



Southwest Air Pollution Control Authority

1308 NE 134th Street • Vancouver, WA 98685-2747

(360) 574-3058 • Fax: (360) 576-0925

TDD Accessible

Press Release

Press Release

"CLEAN AIR" PLAN IS ADOPTED, BUT IMPACTS ARE MODERATED

The Southwest Air Pollution Control Authority's (SWAPCA) Board of Directors adopted a "clean air" plan to address Clark County's future summer time ozone air quality at its March 19, 1996 meeting. The "clean air" plan adopted by the Board incorporates the concerns of Clark County citizens expressed at recent public hearings. It also addresses the need for additional emission reductions by using the least cost and least intrusive package of measures available. Clark County and Portland, Oregon are located within a "bowl", almost entirely encircled by mountains, with a need to address a filling up of this "bowl" over the next ten years.

The proposed "clean air" plan was modified by the SWAPCA Board of Directors at the March 19 meeting to be responsive to the following concerns which the Board heard from the general public:

1. Exclude residents of the Yacolt and Amboy areas from the motor vehicle testing.
2. Strongly recommend to the Department of Ecology that only motor vehicles 4 years and older be subjected to vehicle emission testing.
3. Require that annual reports on the Ozone Maintenance Plan be made to the Board of Directors with a public hearing held on the report if significant interest is expressed.

The plan approved by the Board of Directors on Tuesday March 19 will achieve a "clean air" designation for Clark County by implementing the following additional components:

1. Vehicle Inspection and Maintenance.
 - a. Expansion of the vehicle emission testing boundary to include the Brush Prairie, Battle Ground, Ridgefield, and LaCenter zip codes to begin on January 1, 1997.
 - b. Change from the current test method to the Acceleration Simulation Mode (ASM) exhaust emission test method in 1997.
 - c. Change the test standards for passing the emission test.
 - d. Include a gasoline cap leak check.
 - e. Implement NO_x exhaust emission testing in 1997.
 - f. Incorporate checks of On-Board Diagnostics (OBD) on 1996 and newer vehicles.
2. Area Source Rules for Volatile Organic Compounds (VOCs).
 - a. Adopt proposed rules SWAPCA 493-200 (Spray Paints), 493-300 (Architectural Coatings), 493-400 (Motor Vehicle Refinishing), and 493-500 (Area Source Common Provisions).
 - b. Proposed rule SWAPCA 493-100 (Consumer Products) is being withdrawn and not being adopted because the U.S. Environmental

Bob
Tom
Paul
Larry
Wes
Scott
Tim
Jennifer
Jackie
Mark
Jer S
Jer B
David
Virginia
Mary
File



[The page contains faint, illegible markings and bleed-through from the reverse side.]

Protection Agency is expected to publish an equivalent rule on about March 20, 1996.

3. Future Studies will be performed to answer the following policy/technical questions:
 - a. Can ozone formation within the Vancouver/Portland area be most effectively minimized through a control strategy which primarily focuses on reducing nitrogen oxide emissions alone, or should it focus on volatile organic compound emissions alone, or should the strategy focus on placing equal emphasis on reducing both of these ozone precursor air pollutants; and
 - b. Is Clark County's ozone air pollution problem being significantly impacted by upwind sources such as the Weyerhaeuser Company and Longview Fibre industries in the Longview area.

The final step for the Ozone Maintenance Plan is for it to be forwarded to the U.S. Environmental Protection Agency for their review and approval. Portland, Oregon (i.e., Multnomah, Clackamas and Washington Counties) will be finalizing its portion of the Vancouver/Portland interstate Ozone Maintenance Plan over the next 2 months. It is expected that federal approval of the "clean air" plan for the combined Vancouver/Portland Ozone Maintenance Plan will require approximately 8 months after it is filed with the U.S. Environmental Protection Agency. Clark County may receive its "clean air" designation by the end of 1996. The public input for this process began in February 1994.

Please call Robert Elliott, Executive Director, Southwest Air Pollution Control Authority (SWAPCA), at (360) 574-3058 Extension 10 if you have any questions.

The detailed motion approved by the Board was as follows:

A. THAT, the Southwest Air Pollution Control Authority (SWAPCA) Board of Directors approves an Ozone Maintenance Plan for Clark County which includes the following components:

1. Vehicle Inspection and Maintenance.
 - a. Expansion of the vehicle emission testing boundary to include the Brush Prairie, Battle Ground, Ridgefield, and LaCenter zip codes to begin on January 1, 1997.
 - b. Change from the current test method to the Acceleration Simulation Mode (ASM) exhaust emission test method in 1997.
 - c. Change the test standards for passing the emission test.
 - d. Include a gasoline cap leak check.
 - e. Implement NO_x exhaust emission testing in 1997.
 - f. Incorporate checks of On-Board Diagnostics (OBD) on 1996 and newer vehicles.
2. Area Source Rules for Volatile Organic Compounds (VOCs).
 - a. Adopt proposed rules SWAPCA 493-200 (Spray Paints), 493-300 (Architectural Coatings), 493-400 (Motor Vehicle Refinishing), and 493-500 (Area Source Common Provisions).

- b. Proposed rule SWAPCA 493-100 (Consumer Products) is being withdrawn and not being adopted because the U.S. Environmental Protection Agency is expected to publish an equivalent rule on about March 20, 1996.
- 3. Future Studies to be performed which will answer the following questions:
 - a. Can ozone formation within the Vancouver/Portland area be most effectively minimized through a control strategy which primarily focuses on reducing nitrogen oxide emissions alone, or should it focus on volatile organic compound emissions alone, or should the strategy focus on placing equal emphasis on reducing both of these ozone precursor air pollutants; and
 - b. Is Clark County's ozone air pollution problem being significantly impacted by upwind sources such as the Weyerhaeuser Company and Longview Fibre industries in the Longview area.

B. THAT, the Southwest Air Pollution Control Authority (SWAPCA) Board of Directors strongly recommends to the Department of Ecology that only motor vehicles 4 years and older be subjected to the vehicle emission inspection and maintenance program.

C. THAT, the Southwest Air Pollution Control Authority Board of Directors believe that the Longview Fibre, Weyerhaeuser Company and Reynolds Metal facilities located in Longview should be included in the Ozone Maintenance Plan emission inventory, but that no further action be taken with respect to these sources because of this decision unless the conclusions from the "Future Studies" report clearly implicates these sources as significantly impacting Clark County's ozone air pollution problem.

D. THAT, the Southwest Air Pollution Control Authority (SWAPCA) Board of Directors recognize that RCW 70.120 (Motor Vehicle Emission Control) requires that zip codes must be used as the basis for establishing motor vehicle emission testing boundaries. However, in North Clark County zip codes cover a much larger geographical area than is the case in areas of higher population density. Further, it may be many years before the northern most areas of North Clark County, such as Amboy and Yacolt, incur significant population growth in part because of the terrain which clearly sets it apart from the "flat basin and bowl-like effect" which characterize much of the county. Therefore, SWAPCA's Board of Directors requests that the Department of Ecology determine if it is within their statutory authority to include only portions of a zip code. If the answer to this legal question is affirmative, the SWAPCA Board of Directors requests that the Department of Ecology exclude from emission testing those citizens in North Clark County who reside within the following defined geographical area: exclude all motor vehicles registered to residences located North of 279th Street and East of 50th Avenue.

E. THAT, the Southwest Air Pollution Control Authority (SWAPCA) Board of Directors believe that the performance of the "Future Studies" referenced in the Ozone Maintenance Plan are important. The results of these studies will assist this agency in evaluating existing policies about the most effective ways to maintain "clean air" within

Clark County well into the 21st century. The SWAPCA Board of Directors believes that the questions to be addressed by the "Future Studies" in the Ozone Maintenance Plan should be thorough in their analyses and no short cuts be taken to obtain this information that could raise doubts about the validity and accuracy of the conclusions. Therefore, it is the conclusion of the SWAPCA Board of Directors that at least two (2) full summers of monitoring data are needed and the performance of Urban Airshed Modeling or its equivalent before a conclusion can be satisfactorily made on the two questions being addressed by the "Future Studies." After publication of the conclusions from the "Future Studies" report on the two questions, the SWAPCA Board of Directors will cause the applicable control measures in place to be up for re-consideration and issue a decision on this matter after a formal amendment process complete with public review.

F. THAT, the Southwest Air Pollution Control Authority (SWAPCA) Board of Directors believe that the Ozone Maintenance Plan is an important issue for this region. The Board of Directors also believes that it is important that they be regularly kept informed about issues relating to this Maintenance Plan. Therefore, the Board of Directors requests that it be provided with annual reports which address in detail what has transpired during the previous 12 month period on issues relating to the Ozone Maintenance Plan. The first report shall be issued by December 31, 1997 and then issued by the end of each calendar year thereafter. Copies of this report shall be forwarded to the news media and interested citizens and a public hearing held on the document if significant public interest in such a meeting is expressed to the agency.