

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
March 3rd, 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 – February 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
Statewide Emission Inventory – Info Item
- VII. Public Hearing
None
- VIII. Unfinished Business/New Business
None

IX. Control Officer Report

A. In Draft Reports CASAC Recommends EPA Make PM NAAQS More Protective of Public Health (February 4, 2022)

The Clean Air Scientific Advisory Committee (CASAC) released two draft reports – prepared by the CASAC Particulate Matter (PM) Review Panel – one each on the review of EPA staff draft documents prepared for the agency’s reconsideration of the PM National Ambient Air Quality Standards (NAAQS): the Policy Assessment (PA) and the Supplemental Integrated Science Assessment (ISA). In the draft report on the Draft PA, Panel members write, regarding the annual PM_{2.5} standard, that “all CASAC members agree that the current level of the annual standard [12 micrograms per cubic meter, $\mu\text{g}/\text{c}^3$] is not sufficiently protective of public health and should be lowered. As to the level of the annual PM_{2.5} standard, the Panel states in the draft report that “the majority of the CASAC finds that an annual average in the range of 8-10 $\mu\text{g}/\text{m}^3$ would be appropriate” for various reasons, including, among others, that “the range of 8-10 $\mu\text{g}/\text{m}^3$ is supported by placing more weight on epidemiologic studies with mean concentrations below 10 $\mu\text{g}/\text{m}^3$, including some newer studies not cited in the ISA and by considering Canadian studies, some of which had means even lower than 8 $\mu\text{g}/\text{m}^3$. A recommendation of 8-10 $\mu\text{g}/\text{m}^3$ is also supported by placing emphasis on the protection of vulnerable demographic groups. Panel members also write in their draft report that the majority of CASAC members finds “that the available evidence calls into questions that adequacy of the current [35- $\mu\text{g}/\text{m}^3$] 24-hour standard” and, “conditional on retaining the current form, the majority of CASAC members favored lowering the 24-hour standard.” This majority finds that a range of 25-30 $\mu\text{g}/\text{m}^3$ would be adequately protective. The Panel further comments in this draft report that “CASAC is concerned that the compressed timeframe for this and other recent CASAC reviews has made it difficult for the CASAC to provide the highest quality review possible. The compressed timeframe for simultaneously reviewing large documents is not optimal. It is also not optimal that the timeframe does not allow for development of second drafts of documents that incorporate CASAC advice (should the CASAC recommend second drafts). The CASAC recommends that for future reviews, the EPA follow a review plan that allows for adequate time for the CASAC to review the documents and for sufficient time for the EPA to incorporate CASAC advice into second drafts (if requested by the CASAC). CASAC will meet virtually to discuss the two draft reports, and take public comment, on February 25, February 28 and March 4. For further information:

https://casac.epa.gov/ords/sab/f?p=105:19:9896424682485:::RP,19:P19_ID:966#draft

B. DOT, DOE Announce \$5 Billion EV Infrastructure Funding Framework, Joint Infrastructure Office (February 9, 2022)

The U.S. Department of Transportation (DOT) and Department of Energy (DOE) jointly announced a \$5 billion framework to fund electric vehicle infrastructure under a National Electric Vehicle Infrastructure (NEVI) Formula Program established by the 2021 Bipartisan Infrastructure Law (BIL). The program will be administered by a DOT and DOE Joint Office of Energy and Transportation that was created through the Bipartisan Infrastructure Law (BIL) to deploy a network of electric vehicle chargers, zero emission fueling infrastructure, and zero-emission transit and school buses. The program will provide nearly \$5 billion over five

years to help states create a network of EV charging stations along designated Alternative Fuel Corridors, particularly along the Interstate Highway System. If those are fully built out with charging stations roughly every 50 miles, states can instead fund infrastructure on other public roads or in accessible areas such as public parking facilities, schools and parks. The funds apply under an 80-20 cost share, meaning state or private funds must make up 20 percent of the projects funded. The cost of developing the plans is reimbursable from the federal money. The total amount available to states in Fiscal Year 2022 under the NEVI Formula Program is \$615 million. States must submit an EV Infrastructure Deployment Plan before they can access these funds. In states that do not submit a plan, DOT will award the funds directly to local jurisdictions or give it to other states. State plans must be submitted to the Joint Office of Energy and Transportation by Aug. 1. The Federal Highway Administration will issue approvals by Sept. 30. A second, competitive grant program designed to further increase EV charging access in locations throughout the country, including in rural and underserved communities, will be announced later this year. For further information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm

C. Fifty House Members Urge President to Rescind EO Calling for Federal Government to Achieve 100 Percent ZEV Acquisitions by 2035 (January 24, 2022) –

Fifty members of the U.S. House of Representatives sent a letter to President Biden expressing “strong opposition” to Executive Order (EO) 14057, issued on December 8, 2021, and asking that the President withdraw it. In particular, the lawmakers object to the provision of the EO, titled “Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability,” calling for a “coordinated whole-of-government approach” under which “the Federal Government shall use its scale and procurement power to achieve 100 percent zero-emission vehicle acquisitions by 2035.” The signatories argue in their letter that this policy “ignores the challenges presented with forcing a single-technology approach to the federal government’s vehicle procurement. It also completely disregards the opportunities presented to reduce both cost and emissions immediately through traditional and emerging liquid motor fuels.” The order, they say, leaves no significant role for high-octane liquid fuels in achieving the efficiency advances the Administration seeks: “Cleaner liquid motor fuels, like ethanol, renewable diesel and sustainable aviation fuel, can make substantial contributions to national security and sustainability. Biofuel manufacturers are developing carbon capture projects designed to reduce the carbon intensity of ethanol and are working to continue reducing emissions in the near future.” The Representatives also state that as the nation, in the past year, has faced a pandemic, national disasters that have strained the energy grid and cybersecurity attacks on our fuel supply, “it is inappropriate and irresponsible to make sweeping decisions that increase energy dependence on our greatest international threat.” Rep. Ashley Hinson (R-IA) and Rep. August Pfluger (R-TX) led their colleagues in sending this letter. In a press statement, Rep. Hinson said, “President Biden’s Executive Order ignores the benefits of readily available biofuels and relies on offshore supply chains controlled by the Chinese Communist Party – delivering a win to our greatest adversary and a gut-punch to Iowa’s biofuel producers and the American energy industry. The Administration needs to rescind this out-of-touch Executive Order and work with our renewable fuel industry to bolster national security, create American jobs, and lower emissions.” For further information:

[https://mcusercontent.com/ffedde7e54b71a41a9505fff1/files/bdf3496c-8add-c740-96c0-0e3eff5e04a6/1.24.21 Letter to POTUS re EO 14057.pdf](https://mcusercontent.com/ffedde7e54b71a41a9505fff1/files/bdf3496c-8add-c740-96c0-0e3eff5e04a6/1.24.21_Letter_to_POTUS_re_EO_14057.pdf)

- X. Board Policy Discussion Issues
As Necessary

- XI. Issues for Upcoming Meetings
Fee Restructuring Decision - April/May
Cost of Living Adjustments - April
Merit Pool - April
Budget - May

- 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.