

## SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting  
October 3, 2020 at 3:00 PM  
Southwest Clean Air Agency  
11815 NE 99th St. Suite 1294  
Vancouver, Washington

This meeting will be held by video conference using Zoom:

<https://us02web.zoom.us/j/81677716119>

Meeting ID: 816 7771 6119

Or call in by phone (669) 900-9128

### AGENDA

- I. Call to Order  
SWCAA Chair Bob Hamlin
- II. Roll Call/Determination of Quorum  
SWCAA Chair Bob Hamlin
- III. Board of Directors Minutes  
Board of Directors Minutes - September Meeting
- IV. Changes to the Agenda  
SWCAA Chair Bob Hamlin
- 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’s Proposed Cleaner Trucks Initiative Rule Delayed, Now Expected in March 2021 (September 9, 2020)** – EPA Administrator Andrew Wheeler decided to take more time to develop the agency’s Cleaner Trucks Initiative (CTI) proposal under which the agency would, among other things, seek reductions in nitrogen oxide (NO<sub>x</sub>) emissions from heavy-duty trucks. EPA was expected to issue the Notice of Proposed Rulemaking (NPRM) this month. EPA is now targeting March 2021 for release of the CTI NPRM. The reasons provided for the slowdown are to 1) allow more time for engagement with stakeholders and 2) join two key components that were to be released separately. Originally, the NPRM was to be issued first, followed later by a Notice of Data Availability that will include estimates of emission reductions. The Administrator would like these two components to be merged and released together. EPA sought comments on the CTI through an Advance Notice of Proposed Rulemaking published in January 2020.

**B. EPA Science Advisors Call for EPA to “Clarify and Strengthen” Clean Air Act Cost-Benefit Proposal (September 8, 2020)** – EPA’s Science Advisory Board (SAB) released a draft report providing advice and comments on EPA’s proposed rule, “Increasing Consistency and Transparency in Considering Costs and Benefits in the Clean Air Act Rulemaking Process.” Published in June, the proposal would require EPA to develop benefit-cost analyses (BCAs) for all significant proposed CAA rules. It also sets forth requirements for preparing and presenting the BCAs. SAB’s draft report, which is directed to the EPA Administrator, reviews the scientific and technical bases of the proposed rule and makes the following three major comments and recommendations: 1) EPA should clarify and strengthen the estimation of benefits in the proposed rule by incorporating systematic review approaches, better defining causality and including effects for which causal or likely causal relationships may be less certain; 2) EPA should clarify and strengthen recommendations on the selection of health endpoints, especially with regard to the selection of concentration response functions; and 3) EPA should clarify and strengthen the requirements for uncertainty analysis in the proposed rule by better aligning the rule language with current best practices, better incorporating low probability, high-consequence hazards and clearly noting when unquantified benefits and costs could be significant. The draft report will be considered at a SAB public teleconference on September 15 and may be changed before it is finalized. For further information: <https://yosemite.epa.gov/sab/sabproduct.nsf/MeetingCalBOARD/D2670286FEBFE78E852585AC004CD21A?OpenDocument>

**C. California and Five Automakers Officially Sign Bilateral Voluntary Agreements to Reduce Light-Duty Vehicle GHG Emissions (August 17, 2020)** – After announcing voluntary agreements in July 2019 on light-duty vehicle greenhouse gas (GHG) emission standards more stringent than those in the Trump Administration’s “SAFE” Vehicles rollback rule, California and five automakers officially signed separate bilateral agreements consistent with the voluntary framework established last year, which included commitments that support continued annual reductions of vehicle GHG emissions through model year 2026, encourage innovation to accelerate the transition to electric vehicles, provide industry with the certainty needed to make investments and create jobs and save consumers money. According to the California Air Resources Board (CARB), each of the automakers – BMW of North America (including Rolls Royce for purposes of the

agreement), Ford, Honda, Volkswagen Group of America (including VW and Audi) and Volvo – “has made additional and individual commitments to expedite the transition to zero-emission vehicles. These agreements, designed to further advance innovation and investment, are memorialized in a separate appendix for each company, and are designated as Confidential Business Information because they relate to specific model production plans and similar matters. Generally, they promote enhanced distribution of zero emission vehicles,” with each manufacturer remaining on track to make cleaner cars consistent with its specific production plans “to substantially electrify [its] respective fleet and cut greenhouse gas emissions.” Other states that previously adopted California’s clean car standards under Section 177 of the Clean Air Act have notified each Framework automaker that they will also support the Framework agreements. CARB notes that, “under the framework agreements, gasoline and diesel cars and light trucks will get cleaner through 2026 at about the same rate as the former Obama-era program, preventing hundreds of millions of tons of greenhouse gas emissions over the lifetime of the agreements.” For further information:

<https://ww2.arb.ca.gov/resources/documents/framework-agreements-clean-cars> and <https://ww2.arb.ca.gov/resources/documents/carb-waiver-timeline>

**D. Study Flags Need for Further Investigation of Air Quality During Pandemic Lockdowns (August 25, 2020)**

– A study of air quality when stay-at-home orders triggered by the COVID-19 pandemic were in effect calls for further study to determine actual outcomes. In the paper, published in the journal Nature, a team of researchers from the Massachusetts Institute of Technology, University of California Davis, Colorado State University, Reed College and the University of Toronto notes that much of the reporting in the media and academic literature has focused on modeling emission reductions and impacts from the stay-at-home orders but that “atmospheric chemical reactions are essential links between emissions and atmospheric composition. Because these linkages can be highly nonlinear, atmospheric chemistry complicates how pandemic-induced emission changes have and will continue to impact air quality; overlooking this chemistry undermines public understanding of air pollution and risks erroneous decision-making.”

For further information: <https://www.nature.com/articles/s41557-020-0535-z>

X. Board Policy Discussion Issues

As Necessary

XI. Issues for Upcoming Meetings

- CPI fee increase decision - November
- Revisions to SWCAA 400 Rules - 2021
- Handbook Policy Revisions - 2021

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.