

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
April 4th, 2024, at 3:00 PM
Southwest Clean Air Agency
5101 NE 82nd Ave. Suite 101
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 2024/2025

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 2024/2025 Budget for Board approval.

Summary - The proposed Fiscal Year 2024/2025 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:

2023 Western States Consumer Price Index	3.5%
2023 Western States Labor Cost Index	4.3%
2023 COLAs at Other Local Governments*	3.6%

Jurisdiction	COLA %
Clark	2
Lewis	3
Skamania	3
Wahkiakum	2
Cowlitz	5
Stevenson	5
Vancouver	5
Cathlamet	3.4
Longview	3.5
Centralia	4
Average	3.6

*Some COLA's vary by bargaining unit or position classification.

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 Announces Final Rule to Reduce Multiple Pollutants From Light - and Medium-Duty Vehicles (March 20, 2024)** - EPA announced its final Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles (LMDVs), “The strongest vehicle pollution standards ever finalized in U.S. history,” according to EPA Administrator Michael S. Regan, who formally announced the rule at an event held in Washington, DC, along with President Biden’s National Climate Adviser, Ali Zaidi, who said the rule will “cut tailpipe pollution in half in the next 10 years.” The final rule includes more stringent standards for light-duty vehicle (LDV) and medium-duty vehicle (MDV) emissions of greenhouse gases (GHGs), nonmethane organic gases+nitrogen oxide (NMOG+NOx) and particulate matter (PM). For GHG emission standards, as under EPA’s May 5, 2023, proposed

LMDV rule, the final rule phases in progressively more protective performance-based (carbon dioxide) CO2 standards for MY 2027 through 2032 LDVs and MDVs. Also like the proposal, the final standards do not mandate the use of any specific technology, nor do they mandate that any percentage of vehicle production be battery-electric (zero-emission) vehicles (BEVs). The final rule differs from the proposal in that it provides more lead time for manufacturers to eventually meet the MY 2032 performance-based standards. EPA projects a savings of \$62 billion a year in reduced annual fuel costs (once fully phased in the average driver should expect to save \$6,000 in fuel costs over the life of the vehicle); drivers will also save on vehicle maintenance and repair. For further information:

<https://www.epa.gov/system/files/documents/2024-03/420f24016.pdf>

- B. EPA Issues Rule to Phase-Out Ongoing Use of Asbestos (March 18, 2024)** - EPA has issued a final rule under the Toxic Substances Control Act that would prohibit the ongoing use of chrysotile asbestos, which is currently the only known form of asbestos used in or imported to the U.S. The rule will ban: (1) the manufacture (including import), processing, distribution in commerce and commercial use of chrysotile asbestos for chrysotile asbestos diaphragms in the chlor-alkali industry; chrysotile asbestos-containing sheet gaskets in chemical production; chrysotile asbestos-containing brake blocks in the oil industry; aftermarket automotive chrysotile asbestos-containing brakes/linings; other chrysotile asbestos-containing vehicle friction products; other chrysotile asbestos-containing gaskets; and (2) the manufacture (including import), processing and distribution in commerce for consumer use of aftermarket automotive chrysotile asbestos-containing brakes/linings; and other chrysotile asbestos-containing gaskets. While the rule bans the import of asbestos for chlor-alkali use immediately, it allows the use of the substances to be phased out within different time periods, depending on the situation (allowing as much as five, eight or 12 years in some cases). The regulation also issues disposal and recordkeeping requirements for affected sources. According to EPA, asbestos exposure causes lung cancer, mesothelioma, ovarian cancer, and laryngeal cancer, and it is linked to over 40,000 deaths each year in the United States. For further information:
- <https://www.epa.gov/newsreleases/biden-harris-administration-finalizes-ban-ongoing-uses-asbestos-protect-people-cancer>

- C. White House Announces Strategy to Accelerate Build Out of Charging Infrastructure to Achieve 100 Percent Zero-Emission Freight Sales by 2040 (March 12, 2024)** – The Joint Office of Energy and Transportation announced the National Zero-Emission Freight (ZEF) Corridor Strategy to guide deployment of the ZE medium- and heavy-duty vehicle (MHDV) charging and hydrogen refueling infrastructure necessary to achieve the nation’s goals of promoting at least 30 percent ZE MHDV sales by 2030 and 100 percent ZE MHDV sales by 2040. The Administration says, “The Strategy is designed to meet growing market demands by targeting public investment to amplify private sector momentum, focus utility and regulatory energy planning, align industry activity, and improve air quality in local communities heavily impacted by diesel emissions.” The Strategy includes four phases for prioritizing, sequencing and accelerating infrastructure along the National Freight Network (NHFN): 1) from 2024 to 2027, establishing priority hubs based on freight volumes; 2) from 2027 to 2030, connecting hubs along critical freight corridors; 3) from 2030 to 2035, expanding corridor connections to initiate network

development; and 4) from 2035 to 2040, achieving a national network by linking regional corridors for “ubiquitous” access. For further information <https://driveelectric.gov/files/zef-corridor-strategy.pdf>

X. Issues for Upcoming Meetings
SWCAA Budget (May)

XI. 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.*