

SOUTHWEST CLEAN AIR AGENCY

**Board of Directors Meeting
October 4, 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 - September 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

A. **Amendment to the Fiscal Year 2018/2019 Budget**

Issue - The Southwest Clean Air Agency (SWCAA) has been awarded \$200,000 more pass-through woodstove grant money from the Department of Ecology than was budgeted in the Fiscal Year 2018/2019 budget.

Summary - SWCAA's Fiscal Year 2018/2019 budget of \$2,234,517 was based on \$40,000 of woodstove grant money from the Department of Ecology. The Department of Ecology awarded SWCAA \$240,000 in grant money. SWCAA is proposing the Board amend SWCAA's budget to increase it by the amount of the additional grant award. This money is used to fund upgrading uncertified woodstoves and inserts in the Vancouver urban growth boundary to cleaner heating devices.

Recommendation - Approve Resolution 2018-02 which amends and increases SWCAA's Fiscal Year 2018/2019 Budget from the current level of \$2,234,517 to \$2,434,517.

IX. Control Officer Report

A. Number of Americans Living in Areas that Do Not Meet Fine Particulate Standard Is Double Official Figure, RFF Finds (September 12, 2018) – As many as 47.6 million Americans – approximately double EPA's official determination – live in areas that do not meet the National Ambient Air Quality Standards (NAAQS) for fine particulate matter (PM2.5), researchers at Resources for the Future (RFF) have found. This conclusion, contained in a report entitled Using Satellite Data to Fill the Gaps in the U.S. Air Pollution Monitoring Network, is based on analysis of high-resolution satellite-derived data on ground-level PM2.5 concentrations at a 1-kilometer resolution. According to RFF, the satellite data show that 54 counties in 11 states – home to 24.4 million people – have been misclassified as being in attainment for the 2012 PM2.5 standard. Reclassifying all of those areas as nonattainment would more than double the population of individuals living in nonattainment areas, a number that EPA's current designations place at 21.1 million. The reason for the undercounting, says RFF, is the limited size and design of the ground-level PM2.5 monitoring network. Of 3,100 counties in the U.S., only 21 percent have PM2.5 monitors, and of those, 48 percent have only a single monitor, RFF observes. Furthermore, the group notes, recent research shows that some monitors are placed in areas of low pollution relative to other areas of the county. RFF also concluded that the decrease in PM2.5 that misclassified counties would have experienced had they been properly classified would have prevented 5,452 premature deaths, which carry a social cost of \$49 billion based on the value of a statistical life. The study's results, says RFF, suggest that EPA should examine whether there is scope for reclassifying areas according to satellite information, or at least using satellite data as one of several factors that enter into designation decisions. For further information:

http://www.rff.org/files/document/file/RFF%20WP-18-21_0.pdf

B. House Science Subcommittees Conduct Hearing on Glider Trucks (September 13, 2018) – The House Science, Space and Technology Subcommittee on Oversight and Subcommittee on Environment conducted a joint hearing, entitled “Examining the Underlying Science and Impacts of Glider Truck Regulations.” The hearing focused on glider kits, which have been the subject of controversy since EPA unsuccessfully attempted to exempt them from the requirements of the 2016 Phase 2 Heavy-Duty Truck Rule. Environment Subcommittee Chairman Andy Biggs (R-AZ) and Oversight Subcommittee Chairman Ralph Abraham (R-LA) opened with statements raising criticisms about an EPA study that found high levels of emissions from glider trucks. The study, conducted at EPA’s National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan, revealed emissions of gliders were 43 to 55 times higher than those of trucks with Phase 2 pollution controls. Other Majority members asserted that the Volvo Group had directed influence in the tests thereby invalidating them. Minority members, including Ranking Member Suzanne Bonamici (D-OR) and Ranking Member Don Beyer (D-VA), flagged the high emissions detected by the tests, outlined the potential adverse public health impacts of glider trucks and noted that EPA’s Office of Air and Radiation had defended the tests as scientifically valid. For further information: <https://science.house.gov/legislation/hearings/subcommittee-oversight-and-subcommittee-environment-hearing-examining>.

C. Local Governments Move to Join Litigation Challenging Decision to Roll Back Light-Duty Vehicle GHG and CAFE Standards (September 4, 2018) – A coalition of local governments filed a motion in the U.S. Court of Appeals for the District of Columbia Circuit seeking to participate as amici curiae (friends of the court) in litigation challenging EPA’s April 13, 2018 final action, Mid-Term Evaluation of Greenhouse Gas Emissions Standards for Model Year 2022-2025 Light-Duty Vehicles, in which then-Administrator Scott Pruitt issued a new Final Determination that the MY 2022-2025 standards “are not appropriate in light of the record before EPA and, therefore, should be revised as appropriate.” The local government coalition members say they support “the common view” that this final 3 action “is not a valid exercise of EPA’s authority” and that it violates the Clean Air Act and Administrative Procedure Act because “EPA failed to provide adequate factual support in the record to justify: (i) its withdrawal of the January 2017 Final Determination that the 2022-2025 Light-Duty Vehicle Standards were appropriate, and (ii) its revised final determination that the 2022-2025 Light-Duty Vehicle Standards were not appropriate.” The coalition members also assert that EPA violated the law by not adhering to statutory requirements that the agency base its final determination on the appropriateness of the vehicle standards “on a record that has been made available for public review and comment, a draft Technical Assessment Report, and detailed assessments of specific factors” identified in the statute. The coalition states in its motion that it believes the existing MY 2022- 2025 standards are appropriate and “essential to local efforts to reduce greenhouse gas emissions.” The local government coalition includes the U.S. Conference of Mayors, the National League of Cities and 16 individual cities and counties from across the country. For further information: <http://columbiaclimatelaw.com/files/2016/05/Motion-by-Local-GovernmentCoalition-for-Leave-to-Participate-as-Amici-in-California-v-EPA-Final.pdf>

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.