for extended periods of time. Mr. Papish said money from the Volkswagen settlement will be used for retrofitting some diesel engine and Department of Ecology has \$17 million dollars to spend on electric charging stations throughout the state. Part of that money could be used to change out rest areas and/or truck stops if those are the projects selected by Ecology. SWCAA has not initiated any projects with regard to truck stops.

Mr. Papish said SWCAA has had \$20,000 in the budget for several years to do a diesel project. SWCAA made an announcement earlier in the year about the money and the requirements to apply. As a result, SWCAA is doing project with Lewis County Public Works to replace some older off-road diesel powered equipment.

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>

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 [CO₂] 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/regulationsemissions-vehicles-and-engines/safer-and-affordable-fuel-efficient-vehiclesproposed>

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>.

Mr. Papish said the wildfires have resulted in multiple Air Pollution Advisories being issued by the agency. There have been daily forecasting calls and the latest report is a marine layer is supposed to work through over the next 24 hours which will move the smoke out of the area.

Mr. Papish said SWCAA has deployed two Purple Air Monitors in the region. They are not as accurate as the monitoring equipment SWCAA currently uses, but they are roughly a tenth of the cost. The monitors do not meet regulatory standards, however, SWCAA installed one next to the reference monitor to compare the readings. The hope is to develop a consistent correlation factor. The purple monitors are suspected of reading twice as high because the sensor is calibrated based on cigarette smoke. SWCAA partnered with Skamania County Public Health District and installed a purple air monitor at the Skamania County fairgrounds. Mr. Hamlin expressed his gratitude to SWCAA for installing a monitor in their area. Mr. Jensen said if the monitor data can be verified through the correlation factor it might be advantageous to deploy more of them through all the counties. Mr. Jensen asked how expensive the monitors are. Mr. Papish responded the monitors are approximately \$250.00 each.

Mr. Papish said SWCAA has contracted with a company to conduct a salary survey. He said it will be a few months before the data is brought to the board.

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 4, 2018 at 3:00 p.m. Southwest Clean Air Agency, 11815 NE 99th Street, Vancouver, Washington.

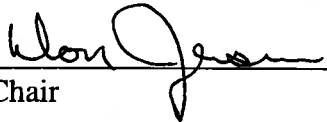
The next Board of Directors meeting will be held on October 4, 2018 at 3:00 p.m., Southwest Clean Air Agency, Vancouver, Washington.

Board Meeting Attendance:

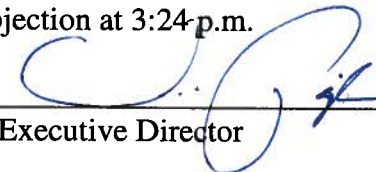
JURISDICTION	J 2018	F 2018	M 2018	A 2018	M 2018	J 2018	J 2018	A 2018	S 2018	O 2017	N 2017	D 2017
Clark County	+	+	+	A	+	+	C	+	+	+	+	C
Cowlitz County	+	+	+	A	+	0	C	+	+	+	+	C
Lewis County	+	+	0	+	+	+	C	0	0	0	+	C
Skamania County	+	0	+	0	+	+	C	+	+	+	0	C
Wahkiakum County	+	0	+	A	+	+	C	A	+	+	+	C
Cathlamet	0	+	+	+	+	+	C	+	+	+	+	C
Centralia	+	+	+	0	+	+	C	+	+	+	+	C
Longview	+	+	+	0	+	+	C	+	+	+	+	C
Stevenson	+	+	+	+	+	+	C	+	+	+	+	C
Vancouver	+	0	A	+	+	+	C	0	A	+	0	C
Member-At-Large	+	+	+	+	+	+	C	0	0	+	0	C

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

Mr. Jensen adjourned the meeting without objection at 3:24 p.m.



 Chair



 Executive Director