

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting  
November 1, 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 - October 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. **2018 DERA School Bus Rebate Program Opens (October 1, 2018)** – EPA began accepting applications for the 2018 DERA School Bus Rebate Program under which more than \$9 million is being made available to public and private fleet owners to replace old diesel school buses with new school buses that have been certified to the cleanest federal emission standards (i.e., powered by a 2017 or newer model year engine). Selected applicants will receive \$15,000 to \$20,000 per old bus for scrappage and replacement. The deadline for emailing applications to EPA is 4 PM Eastern Time on Tuesday, November 6, 2018. EPA anticipates sending official selection letters, by email, in January 2019. For

further information: <https://www.epa.gov/cleandiesel/clean-diesel-rebates>

**B. California Moves to Clarify that Only Vehicles Meeting Current Federal GHG Emission Standards Will Be “Deemed to Comply” with California’s Vehicle Standards (September 28, 2018)**

– The California Air Resources Board (CARB) approved amendments to the state’s light-duty vehicle rules to clarify the “deemed-to-comply” option. In acknowledgment of the value of a unified National Program for controlling light-duty vehicle emissions of greenhouse gases (GHGs), California has accepted compliance with the federal light-duty GHG standards adopted by EPA, in a joint rulemaking with NHTSA, for Model Years (MY) 2012 through 2025 as an alternative to compliance with California’s regulations when those federal standards would yield GHG reductions equivalent to those that would result under the state’s standards. However, now that EPA and NHTSA have proposed a rulemaking to weaken the EPA vehicle GHG standards for MYs 2021 through 2025, CARB has amended its vehicle rules to clarify that the “deemed-to-comply” option is available “only if the currently adopted federal greenhouse gas regulations remain in effect, to prevent any federal weakening for model years 2021 through 2025 from also degrading California’s standards during those model years.” CARB has noted that this action also allows states that have adopted California’s vehicle GHG rules under Section 177 of the Clean Air Act to enforce their standards within their respective jurisdictions to insulate against the impacts of any federal weakening of the MY 2021 through 2025 federal standards. In its resolution adopting these standards, CARB also states that “if there is a possibility that a unified National Program can be maintained that reduces light duty vehicle greenhouse gas emissions sufficient to address California’s compelling and extraordinary conditions, the Executive Officer should pursue the means to do so.” For further information:

<https://www.arb.ca.gov/regact/2018/leviii2018/finalres18-35.pdf> and

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

**C. EPA OIG Reports on Agency Oversight of Vehicle I&M Programs (September 25, 2018)**

– EPA’s Office of Inspector General (OIG) released a report on the results of an audit it conducted on vehicle inspection and maintenance (I&M) programs. In particular, OIG sought to determine whether EPA’s oversight has assured that such programs reduce vehicle emissions effectively and efficiently in enhanced I&M areas. Based on its review, OIG concluded that collection by EPA of additional performance data from states would enable EPA to better assess the effectiveness of I&M programs. OIG recommended that the EPA Assistant Administrator for Air and Radiation undertake seven actions to assure consistent and effective implementation of enhanced I&M programs. The recommendations include determining why some states do not conduct statutorily required on-road testing and offering to assist these states in complying with the requirements; reaching out to states with program implementation deficiencies; and issuing guidance to address commonly occurring problems. OIG reports that EPA has agreed with the recommendations and “provided acceptable corrective actions and completion dates.” For further information:

[https://www.epa.gov/sites/production/files/2018-09/documents/epa\\_oig\\_20180925-18-p0283.pdf](https://www.epa.gov/sites/production/files/2018-09/documents/epa_oig_20180925-18-p0283.pdf)

**D. EPA Proposes to Eliminate to HFC Limits for Air Conditioners and Refrigerators (September 17, 2018)**

A pre-publication notice from EPA announces proposed changes to the agency's refrigerant management program, including the rescission of leak repair and maintenance requirements for high global warming potential hydrofluorocarbons (HFCs) used in refrigerators and air conditioners. The HFC requirements were finalized in a 2016 Obama Administration rule that interpreted Section 608 of the Clean Air Act to apply to certain non-ozone depleting substitutes used in both appliance types. The proposal would revert to EPA's prior legal interpretation, which limited the program's leak detection and repair requirements to ozone depleting substances. The proposal also requests comment whether to rescind other provisions of Section 608 that have been applied to HFCs since 2016, including certification requirements for technicians who purchase HFCs to service covered appliances, equipment certification and use requirements for the removal of refrigerants, refrigerant disposal documentation requirements, and refrigerant resale requirements. EPA estimates that elimination of the leak detection and repair requirements will cause emissions of an additional 3 million metric tons of CO<sub>2</sub> equivalent (MMT<sub>CO<sub>2</sub>e</sub>) annually but result in a net annual savings to industry of \$24 million. Rescission of the other program provisions for which EPA is seeking comment would save industry an additional \$4 million and further increase CO<sub>2</sub> emissions by 0.7 MMT<sub>CO<sub>2</sub>e</sub>. The rule is entitled, "Protection of Stratospheric Ozone: Revisions to the Refrigerant Management Program's Extension of Substitutes." For further information:

[https://www.epa.gov/section608/revise\[section\]-608-refrigerant-management-regulations](https://www.epa.gov/section608/revise[section]-608-refrigerant-management-regulations)

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.