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Southwest Clean Air Agency

Board of Directors Minutes

May 6, 2021

The regular meeting of the Southwest Clean Air Agency Board of Directors was held in the Southwest Clean Air Agency office, Vancouver, Washington on May 6, 2021.

Those present were:	Bob Hamlin, Chair, Skamania County Ryan Smith, Vice-Chair, Member at Large Max Vogt, Director, City of Centralia Joe Gardner, Director, Cowlitz County Robert Stowe, Director, Town of Cathlamet Dr. Alan Melnick, Director, Clark County Lee Tischer, Director, Wahkiakum County Leana Kinley, Director, City of Stevenson Ruth Kendall, Director, City of Longview Erik Paulsen, Director, City of Vancouver
Excused:	Sean Swope, Director, Lewis County
Also Present: Staff:	Uri Papish, Executive Director Traci Arnold, Office Administrator
Guests:	None

Call to Order

Mr. Hamlin called the meeting to order. A quorum was confirmed to exist.

Board of Directors Minutes

Mr. Hamlin asked for consideration of the April 1, 2021 minutes. Dr. Melnick moved and Mr. Smith seconded that the minutes for the April 1, 2021 Board meeting be approved. Motion passed.

Consent Agenda

Mr. Hamlin asked for approval of the Consent Agenda including voucher numbers 303 through 341 in the amount of $33,463.64 which have been approved for payment by the Executive Director, March 2021 Salaries in the amount of $112,054.62 and March 2021 Benefits in the amount of $46,614.16. Mr. Stowe moved and Dr. Melnick seconded approval of the Consent Agenda. Motion passed.

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Changes to Agenda

None

Info Items & Public Comment

Mr. Papish said the board members should have received a letter from Department of Ecology by now concerning Ecology's commitment to environmental justice work. This letter was sent to all local air quality agencies as well as their board members. It announces Ecology's commitment to environmental justice and incorporating environmental justice into their operational framework as well as the intention to collaborate with local agencies to incorporate environmental justice into their operational framework.

Washington State Department of Health has created a health disparities map (Information by Location | Washington Tracking Network (WTN) and Mr. Papish presented the board with a short video about the map and how the data can be displayed. The map shows which communities have environmental risk factors and what those risk factors are. The map will be used as a tool for determining where to focus resources.

Dr. Melnick commented this is an important topic and the health disparities map will be a valuable tool moving forward. Mr. Papish said this topic is now a high priority for Department for Ecology. He said the woodstove grant funds may be distributed with consideration given to communities with higher risk factors.

Mr. Smith commented Wahkiakum County would be grateful to receive woodstove grant funds. Currently the distribution of funds is based on the air pollution standard and the communities at highest risk for non-attainment. At this time Wahkiakum County does not qualify for woodstove funds. Mr. Stowe also expressed interest in woodstove funds for the Town of Cathlamet.

Mr. Papish said he would have a presentation by the Washington State Department of Health regarding the health disparities map at the next meeting.

The board thanked Mr. Papish for his presentation.

Public Hearing

None

Unfinished Business/New Business

Mr. Hamlin opened discussion on the adoption of proposed Fiscal Year 2021/2022 Budget and recognized Mr. Papish. Mr. Papish said the Southwest Clean Air Agency (SWCAA) is required by the Washington Clean Air Act (RCW 70.94.092) to utilize a budget year of July 1st through June 30th. This statute also specifies that SWCAA must have its budget adopted by the Board of Directors by the fourth Monday in June of each year.

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The proposed Fiscal Year 2021/2022 budget (Attachment A) of $2,880,289 is a $170,017 increase over the revised Fiscal Year 2021/2022 budget. The main drivers of the budget increase compared to the prior fiscal year are in the following expense categories: (1) an increase in total staff salaries along with a budgeted one-time payout of leave accruals for a retiring senior staff member; (2) an anticipated increase in medical insurance premiums, Social Security, and Medicare contributions; and (3) the anticipated cost of a bi-annual audit by the State Auditor. The increased expenses as partially offset by (1) a reduction in the consultant/pass through money expected to be awarded by Ecology for the woodstove replacement program; and (2) a reduction in the Public Employee Retirement System (PERS) contribution rate.

On the revenue side the main drivers of the budget increase compared to the prior fiscal year are: (1) an increase in projected unspent non-AOP funds available to be carried forward from FY 2020/2021; (2) an anticipated increase in civil penalties due to an anticipated increase in compliance inspections; (3) the Board approved registration fee and per Capita increases which went into effect in January of 2021; and (4) an anticipated increase in asbestos permitting activity. The increases in revenue are partially offset by (1) an anticipated reduction in new source review fees; (2) a reduction in woodstove grant money; and (3) a reduction in interest income due to lower interest rates.

SWCAA expects to end the current Fiscal Year 2020/2021 with a projected end-of-year cash balance of $2,712,981. The agency's reserves, which have the purpose of maintaining the financial stability of the agency, include the depreciation reserve, liability reserve, Title V reserve, non-Title V reserve, and vacation/sick/retirement reserve. These reserves will be funded at $125,000, $110,000, $60,000, $540,224, and $200,000 respectively. The agency's reserves which have the purpose of performing important projects also include the records management reserve and the air quality improvement/diesel reserve. These reserves will be funded at $175,000 and $163,573, respectively, at the end of FY 2020/2021.

Fees collected in the current fiscal year and held for use in FY 2021/2022 amount to $1,053,512 of the projected year-end cash balance. These funds will be carried forward into the FY 2021/2022 operating budget as the non-Title V fees fund. This fund will be used to meet fixed program expenses other than AOP. There will be $15,535 in AOP carryover from Fiscal Year 2020/2021. The end-of-year cash balance of $270,137 for non-AOP funds will be carried forward into the FY 2021/2022 budget as revenue to help meet FY 2021/2022 operating expenses. In addition, a reserve drawdown of $20,000, of earmarked state diesel grant money, is budgeted in case there is a qualified diesel or other air quality improvement project in the upcoming year.

The budget of $2,880,289 is the funding amount required for SWCAA to maintain its current programs and an acceptable level of service through FY 2021/2022. The recent CPI fee increase along with SWCAA carefully managing expenditures and holding a position vacant have improved SWCAA's funding for 2021/2022. This has allowed for an increase in reserve funds in case of an economic downturn. Tables on the following pages provide detailed explanations for why and how the income and expenses are changing in Fiscal Year 2021/2022.

Mr. Hamlin asked for a motion. Mr. Smith moved to approve Resolution 2021-01 which adopts a Fiscal Year 2021/2022 Budget in the amount of $2,880,289. Dr. Melnick seconded the motion. Motion passed.

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Executive Session

None

Control Officer Report

Mr. Papish announced he was adding information on recently passed bills by the Washington State Legislature. He summarized the air quality and climate bills that passed during the last session and offered to answer any questions.

E2SHB 1050 / Fluorinated gases - This bill establishes measures to reduce greenhouse gas emissions from hydrofluorocarbons. It directs Ecology to establish a refrigerant management program to address refrigerant emissions from large air conditioning and refrigeration systems. It authorizes Ecology to set global warming potential thresholds for substitutes used in new stationary air conditioning and stationary refrigeration equipment, and for ice rinks.

E3SHB 1091 - Transportation fuel/carbon - This bill directs Ecology to adopt rules to establish a Clean Fuel Standard to reduce the carbon intensity of transportation fuels by 10% below 2017 levels by 2028, and 20% by 2035.

2SHB 1168 - Long-term forest health - This bill requires DNR to develop a mapping tool within the Forest Health Assessment and Treatment Framework. It creates a Wildfire Response, Forest Restoration, and Community Resilience Account to fund certain wildfire preparedness, prevention, and protection activities. It also creates a Wildland Fire Aviation Support Plan and a Small Forest Landowner Forest Health Program.

E2SHB 1287 – Zero emissions transp. - This bill would require WSDOT to develop and maintain a publicly available mapping and forecasting tool that provides locations and key information on electric vehicle charging and refueling infrastructure. It requires electric utilities to incorporate modeled load forecast scenarios that consider increased electric vehicle adoption and requires the State Building Code Council to adopt rules that exceed the minimum requirements for electric vehicle infrastructure in buildings by July 1, 2024.

SHB 1423 – Smoke management civil enforcement - This bill would provide DNR civil enforcement authority for violations of the silvicultural burn permit provisions and would direct civil penalties collected by DNR to the Air Pollution Control Act. DNR would be required to adopt a rule that establishes a framework for resolving conflicts and issuing civil penalties related to silvicultural burn permit violations, and to conduct a public process.

T2SSB 5000 -Hydrogen/electric vehicles - This bill would create a fuel cell electric vehicle retail sale and use tax exemption pilot program to provide a partial temporary tax exemption for sales of new and used fuel cell electric vehicles.

ESB 5026 – Cargo handling equipment - This bill would authorize ports to purchase zero and near zero emissions cargo handling equipment and infrastructure through Dec. 31, 2031 and would prohibit ports from purchasing fully automated marine container cargo handling equipment until Dec. 31, 2031.

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SSB 5126 – Climate commitment act - This bill would direct Ecology to adopt rules to establish a cap and invest program to reduce greenhouse gas emissions, and would direct distribution of revenue for specific purposes, including clean transportation, natural climate resiliency, clean energy transition and assistance, and energy efficiency projects. It would convene and environmental justice and equity advisory panel to provide recommendations on the program and require the Governor to establish a comprehensive climate program and convene a Climate Commitment Task Force.

E2SSB 5141 – Environmental justice task force recs (HEAL Act) -This bill would require certain agencies (including Puget Sound Partnership, Agriculture, Commerce, Ecology, Health, Natural Resources, and Transportation) to complete environmental justice assessments when considering significant agency actions, and to incorporate environmental justice principles into agency budget and fiscal processes. These agencies would be required to create and adopt community engagement plans, offer consultation with Indian tribes. It would establish an environmental justice council staffed by Dept. of Health and require Health to maintain the environmental health disparities map.

Mr. Papish summarized the information provided in the Control Officer Report and offered to answer any questions.

President Biden Commits U.S. to Steep Emissions Cuts at Earth Day Leaders Climate Summit (April 22, 2021) - At a virtual convening of world leaders, President Joseph Biden formally pledged that the United States would cut its greenhouse gas (GHG) emissions at least in half from 2005 levels by 2030. The Earth Day Leaders Climate Summit was convened to catalyze global commitment to reducing global GHG emissions, and to demonstrate the renewed resolve of the United States to addressing the climate crisis. In addition to the emission reduction pledge the Biden Administration also said it plans to increase how much it spends internationally on climate finance to an estimated $5.7 billion a year by 2024, compared to its 2013-2016 spending of around $2.5 billion a year. Other countries also used the summit to announce emission reduction pledges and other steps to mitigate climate change. President Xi Jinping of China – the world's largest consumer of coal and emitter of GHGs - said his country would "strictly limit increasing coal consumption" in the next five years and phase it down in the following five years. President Xi also repeated his pledge from last year to draw down carbon emissions to net zero by 2060. Prime Minister Justin Trudeau pledged that Canada would reduce its greenhouse gas emissions 40 percent to 45 percent from 2005 levels by 2030, increasing Canada's reduction ambitions from its previous target of a 30 percent reduction in the same time frame. Japan's Prime Minister Yoshihide Suga committed that country to reductions 46 percent below 2013 levels by 2030. Indian Prime Minister Narendra Modi reiterated India's plan to install 450 gigawatts of renewable energy capacity by 2030, but made no new commitments. Russian President Vladimir Putin made a vague pledge to "significantly reduce the net accumulated emissions in our country by 2050." President Jair Bolsonaro of Brazil on Thursday pledged to eliminate illegal deforestation by 2030, but said that his country's emission reductions would be dependent on funding from richer nations. The European Union passed a law on April 21, 2021 that codified its commitment for a 55 percent reduction in greenhouse gas emissions by 2030, and this month the United Kingdom increased its target to 78 percent below 1990 levels by 2035, and Prime Minister Boris Johnson committed Britain to increasing its contribution to the

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Green Climate Fund. The summit was held virtually and included participants from industry, finance, and social leadership, with speakers as varied as Bill Gates and Pope Francis. For further information: https://www.state.gov/leaders-summit-onclimate/day-1/

NHTSA Proposes Rule to Withdraw Portions of "SAFE" 1 Rule that Preempt State GHG Standards and ZEV Mandates (April 22, 2021) – The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation released a pre-publication version of its proposed rule to repeal its portions of the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One. The "SAFE" 1 Rule codified regulatory text preempting California's GHG and ZEV standards. To withdraw these provisions, NHTSA proposes to repeal the regulatory text and appendices in 49 CFR Parts 531 and 533, which, according to NHTSA, were included by the previous administration to more specifically define the preemptive effect of 49 U.S.C. 32919 on state actions that limit or prohibit tailpipe GHG emissions or establish ZEV mandates. Once this proposal is published in the Federal Register, NHTSA will accept public comments for 30 days. The "SAFE" 1 Rule also includes EPA's decision to withdraw the waivers previously issued to California under Clean Air Act Section 4 (CAA) 209 for the state's GHG emission standards and ZEV program, thus also preventing implementation of those standards in other states that adopted them under CAA Section 177. An EPA action to reverse that decision and restore the waivers is forthcoming. For further information: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/cafe_preemption_nprm_04222021_1.pdf and https://www.nhtsa.gov/press-releases/nhtsa-advancesbiden-harris-administrations-climate-jobs-goals

EPA OIG Reports on Concerns About Process Used for Development of "SAFE" Vehicles Rule (April 20, 2021) – The EPA Office of Inspector General (OIG) issued a report in which it finds the April 2020 "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks" ("SAFE" Vehicles Rule), a rule jointly issued by EPA and the National Highway Traffic Safety Administration (NHTSA) rolling back light-duty vehicle greenhouse gas (GHG) and fuel economy standards set in 2012, was not the product of a collaborative initiative, thus "undercutting the joint character of the rulemaking." Among other things, OIG reports that for the "SAFE" Vehicles Rule, the technical staff and resources of EPA's Office of Air and Radiation (OAR) were not fully utilized in the development of the vehicle (GHG) standards and that instead of using OAR modeling tools previously used to develop and assess GHG standards, NHTSA, in an unprecedented step, modified its modeling tool for Corporate Average Fuel Economy (CAFE) standards and used that to perform the analysis of the vehicle GHG emission standards. Additionally, OIG reports that NHTSA did not share information in a timely manner and EPA leadership shared rulemaking and analytical information with OAR technical staff only on a limited basis, preventing OAR technical staff from fully collaborating on development of the rule. OIG includes in the report four recommendations, three of which pertain to the Assistant Administrator for EPA OAR and one of which pertains to the Associate Administrator for EPA's Office of Policy. For further information: https://www.epa.gov/sites/production/files/2021- 04/documents/_epaoig_20210420-21-e-0125.pdf

ALA Issues State of the Air 2021 (April 21, 2021) – The American Lung Association (ALA) issued State of the Air [SOTA] 2021, the 22nd release of the group's annual "report card" on national air quality. To compile SOTA 2021, ALA reviewed air pollution monitoring data for

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ozone and two types of particulate matter (PM) – the 24-hour and annual PM NAAQS – collected by local, state, tribal and federal governments in 2017, 2018 and 2019 and assigned grades based on an area's monitored air quality, not the efforts of the state or local regulators. According to ALA, during the years for which data was reviewed, "more than 4 in 10 people (135 million) in the U.S. live[d] with polluted air." ALA further reports that "people of color were 61% more likely to live in a county with unhealthy air than white people, and three times more likely to live in a county that failed all three air quality grades." The group also states in its report that "climate change continues to make air pollution worse, with many western communities again experiencing record-breaking spikes in particle pollution due to smoke from wildfires. Changing climate patterns fuel wildfires, and also drive warmer temperatures that lead to more ground-level ozone pollution." Based on ALA's grading, the group reports in SOTA 2021 that for the period covered, 54.4 million people lived with "dangerous spikes" in short-term PM, over 20.9 million lived in counties with "unhealthy levels" of annual PM and over 123.2 million live in a county "earning a failing grade" for ozone. Clark County is the only county in SWCAA's jurisdiction which received a grade from ALA. The grade for Clark County was a C for ozone pollution, an F for 24-hour fine particulates, and a PASS for the annual fine particulate standard. These grades were heavily influenced by summer wildfires. ALA's grading system is based on an allowable number of orange, red, purple, or maroon days based on the Air Quality Index. An A grade requires zero orange, red, purple, or maroon days; B is 2 orange days with no red; C is 3 to 6 days over the standard: 3 to 5 orange with no more than 1 red, or 6 orange with no red; D is 7 to 9 days over the standard: 7 total (including up to 2 red) to 9 orange with no red. F is 9 days or more over the standard: 10 orange days or 9 total including at least 1 or more red, purple or maroon. For further information: https://www.lung.org/getmedia/17c6cb6c-8a38-42a7-a3b0-6744011da370/sota-2021.pdf

Los Angeles County Neighborhoods With Poor Air Quality Experienced More COVID-19 Deaths Than Other Communities in the County, Researchers Report (April 14, 2021) – A study led by researchers at the University of California Los Angeles' Fielding School of Public Health found that in Los Angeles County, the highest death rates from the COVID-19 pandemic occurred in communities with the poorest air quality. In "Spatial analysis of COVID-19 and traffic-related air pollution in Los Angeles" – to be published in the August 2021 issue of Environment International – researchers report that air pollution may contribute to COVID-19 incidence and death and that their findings suggest that chronic exposure to nitrogen dioxide has a substantial impact on the incidence of COVID-19 and mortality. In addition, the researchers highlight that communities with higher levels of air pollution tend to have higher proportions of lower-income and Black and Latinx residents and that the higher pollution levels in these areas "may explain why these groups suffered disproportionately from the pandemic." Los Angeles is one of the only cities in the world to publicly report COVID-19 cases and mortality on a neighborhood level, thus allowing for more accurate pollution exposure estimates. For further information:
https://www.sciencedirect.com/science/article/pii/S0160412021001562?via%3Dihub

Administrator Regan Announces Decision to "Reset" EPA's Science Advisory Board and Clean Air Scientific Advisory Committee, Seeks Nominations (March 31 & April 1, 2021) – Following his announcement last week of steps to review and reaffirm scientific integrity in agency activities (see related article in the March 20-26, 2021 Washington Update), EPA Administrator Michael Regan announced that he will reestablish the memberships of the

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agency's Science Advisory Board (SAB) and Clean Air Scientific Advisory Committee (CASAC) to return to the historic standard of populating the committees with balanced groups of experts. When making this announcement, Regan said, "Scientific integrity is one of EPA's foundational values – and as Administrator, I am committed to ensuring that every decision we make meets rigorous scientific standards. Resetting these two scientific advisory committees will ensure the agency receives the best possible scientific insight to support our work to protect human health and the environment. Today we return to a time tested, fair, and transparent process for soliciting membership to these critically important advisory bodies." By undertaking this "reset," Regan seeks to "reverse deficiencies" caused by actions taken under the previous administration. Once nominations are collected and reviewed, the names and biographies of qualified nominees, including additional experts identified by the SAB Staff Office, will be posted in a List of Candidates on the SAB and CASAC websites (http://epa.gov.gov/sab and http://www.epa.gov/casac, respectively). The public will be invited to provide comments on each List of Candidates for 21 days from the date the list is posted. Previous members of the SAB and CASAC are eligible for nomination under these solicitations. For further information: https://www.epa.gov/newsreleases/administrator-regan-directs-epa-reset-criticalscience-focused-federal-advisory.

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. June 3, 2021 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 June 3, 2021 at 3:00 p.m., Southwest Clean Air Agency, Vancouver, Washington.

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Board Meeting Attendance:

JURISDICTION	J 2021	F 2021	M 2021	A 2021	M 2021	J 2020	J 2020	A 2020	S 2020	O 2020	N 2020	D 2020
Clark County	+	+	+	+	+	0	C	+	+	+	+	C
Cowlitz County	+	+	+	+	+	+	C	+	+	+	+	C
Lewis County	+	+	+	+	0	0	C	+	0	+	0	C
Skamania County	+	+	+	0	+	+	C	+	+	0	+	C
Wahkiakum County	+	A	+	+	+	0	C	0	0	+	+	C
Cathlamet	+	0	+	+	+	+	C	+	+	+	+	C
Centralia	0	+	0	+	+	+	C	0	+	+	+	C
Longview	+	+	+	+	+	+	C	+	+	+	0	C
Stevenson	0	+	+	+	A	+	C	+	+	+	+	C
Vancouver	+	+	+	0	+	+	C	+	+	+	+	C
Member-At-Large	+	+	+	+	+	+	C	+	+	+	+	C

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

Mr. Hamlin adjourned the meeting without objection at 4:10 p.m.

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Bob Hamlin
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Chair

DocuSigned by:
Uri Papish
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Executive Director