

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
April 6th, 2023, 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/82154159897>

Meeting ID: 821 5415 9897

Or call in by phone (669) 900-9128

AGENDA

- I. Call to Order
SWCAA Chair Alan Melnick
- II. Roll Call/Determination of Quorum
SWCAA Chair Alan Melnick
- III. Board of Directors Minutes
Board of Directors Minutes - March Meeting
- IV. Changes to the Agenda
SWCAA Chair Alan Melnick
- 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. Decision on Cost-of-Living Wage Adjustments for Fiscal Year 2023/2024

Issue - A decision on SWCAA's employee cost of living wage adjustments is one of the early budget decisions that must be made prior to submitting the proposed Fiscal Year 2023/2024 Budget for Board approval.

Summary - The proposed Fiscal Year 2023/2024 Budget will be presented to the Board of Directors for approval at the May Board meeting.

Below is some data regarding inflationary indexes along with a survey of COLAs at other local government agencies in SWCAA’s jurisdiction:

2022 Western States Consumer Price Index	7.50%
2022 Labor Cost Index	5.10%
2023 COLAs at Other Local Governments*	3.81%

Jurisdiction	COLA
Clark	2
Lewis	3
Skamania	3
Wahkiakum	5
Cowlitz	2
Stevenson	5
Vancouver	4
Cathlamet	8.63
Longview	3.5
Centralia	2
Average	3.81

*Some COLA's vary by bargaining unit.

B. Performance Evaluation for Executive Director

The Board may go into Executive Session for discussion related to the performance evaluation in accordance with RCW 42.30.10(1)(g). Any salary adjustment or other decision will be made during the open public meeting following the Executive Session.

IX. Control Officer Report

A. EPA Issues Guidance, “Opt-In” Announcement for IRA-Funded Climate Pollution Reduction Grants (March 1, 2023)

EPA has released information about how state, local and territorial governments can apply for and implement the Inflation Reduction Act (IRA) funded Climate Pollution Reduction Grants (CPRG) program. This program will provide grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas and other air pollution emissions. Section 60114 of the IRA provides \$5 billion to support states, municipalities, air pollution control agencies, and tribes to develop and implement greenhouse gas (GHG) reduction strategies. This program will offer \$250 million for noncompetitive planning grants, and \$4.6 billion for competitive implementation grants.

States can opt in to receive \$3 million grants; the largest 67 metropolitan areas can opt-in to \$1 million grants. As part of the planning grants, grant recipients will create or update initial and deeper plans, and participating agencies and non-recipient agencies that are covered by these plans will be eligible for the implementation grants. EPA expects to announce the notice of funding opportunity for the implementation grants later in 2023, with applications due in the first quarter of calendar year 2024. Metro is planning to be the lead agency for the Portland/Vancouver Metro Area. For further information: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

B. EPA Announces Electric Sector Pledge to Support School Bus Electrification

(February 8, 2023) EPA Administrator Michael S. Regan announced a new pledge by two electric utility organizations to work proactively to promote “seamless” collaboration between school districts and their electricity providers to ensure successful nationwide deployment of electric school buses. The specific pledges made include facilitating communication; providing technical support and assistance; and working in partnership to increase funding for deployment of electric school buses. The organizations making the pledge are the Edison Electric Institute and the Beneficial Electrification League. Also this month, EPA submitted its “Clean School Bus Program Second Report to Congress: Fiscal Year 2022,” detailing the agency’s program that funds the replacement of higher-emitting school buses with zero-emission or “clean” (lower-emitting) school buses. EPA reports that in the first year of the Clean School Bus Program the agency conducted widespread program outreach and administered a national rebate competition that drew almost 2,000 applications: “The enthusiastic response prompted EPA to almost double the funding level available for rebates to nearly \$1 billion.” In October 2022, EPA announced that over 400 applications had been selected, to replace about 2,600 buses, with 95 percent of those replaced with electric buses. For further information:

<https://www.epa.gov/newsreleases/epa-administrator-regan-marks-delivery-kansas-first-electric-school-buses-announces>, <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance>

C. Researchers Find Virtually Everyone On Earth Faces Exposure To PM2.5 At Levels Exceeding Those Recommended By WHO (March 7, 2023)

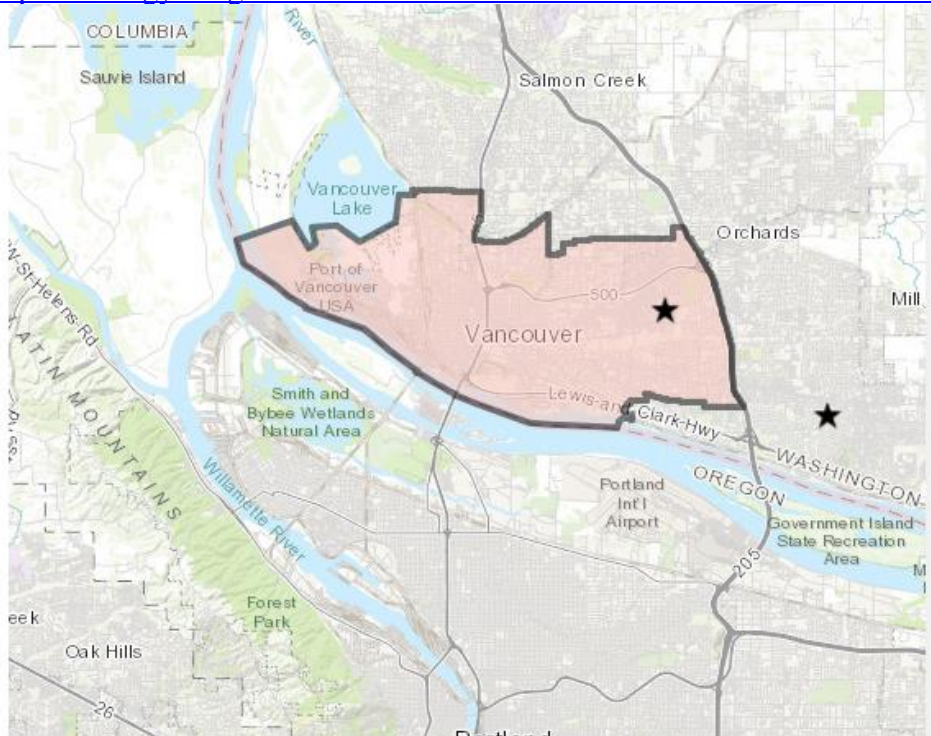
In a study published in *The Lancet Planetary Health*, researchers at Monash University in Melbourne, Australia conclude that in 2019, “only 0.18% of the global land area and 0.001% of the global population had an annual exposure to PM2.5 at concentrations lower than 5 [micrograms per cubic meter] $\mu\text{g}/\text{m}^3$, with more than 70% of days having daily PM2.5 concentrations higher than 15 $\mu\text{g}/\text{m}^3$. Five $\mu\text{g}/\text{m}^3$ is the World Health Organization’s (WHO) recommended annual PM2.5 limit and 15 $\mu\text{g}/\text{m}^3$ is WHO’s recommended daily recommended limit. Noting that “short-term exposure to ambient PM2.5 is a leading contributor to the global burden of diseases and mortality” the researchers explain that few studies have offered the global spatiotemporal variations of daily PM2.5 concentrations over recent decades. However, in their study, the Monash University researchers used deep ensemble machine learning (DEML) to estimate global daily PM2.5 concentrations between January 1, 2000 and December 31, 2019, combining ground-level PM2.5 measurements from nearly 5,500 monitoring stations in 65 countries with GEOS-Chem chemical transport model simulations of PM2.5 concentrations, meteorological data and geographical characteristics. “The high-resolution estimates of daily PM2.5 provide the first global view of the unequal spatiotemporal distribution of PM2.5 exposure for a recent

20-year period, which is of value for assessing short-term and long-term health effects of PM2.5, especially for areas where monitoring station data are not available,” write the researchers. For further information: <https://www.monash.edu/news/articles/world-first-study-into-global-daily-air-pollution-shows-almost-nowhere-on-earth-is-safe>

- D. Purpleair Sensors Underestimate PM2.5 by A Factor of 5-6 In Dust Events, Researchers Find (March 13, 2023)** A research study evaluating EPA’s recently developed national correction equation for PurpleAir sensor data found that the sensors provide reasonably accurate PM2.5 results for typical wintertime urban pollution and smoke events, but they underestimate PM2.5 concentrations by a factor of 5-6 for dust events. The research team, led by Daniel A. Jaffe at the University of Washington, examined 50 short-term pollution spikes that could be classified as typical urban, smoke or dust events. For each event, PurpleAir sensor data were paired with a nearby regulatory PM2.5 monitor to evaluate the agreement. The PurpleAir data were then corrected using either the 2021 Barkjohn correction equation or a new equation being used by EPA for the AirNow Fire and Smoke Map. Both equations did a good job correcting the data for smoke and typical pollution events, but both were too low by a factor of 5-6 in dust. The authors proposed a modified correction equation that improves the PurpleAir data for some dust events, but concluded that further work is needed to improve the algorithm. The study is published in the international scientific journal Atmospheric Measurement Techniques and is available to the public online. For further information: <https://amt.copernicus.org/articles/16/1311/2023/>
- E. Administration Calls for Significant Increase in State/Local Air Grants For FY 2024 (March 16, 2023)** The Administration’s FY 2024 budget request for EPA is calling for \$400.2 million in grants to state and local air agencies under Sections 103 and 105 of the Clean Air Act. This is an increase of \$151.2 million (approximately 60 percent) over the amount appropriated in FY 2023 (\$249 million). With respect to the recommended increase to state and local air grants, EPA’s “Budget-in-Brief” document states: “This increase in grant resources will help expand the efforts of air pollution control agencies to implement their programs and to accelerate immediate on-the-ground efforts to reduce greenhouse gas emissions. The increase also will enhance the resiliency, capacity, and capability of air monitoring systems for National Ambient Air Quality Standards (NAAQS) and local-scale monitoring and will support additional air quality monitoring in disadvantaged communities suffering from disproportionate impact of traffic emissions.” For further information: <https://www.epa.gov/system/files/documents/2023-03/fy-2024-epa-bib.pdf>
- F. The Department of Ecology Completes Environmental Justice Review; Identifies Vancouver as an Overburdened Community.** The Climate Commitment Act (Senate Bill 5126) adopted by the Washington legislature in July 2021 established a Cap and Invest program to address greenhouse gases. One component of the law requires Ecology to conduct an environmental justice review every two years to ensure the cap and invest program achieves reductions in criteria pollutants as well as GHG emissions in overburdened communities highly impacted by air pollution. Ecology is required to deploy an air monitoring network in high priority overburdened communities to collect sufficient air quality data for the 2023 review and subsequent reviews. Once the review determines the levels of criteria pollutants in an identified overburdened community, the law states

that Ecology must: in consultation with local air pollution control authorities, establish air quality targets to achieve air quality consistent with whichever is more protective for human health: 1. national ambient air quality standards established by EPA; or the air quality experienced in neighboring communities that are not identified as overburdened; 2. identify the stationary and mobile sources that are the greatest contributors of those emissions that are either increasing or not decreasing; achieve the reduction targets through adoption of emission control strategies or other methods; adopt stricter air quality standards, emission standards, or emissions limitations on criteria pollutants; and after adoption of the stricter air quality standards, emission standards, or emissions limitations, issue an enforceable order on affected permittees or registered sources to comply with the stricter standards or limitations. Ecology may not impose requirements on a permitted stationary source that are disproportionate to their contribution to air pollution compared to other permitted stationary sources and other sources of criteria pollutants in the overburdened community. An area in the west side of Vancouver (see diagram below) has been identified as an overburdened community. For more information:

<https://ecology.wa.gov/Air-Climate/Climate-Commitment-Act/Overburdened-communities>



X. Board Policy Discussion Issues
As Necessary

XI. Issues for Upcoming Meetings
SWCAA 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.