

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
January 6th, 2022, 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 – November Meeting
- IV. Changes to the Agenda
SWCAA Chair Bob Hamlin
- V. Consent Agenda
 - A. Approval of Vouchers
 - B. Financial Report
 - C. Monthly Activity Report
- V. Info Items & Public Comment
None
- VII. Public Hearing
None
- VIII. Unfinished Business/New Business

A. Executive Session

The Board may go into Executive Session for discussion related to litigation or potential litigation with legal counsel representing the agency in accordance with RCW 42.30.100(1)(i).

B. Election of Chair and Vice Chair

Summary – SWCAA’s Business Rules state that the Chair and Vice Chair need to be elected for each calendar year. The current Chair position is held by Bob Hamlin. The current Vice Chair position is held by Ryan Smith.

Recommendation – Elect the Chair and Vice Chair for Calendar Year 2022.

IX. Control Officer Report

A. SWCAA Awarded New Prevention of Non-Attainment Grant Money (December 7, 2021) - The Southwest Clean Air Agency (SWCAA) applied for and was awarded \$40,500 of competitive grant money from the Department of Ecology’s new Prevention of Non-Attainment Grant. With the grant money SWCAA will conduct a “Spare Our Air” outreach campaign which involves wider distribution of SWCAA’s outdoor burning brochures. The brochures encourages residents to burn cleaner where burning is allowed. Ensure proper burn permits are obtained, materials burned are dry, and fires are attended and hot until completely extinguished. SWCAA also encourage residents to choose alternates to burning, instead of creating unnecessary air pollution, such as chipping, composting, or recycling of green waste. Let residents know that a gas or propane flame is cleaner and safer than using wood for recreating. It also educates residents on the proper use of wood stoves and fireplaces, and that burn barrels are banned in Washington, and that wood combustion impacts our air, water and soil. SWCAA plans to also expand our current voucher program (no cost drop-off) to include more wood and green waste recycling centers and additional county transfer stations, and work with companies that process wood wastes to conduct wood waste collection events. For further information: <https://www.swcleanair.gov>

B. Senate EPW Text of Build Back Better Bill Titles Includes Clean Air Agency Funding, Programs (December 16, 2021) – The U.S. Senate Committee on Environment and Public Works (EPW) has released the bill text of its titles of the Build Back Better bill, the \$1.7 trillion legislative package that Democratic lawmakers are seeking to pass under reconciliation rules. Programs include a \$250 million grant program for state and local clean air agencies to engage in planning to reduce greenhouse gases (GHGs) under a new section of the Clean Air Act, and additional \$4.75 billion to implement those plans. In addition, the bill would appropriate \$2.6 billion in competitive grants for zero emission vehicles and equipment at ports; \$150 million for collaborative community wildfire grants; \$60 million in additional funds under the Diesel Emissions Reduction Act (DERA); \$117.5 million for fence line monitoring, screening monitoring, national air toxics trend stations and other air toxics and community monitoring; \$50 million to expand the NAAQS monitoring network with new multipollutant monitoring stations; \$25 million in Clean Air Act grants to state and local agencies under Sections 103 and 105; and \$5 million for states to adopt GHG and zero-emission mobile source standards pursuant to Section 177 of the Clean Air Act. Numerous other U.S. Senate committees are still finalizing and advancing text of their titles of the bill, and once negotiations and procedural reviews have concluded

on each committee's titles, they can be taken up for consideration by the full U.S. Senate. For further information: <https://www.4cleanair.org/wp-content/uploads/govdoc20211216-234944.pdf>

C. Presidential Order Directs Federal Government to Be Carbon Neutral by 2050

(December 8, 2021) – In an Executive Order, President Biden has directed the federal government to focus its \$650 billion in annual spending to prioritize clean energy, electric vehicles, and energy-efficient buildings. The order aims to reduce CO2 emissions from federal facilities and operations by 65 percent by 2030 and net-zero emissions from all federal procurement by 2050. The Executive Order also calls for at least 10 gigawatts of new clean electricity production by the end of the decade, half of which is intended to come from distributed energy resources close to load. It directs the General Services Administration (GSA), which procures the federal government's 600,000 vehicles, to make 100 percent zero-emission vehicle (ZEV) acquisitions by 2035, including 100 percent zero-emission light-duty vehicle acquisitions by 2027. It calls for a net-zero emissions portfolio among the federal government's 300,000 buildings by 2045, including a 50 percent emissions reduction by 2032; and "Net-zero emissions from overall federal operations by 2050, including a 65 percent emissions reduction by 2030." Finally, it articulates actions for federal agencies to foster "a climate- and sustainability-focused Federal workforce", including through training and performance goals. For further information:

<https://www.whitehouse.gov/briefing-room/presidential-actions/2021/12/08/executive-order-on-catalyzing-clean-energy-industries-and-jobs-through-federal-sustainability/>

D. Electric Companies Announce National Electric Highway Coalition (December 7, 2021)

– The Edison Electric Institute (EEI) announced the establishment of the National Electric Highway Coalition, an initiative under which the Electric Highway Coalition and the Midwest Electric Vehicle Charging Infrastructure Collaborative are merged and additional electric companies from across the nation are included. EEI President Tom Kuhn said of this initiative, "EEI and our member companies are leading the clean energy transformation, and electric transportation is key to reducing carbon emissions across our economy. With the formation of the National Electric Highway Coalition, we are committed to investing in and providing the charging infrastructure necessary to facilitate electric vehicle growth and to helping alleviate any remaining customer range anxiety." According to EEI, its member companies have already made investments of more than \$3 billion to fund customer programs, EV charging infrastructure deployment projects and accelerated electric transportation projects. EEI anticipates that the 22 million EVs expected to be on U.S. roads in 2030 will require more than 100,000 EV fast-charging ports to support them. For further information:

<https://www.eei.org/issuesandpolicy/Pages/NEHC.aspx>

E. Department of Energy Proposes More Stringent Energy Efficiency Standard for Light Bulbs (December 3, 2021)

– The U.S. Department of Energy (DOE) issued a proposed rule that would create a minimum efficacy standard of 45 lumens per watt (lm/W) for general service lamps (GSLs). GSLs include the most common types of light bulbs and comprise the majority of installed lighting in the residential sector. The proposal would codify the "backstop" standard prescribed by Congress in the Energy Policy and Conservation Act (EPCA). The proposed rule will be open for public comment for 45 days

after publication in the Federal Register. For further information:

<https://www.energy.gov/sites/default/files/2021-12/gsl-backstop-nopr.pdf>

F. Researchers Find Genetics and Exposure to Air Pollution Combine to Elevate Risk of Depression (November 8, 2021) – In a study published in the Proceedings of the National Academies of Sciences, researchers from the Lieber Institute for Brain Development (located on the campus of The Johns Hopkins University School of Medicine in Baltimore) and Peking University in Beijing, find that a predisposition to depression combined with exposure to high levels of particulate matter greatly elevates the risk of healthy people experiencing depression. According to one of the lead researchers, “The key message in this study, which has not been shown before, is that air pollution is affecting important cognitive and emotional circuitry of the brain by changing the expression of genes that are conducive to depression. More people in high-pollution areas will become depressed because their genes and pollution in their environment exaggerate the individual effects of each.” The researchers note that while all people have some propensity for developing depression, some have a higher genetic risk. This study demonstrates that “depression is far more likely to develop in otherwise healthy humans who have these key genes and who live in environments with high levels of particulate-matter in the air.” Another lead researcher says, “Our results are the first to show a direct, neurological link between air pollution and how the brain works in processing emotional and cognitive information and in risk for depression. What is most intriguing is that the two factors are linked in such a way that they have a multiplier effect on one’s risk of depression. That is, together, risk genes and bad air raise the risk of depression much more than either factor does in isolation.” The researchers conclude in the study, titled “Air pollution interacts with genetic risks to influence cortical networks implicated in depression,” that their findings have implications for policymakers around the world: “The role of air pollution on the brain is no longer a matter of conjecture.” Leaders and public health officials, they say, now have abundant evidence that additional controls on air pollution will result in improved cognitive function and lower rates of depression. For further information: <https://www.libd.org/new-study-finds-genes-and-air-pollution-multiply-healthy-peoples-risk-of-depression/>

X. Board Policy Discussion Issues
As Necessary

XI. Issues for Upcoming Meetings
Fee re-structuring proposal - February.

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.