

SOUTHWEST CLEAN AIR AGENCY

Board of Directors Meeting
June 5th, 2025, at 3:00 PM
Southwest Clean Air Agency
5101 NE 82nd Ave Ste 102
Vancouver, WA 98662

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 – May 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
Air Monitoring Update
- VII. Public Hearing
None
- VIII. Unfinished Business/New Business

Cancellation of July Board of Directors Meeting

Summary -The July Board has historically been canceled due to its proximity to the fourth of July holiday. The Washington Clean Air Act requires that the Board of Directors meet at least 10 times per year. Six meetings have been held through the June Board meeting.

Recommendation - Cancel the July Board of Directors meeting.

IX. Executive Director's Report

- A. Senate and House pass CRA Disapprovals of Three California Vehicle Emission Program Waivers (May 22, 2025)** - The U.S. Senate cleared three joint resolutions to disapprove EPA waivers allowing California to implement its own vehicle emissions standards using its CAA Section 209 authority, and to state adopting California programs under CAA Section 177 including the state of Washington. The U.S. House had previously voted on the disapprovals of all three waivers for Advanced Clean Cars II (ACC II), Advanced Clean Trucks (ACT) and the Low-NOx Heavy-Duty Engine and Vehicle Omnibus, using the Congressional Review Act (CRA) on May 1, 2025, with bipartisan support. The President is expected to sign these into law imminently. California officials have already announced their intention to “pursue every available remedy” based on whether this use of the CRA is legal. Advisory opinions from the Government Accountability Office and the Senate Parliamentarian both stated that it is not legal. For further information: <https://www.congress.gov/bill/119th-congress/senate-joint-resolution/47>
- B. House and Senate use CRA to Disapprove Biden-Era Revisions to Air Toxics Permitting Rule (May 22, 2025)** - By an early-morning, party-line vote of 216-212, the U.S. House of Representatives adopted a joint Congressional Review Act (CRA) resolution of disapproval of EPA's 2024 revisions to the “Major MACT to Area” (MM2A) air toxics permitting rule. The Senate had previously voted to disapprove the MM2A Revisions Rule on May 1, 2025. The original MM2A rule, adopted during the first Trump administration, allowed facilities that were major sources of hazardous air pollutants (HAPs) to reclassify as area sources if their HAP emissions dropped below major-source thresholds. The Biden Administration's 2024 MM2A Revisions Rule – the subject of the CRA resolution of disapproval – sought to make the regulation more protective by requiring sources that emit seven persistent, bioaccumulate HAPs to continue to comply with major-source standards even if they reclassify as area sources. The Congressional joint resolution of disapproval will now go to President Trump for signature, upon which the MM2A Revisions Rule will no longer have legal force or effect and the MM2A rule will revert to its original form. Under the CRA, enactment of the joint resolution of disapproval would also bar EPA from issuing a future rule that is “substantially the same” as the rescinded MM2A Revisions Rule. For further information: <https://www.congress.gov/bill/119th-congress/senate-joint-resolution/31>
- C. House Passes “One Big Beautiful Bill” That Impacts Clean Air and Climate Programs (May 22, 2025)** – The U.S. House of Representatives passed the “One Big Beautiful Bill Act of 2025” (H.Con.Res.14) by a narrow vote of 215–214. Framed as a sweeping budget reconciliation bill implementing the Trump Administration's policy agenda, the measure uses a legislative process that allows passage with a simple majority in the Senate by focusing on budget-related provisions. The bill includes significant rollbacks of clean air and climate programs, repealing several sections of the Clean Air Act (CAA) and rescinding

any unobligated balances associated with them, including Section 132 (electric vehicles), Section 133 (zero-emission port equipment), Section 134 (Greenhouse Gas Reduction Fund), Section 135 (low-emissions electricity program), Section 136 (Methane Emissions Reduction Program), and Section 137 (Climate Pollution Reduction Grants). It also eliminates unobligated funds from the Inflation Reduction Act (IRA) for clean school bus programs, the Diesel Emissions Reduction Act (DERA) for HFC reductions under the AIM Act of 2021, modernization of enforcement technologies such as ICIS and ECHO, and for air pollution programs at state, local, territorial, and tribal levels, including additional IRA funding for air monitoring. The legislation repeals two major regulatory actions: the EPA’s final rule “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles” (89 Fed. Reg. 27842), and the National Highway Traffic Safety Administration’s final rule issued June 24, 2024, titled “Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027 and Beyond and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030 and Beyond” (89 Fed. Reg. 52540). In addition, the bill rescinds funding for EV charging infrastructure, eliminates programs and grants for low-carbon steel and cement, repeals “Climate Smart Farming” grants, removes tax credits for cleaner and zero-emission vehicles, eliminates incentives for clean hydrogen production, and accelerates the phase-out of incentives for wind and solar manufacturing. For further information:

<https://www.congress.gov/bill/119th-congress/house-bill/1/text>

- D. Governor Ferguson Signs HB 1409 Updating WA Clean Fuels Standard (May 17, 2025)** - Washington House Bill 1409 modifies the state’s Clean Fuels Program to accelerate reductions in transportation-related greenhouse gas emissions. The bill moves up the target for reducing the carbon intensity of transportation fuels to 45% below 2017 levels by 2034—four years earlier and more aggressive than the previous 20% reduction goal by 2038. It also strengthens enforcement by imposing stricter compliance requirements and raising penalties to up to \$50,000 per violation. HB 1409 directs revenues from the program toward expanding electric vehicle (EV) charging infrastructure, supporting the use of cleaner biofuels, and creating clean energy jobs—particularly in communities disproportionately affected by pollution. Additionally, it requires the Washington Department of Ecology to regularly publish credit market forecasts and program analyses, increasing transparency for businesses and stakeholders. For further information:

<https://app.leg.wa.gov/bills/summary?BillNumber=1409&Year=2025&Initiative=false>

E. Board Policy Discussion Issues

As Necessary

XI. Issues for Upcoming Meetings
SWCAA Fees and Cost Recovery Discussion

XII. Adjourn

Notes:

(1) Served by C-TRAN Routes: 7, 32, 72, 76 and 80.

(2) Accommodation of the needs for disabled persons can be made upon request. For more information, please call (360) 574-3058 extension 110.