

SOUTHWEST AIR POLLUTION CONTROL AUTHORITY

Board of Directors Meeting  
May 4, 2000  
3:00 P.M.  
Southwest Air Pollution Control Authority  
1308 N.E. 134th Street  
Vancouver, Washington

AGENDA

- I. Call to Order
  - A. SWAPCA Chair Jack Burkman.
- II. Roll Call/Determination of Quorum
  - A. SWAPCA Chair Jack Burkman.
- III. Board of Directors Minutes
  - A. Board of Directors Minutes of April 1, 2000 and April 13, 2000.
- IV. Public Comment
  - A. As Applicable.
- V. Consent Agenda
  - A. Approval of Vouchers.
  - B. Financial Report.
  - C. Monthly Activity Report.
- VI. Public Hearing
  - A. Proposed Rule for Reducing Emissions from Gasoline Barge Loading Operations.**
    1. The purpose of this public hearing is to address the uncontrolled air pollution emissions of gasoline barge loading operations at the Port of Vancouver. Gasoline loaded on to barges in Vancouver and Portland is transported up the Columbia River to the Tri-Cities area. SWAPCA's 1996 Ozone Maintenance Plan assumed construction of a gasoline pipeline from Bellingham to the Tri-Cities area would be complete by 1999 and thereby reduce the gasoline air pollution emissions in the Vancouver/Portland air shed. The proposed pipeline has been cancelled. Consequently, the Oregon Department of Environmental Quality adopted in February 2000 rules that will reduce the emissions from gasoline barge loading operations at the Port of Portland. SWAPCA's proposed rule is equivalent to the Oregon rule in order to ensure a level competition field for gasoline barge loading operations. A separate portion of the proposed SWAPCA rule requires annual air-to-liquid testing on all vacuum assisted Stage II control gasoline stations. Currently, only a portion of these systems undergoes annual testing. Due to the complexity of these systems, numerous failures are reported for this type of system. Annual testing

on all such equipment will provide a level playing field for competition and provide consistency with other areas of Washington and California. (See Attachment No. 1)

2. Chair opens the public hearing with proponents speaking first and followed by opponents.

3. Formal vote of Board of Directors on the proposed rule to reduce air pollution emissions from gasoline barge loading operations.

VII. Unfinished Business/New Business

**A. Selection of the Member at Large Candidate.**

1. Issue – Interview and selection of the Member at Large Board member.

2. Summary – Interviews will be performed with the three finalists for this vacancy on the Board of Directors. The three finalists are William Sobolewski, Lou Dooley, and Milton Cox. The application of each of these finalist candidates is attached. The finalists have been requested to attend SWAPCA's May 4, 2000 Board meeting for interviews with the entire Board of Directors. (See Attachment No. 2)

**3. RECOMMENDATION – Select the new Member at Large.**

**B. Adoption of the Proposed Fiscal Year 2000/2001 Budget.**

1. Issue – SWAPCA's budget needs to be approved prior to June 30, 2000.

2. Summary – The proposed Fiscal Year 2000/2001 budget is \$1,294,592. This budget figure is an increase of \$35,969 from the Amended Fiscal Year 1999/2000 budget. Significant issues in this budget include: (1) restoration of an estimated 85% of the revenues lost by passage of Initiative 695; (2) recognition that Federal 105 Supplemental grants are no longer available; (3) acknowledging Wood Stove Grant funds do not exist for this fiscal year because of lower than project statewide sales; (4) establishing an Air Operating Permit reserve fund with a goal of \$35,000 so that other fees do not subsidize the large industrial sources when the workload is higher than estimated in the budget; and (5) assigning a portion of unspent Air Operating Permit fees to the Building Fund reserve with a goal of \$75,000 so that all revenue sources have equitably contributed to this fund. The attached proposed Fiscal Year 2000/2001 budget includes: (1) an Executive Summary; (2) Comparison of the Amended Fiscal Year 1999/2000 budget to the proposed Fiscal Year 2000/2001 budget; (3) Explanation of the types of revenues collected by SWAPCA; (4) Discussion of the expenses by program and category which are monitored by SWAPCA; and (5) Detailed documentation which supports the budget figures. (See Attachment No. 3)

**3. RECOMMENDATION – Adopt the proposed Fiscal Year 2000/2001 budget in the amount of \$1,294,592 and approval of Resolution 2000-3.**

**C. Clean Fuel Vehicles.**

1. Issue – A policy decision needs to be made on whether the Board desires to actively encourage the use of clean fuel vehicles by other government organizations.

If so, it needs to be decided whether the policy applies to Clark County only or includes the other southwest Washington counties as well.

2. Summary - The Vancouver/Portland interstate ozone air shed is being challenged to stay within the federal air quality health standard for summer time ozone levels.

Motor vehicle emissions constitute the largest share of air pollution emissions. In addition, the cancer risk from toxic air pollutant emissions from motor vehicles is rapidly becoming a national issue. Measurements of toxic air pollutants in urban air indicates that cancer causing benzene and 1,3 butadiene emissions are the most common toxic air pollutants in the air we breath. They are present in significantly higher concentrations in urban air pollution than the other toxic air pollutants. Motor vehicles are the primary source of these chemicals in the ambient air. Diesel particulate matter is also a concern in these toxic air pollutants. Several State of Washington laws were adopted in 1991 that established a policy of encouraging the use of clean-fuel vehicles in this state, but little to no progress has been made. This state policy was adopted even though a quantification of the air quality benefits had not been calculated. These state laws include: (1) RCW 43.19.637 (Clean Fuel Vehicle Purchasing Requirements for State Agencies) – 30% of all new vehicles shall be clean-fuel vehicles and this figure shall increase 5% per year; (2) RCW 70.94.960 (Clean Fuel Matching Grants) – publicly owned school buses are considered transit under this law and were eligible for matching grants until Initiative 695 eliminated the Clean Air Excise Tax that was the source of funding for these grants; (3) RCW 70.120.210 (Clean Fuel Specifications) – the Department of Ecology was instructed to define the characteristics of clean fuel; and (4) RCW 80.28.280 (Compressed Natural Gas Utilization) – there is encouragement of the use of compressed natural gas. Recent events in southwest Washington that relate to this issue include the Evergreen School District's proposed operating levy to replace its propane fueled school buses with diesel fueled buses that may not be as air pollution friendly. In addition, local governments in southwest Washington have not implemented a formal written policy for purchasing and utilizing clean-fuel vehicles. Examples of these local government organizations include Clark County, City of Vancouver, City of Camas, City of Washougal, City of Battle Ground, C-TRAN, Evergreen School District, Vancouver School District, Battle Ground School District, and Clark Public Utilities. These organizations own vehicle fleets and operate within the Ozone Maintenance Planning area. In addition, the Southwest Washington Regional Transportation Council is allocating federal transportation funds for Congestion Mitigation and Air Quality (CMAQ) that is being used in Atlanta and other cities to purchase alternate fuel vehicles that will improve air quality. A key decision issue is whether a study is needed to determine whether the incremental implementation of these polices will make a difference in air quality before proceeding. The other alternative course of action is to adopt a philosophy that the owners of government fleets should be leading the private fleets to show that this technology works. (See Attachment Nos. 4 and 5)

**3. RECOMMENDATION – The following strategy is recommended: (1) Adopt separate resolutions that encourage the above local government organizations in Clark County to implement a formal written policy for purchasing and utilizing clean fuel vehicles; and (2) decide whether to expand this policy to other counties in southwest Washington.**

**D. Clean Fuel Vehicle Funding with Congestion Mitigation and Air Quality (CMAQ) Funds.**

1. Issue – Whether the SWAPCA Board should request the Southwest Washington Regional Transportation Council (RTC) Board of Directors to support funding of clean fuel vehicles with Congestion Mitigation and Air Quality (CMAQ) transportation funds.
2. Summary – Federal highway funds for Congestion Mitigation and Air Quality (CMAQ) projects are being provided to Clark County because of its air quality nonattainment/maintenance status. The Regional Transportation Council (RTC) Board has directed its staff to utilize six criteria in the allocation of these federal highway funds. Clean fuel vehicle projects can not score high with the current or proposed point system because clean fuel vehicles only provide air quality benefits and do not address the other five criteria. A way to respond to this issue would be through the establishment of annual set aside funds for clean fuel vehicles rather than a change in the funding formula because the Congestion Mitigation and Air Quality funds are trying to address a variety of transportation needs in Clark County. A preliminary issue to decide is whether these funds should be set aside for clean fuel vehicles only if they can make a quantifiable difference in ambient air pollution levels. A different approach would be for government organizations to decide that they should be leading the general public and private sector in adopting changes that support a better quality of life. An RTC review of the project criteria and point scoring system is now underway. The six criteria being used are:

<u>Project Criteria</u>	<u>RTC Proposed Points</u>	<u>Weight</u>
(1) Provides congestion mitigation	25	22%
(2) Provides multimodal transportation benefits	15	13%
(3) Provides traffic safety improvements	15	13%
(4) Provides economic development assistance	15	13%
(5) Provides leveraging of the federal funds	15	13%
(6) Provides air quality improvements	<u>30</u>	<u>26%</u>
	115	100%

**3. RECOMMENDATION – Adopt a resolution which establishes a beginning dialogue with the Southwest Washington Regional Transportation Council (RTC) Board of Directors about the need to provide for clean fuel vehicle funding from the Congestion Mitigation and Air Quality (CMAQ) transportation funds.**

**VIII. Control Officer's Report**

**A. Columbia River Gorge Air Quality Management Plan.**

1. Issue – The Economic Development Commissions within the Gorge Scenic Area have requested the Gorge Commission to remove language in the Air Quality Management Plan which states that the area should be studied for designation as a Class 1 area.
2. Summary – The Gorge Commission plans to address the Class 1 study issue at its May 9, 2000 meeting in The Dalles, Oregon. Staff of the Gorge Commission has recommended deletion of the Class 1 study language in the Air Quality Management

Plan and proposes replacing it with the following language:

(1) SMA Policy 12 [p. I-123] – “Air quality shall be protected and enhanced, consistent with the purposes of the Scenic Area Act. The States of Oregon and Washington, Southwest Air Pollution Control Authority, and Forest Service shall: (a) conduct and compile a study of air pollutant levels, and their effects on scenic, cultural, natural and recreation resources, agriculture and the economy of the Scenic Area, to be submitted to the Commission for review; (b) in consultation with affected stakeholders, develop a regional air quality strategy to implement this policy that addresses all sources of pollution that affect Scenic Area air quality, both inside and out of the Scenic Area; and

(2) Scenic Resource Enhancement Strategy #3 [p. III-60] -...”and utilize the results of such monitoring in developing and updating the regional air quality protection and enhancement strategy described in SMA Natural Resource Policy 12.”

B. Centralia Power Plant.

1. Issue – Appeal status of the Reasonably Available Control Technology (RACT) Order.
2. Summary – SWAPCA, PacifiCorp and the other seven owners of the coal-fired Centralia Power Plant have decided to file a joint legal brief with the Washington Court of Appeals in response to Mr. Greg Bowers’ issues. The deadline for this legal brief is May 10, 2000. Construction of the \$225 million sulfur dioxide and nitrogen oxides emission control equipment required by the RACT Order continues on schedule.

IX. Board Policy Discussion Issues

A. Agency Name Change.

1. Issue – Selecting a new name for the agency.
2. Summary - Six possible names for the agency were proposed at the April 1, 2000 Board workshop. Staff has performed a telephone survey of several organizations that it interacts with to obtain their comments on the possible agency names. (See Attachment No. 6)

X. Adjournment

XI. Issues for Next Meeting

A. Public Hearing.

1. None.

B. New Business/Unfinished Business.

1. As Necessary.

C. Control Officer's Report.

1. As Necessary.

D. Board Policy Discussion Issues.

1. Discussion on Integration of the Board’s Values into the Fiscal Year 2000/2001 Budget.
2. Discussion of draft Strategic Plan.

E. Meeting Date and Location

1. June 1, 2000 at 3:00 p.m., Southwest Air Pollution Control Authority, 1308 NE 134th Street, Vancouver, Washington

XII. Optional Handout(s) Available

- A. U.S. EPA National Toxic Air Pollutant reports.

### Mission Statement

“To Preserve and Enhance Air Quality in Southwest Washington”

#### Board of Director Values

1. It is important for the region to first achieve healthy air before focussing on other air quality issues.
2. Local control of southwest Washington air pollution issues should be apparent to our constituency.
3. It is important that compliance with federal and state air pollution regulations be achieved.
4. A partnership that is fully reciprocal is desired with the Washington Department of Ecology and U.S. Environmental Protection Agency.
5. All decisions made by the Board should be guided by a principle of doing what is best for the region as a whole.
6. It is important to strive for a good working relationship with the residents and industries of southwest Washington.
7. The effort to obtain stakeholder input on agency actions is a key component of the agency's public involvement process.
8. The pursuit of reductions in air pollution should be based on achieving the largest air quality benefits first.
9. The basis for air pollution reduction measures should be rooted in sound science.
10. Education should be utilized as an important tool for achieving sustained voluntary compliance.
11. The priority of enforcement decisions should first be on ensuring education is achieved and then issuance of civil penalties.
12. Effective enforcement means that recalcitrant sources are brought into clear compliance.
13. The Board prefers to be involved at the policy setting level for the agency rather than the day-to-day management issues.
14. Fiscal expenditures by the agency should be consistent with the Board approved budget.
15. The fair treatment of the agency's employees is an important goal of the Board.

Note: (1) Served by C-TRAN Routes: 6, 8, 21, 25 and 71.

(2) Accommodation of the needs for disabled persons can be made upon request. For more information, please call (360) 574-3058 extension 10.