



**PUGET SOUND
Clean Air Agency**

1904 3rd Ave #105
Seattle, WA 98101

206-343-8800

pscleanair.gov

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Executive Director

Christine Cooley

Please use the Zoom link provided in the calendar invite.

The meeting can also be attended in person at the agency's office at [1904 3rd Avenue, Suite 105, Seattle](#).

If you have trouble accessing this, please email Stephaniea@psc Clean Air.gov.

The Agency will make reasonable accommodations for any person who needs assistance to participate in the Advisory Council meeting, or to access our services. Our meeting facilities are ADA accessible. Sign language services, language translation and interpretation, and communications materials in alternative formats can be made available given sufficient notice by contacting 206-689-4069, or you may reach her by dialing 800-552-3565, ext. 4069.

Wednesday, March 11, 2026

ADVISORY COUNCIL MEETING AGENDA

- 9:00 – 9:05 Call to order – Roll Call – Quorum Established – Land Acknowledgement:
We would like to acknowledge that our Agency operates in four present-day counties, which are the traditional lands of the Coast Salish people, past and present. This acknowledgement does not take the place of authentic relationships with indigenous communities in our jurisdiction and beyond but serves as a first step in honoring the people whose land we work and reside on.
- 9:05–9:05 **I. Approval of Minutes**
January 14, 2026
- II. New Business**
- 9:05 – 9:40 A. Department of Ecology ZEvergreen Policy Recommendations*
- 9:40 – 10:05 B. Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps*
- 10:05 – 10:25 C. Wood Smoke Reduction Program Updates*
- 10:25 – 11:25 **III. Advisory Council Member Reports**
- 11:25–11:35 **IV. Staff Reports**
A. Staff Report*

**PUGET SOUND CLEAN AIR AGENCY
ADVISORY COUNCIL**

REGULAR MEETING MINUTES

January 14, 2026

1904 3rd Avenue, Suite 105
Seattle, WA 98101

Note: This was a hybrid meeting via the Zoom platform and all Advisory Council members and staff were present by computer or phone or in person at 1904 3rd Ave #105, Seattle, WA 98101.

Advisory Council Members Present:

Ryan Kellogg, representing Health
Tim Gould, representing King County Public-at-Large
Kristin Lynett, representing Pierce County Public-at-Large
Satwinder Kaur, representing King County Suburban Cities
Debbie Hannig, representing Area Sources
Kristin Marshall, representing Industry - Large
Dan Rankin, representing Wood Smoke Communities
Nancy Johnson, representing Suburban Cities, Snohomish County
Yorik Stevens-Wajda, representing Planning
Mia Ayala-Marshall, representing Environmental Justice - Local
Stephanie Gowing, representing Construction
Greg Tisdell, representing Industry Small/Medium
Rick LaGrandeur, representing Fire Chiefs
Jamie Hearn, representing Environmental Justice, Regional
Peter Hasegawa, representing Labor
Nayiri Haroutunian, representing Education
Steve Nicholas, representing Ports
Paulina Lopez, representing Environmental Justice - Local
Suzy Oversvee, representing Snohomish County Public-at-Large
Kelly McGourty, representing Transportation
Megan Larkin, representing Environment
Ronn Griffin, representing Kitsap County Public-at-Large

Advisory Council Members Absent:

Charles Adkins, representing Tribal

Bonnie Meyer, representing Pierce County Suburban Cities

I. Approval of Minutes

Christine Cooley, Executive Director, called the meeting to order at 9:02 a.m. and read the land acknowledgement.

Executive Director Cooley shared an update from the most recent Board meeting. She reported that the Board submitted the Comprehensive Climate Action Plan and that the Advisory Council would be seeing a presentation about it during this meeting. The Board also completed its annual equity training, using the same environmental justice framework presented at the Advisory Council's March retreat last year. Feedback from the Advisory Council was shared, and the Board strongly supported the Agency's environmental justice goals, emphasizing the need to double down on equity and integrate it fully into the Agency's mission and work. The Board affirmed that working at scale and building partnerships is the most effective way for the Agency to serve the region.

Executive Director Cooley noted that the next Board meeting will include the budget kickoff. She explained that the Agency is facing budget challenges due to delayed federal funding and a 65% reduction in state funding for local clean air agencies. She shared this information for context, noting that the budget process runs from January through June and is overseen by the Board.

Peter Hasegawa made a motion to approve the September 10, 2025 meeting minutes. The motion was seconded by Dan Rankin and it passed unanimously.

New Business

II. A. Comprehensive Climate Action Plan (CCAP) Update

Executive Director Cooley introduced Sara Hetrick, Air Resource Specialist. Ms. Hetrick delivered a presentation on the Comprehensive Climate Action Plan (CCAP) Update. A PowerPoint presentation was shared.

Mia Ayala-Marshall asked what the goal of the February 24th meeting was mentioned

in the presentation.

Ms. Hetrick shared that the goal was twofold. First, to inform community-based organizations about the submission and availability of the final Comprehensive Climate Action Plan (CCAP), including updated online resources such as sector one-pagers and an executive summary for decision-makers. Second, to gather feedback, input, and suggestions from community-based organizations on developing an ongoing regional implementation process for the climate strategies outlined in the CCAP.

Executive Director Cooley added that this was not the only engagement opportunity with community-based organizations. Additional targeted outreach will occur through emails later in the month. This specific opportunity arose from an invitation by 9Zero, a supporter of the Comprehensive Climate Action Plan, to participate in a lunch-and-learn session.

Ms. Ayala- Marshall followed up by saying that if outreach is focused on organizations that previously provided comments, she thinks it would be helpful to share documentation showing how public input was incorporated into the final CCAP. She expressed frustration that it was unclear how community feedback was used. She shared that it would be meaningful to share where community voices influenced the final CCAP at the February 24 event would help demonstrate that input was heard and meaningfully considered.

Ms. Hetrick said the Agency is going to be doing direct outreach to people who reached out about certain aspects of the CCAP, so they will receive follow up from the Agency. Ms. Hetrick also said the Agency can look at communication about how comments were incorporated.

Executive Director Cooley asked Ms. Hetrick to share where the in appendix all of the community feedback was captured in the CCAP document.

Ms. Hetrick answered that it's in the last Appendix, Appendix G. She also noted that, given tight timelines, the Agency worked to capture all feedback received on the draft CCAP. All comments were included at the back of the document, including those submitted through the Conveyo website and comment letters received outside of Conveyo. This approach ensures that community feedback is preserved so future decision-makers, both within the Agency and across the region, can reference it and ensure it is not lost.

Kathy Strange, Air Quality Programs Director, added that in addition to capturing input throughout the plan, the Agency highlighted that community input was intentionally summarized by sector and incorporated throughout the plan, drawing primarily from Conveyo submissions and workshops. While fewer detailed comment letters were received, the Agency remains open to providing a venue to review them if there is interest.

Mr. Hasegawa expressed interest in seeing the list of community-based organizations planned for outreach and noted the challenges of engaging the public on climate action plans. Drawing on experience with King County and the City of Seattle, he acknowledged strong outreach efforts, particularly with frontline communities, and offered to share best practices and connect relevant staff to support effective engagement.

Executive Director Cooley thanked Mr. Hasegawa and said she would be interested in connecting with him about community engagement.

Executive Director Cooley added that the Agency is currently following up with community-based organizations that submitted comment letters. Outreach occurred the prior year through four coordinated events and digital meetings. This engagement is intended to close the loop on feedback received, not to solicit new input on the plan. The Agency is also participating in additional invited opportunities to share information about the CCAP and how jurisdictions can use it moving forward.

Kelly McGourty emphasized the value of the CCAP as a comprehensive regional roadmap and expressed excitement about having clear actions, emissions reductions, and benefits identified. She acknowledged the challenging federal and state funding environment and cautioned against an “all-or-nothing” mindset that can stall progress. Ms. McGourty encouraged maintaining momentum by continuing to implement the plan incrementally, noting that even small-scale actions demonstrate benefits and build support for further implementation. She highlighted the importance of focusing on progress, sustaining momentum, and using early successes to advance future actions under the CCAP.

Suzy Oversvee asked for clarification on utility involvement in the regional EV charging infrastructure plan and emphasized the importance of including utilities in addition to county representatives and Ecology. She suggested ensuring utilities are

engaged or brought into the process if they are not already involved.

Ms. Hetrick noted that the Agency's steering committee has been established that includes the Agency, four county representatives, PSRC, and the Washington State Department of Commerce. The Agency is currently developing a technical advisory group, which is expected to include active involvement from utilities, with outreach anticipated to occur in the near term.

Ryan Kellogg suggested thinking creatively about ways to elevate and promote the work moving forward, including cross-jurisdictional coordination to build excitement and executive-level attention through success stories, awards, and press features. He also noted that Public Health can provide a list of community-based organization partners that supported the legislative proviso, if that information is not already included.

Jamie Hearn said that she would like to see the list of CBO organizations if possible and said she could share event details with the organizations she knows would be interested.

Nayiri Haroutunian asked if outreach has included community-based organizations focused on public health, such as community centers. She referenced an upcoming meeting with the Family First Community Center in Renton and sought confirmation that similar public health-focused organizations are included in the broader outreach efforts.

Ms. Hetrick said it would be great if Ms. Haroutunian could share that contact information.

Mr. Kellogg added that we would like to chat with Ms. Haroutunian about possible connections and health framing around climate.

Executive Director Cooley shared a legislative update, noting that the CCAP is already supporting legislative priorities early in the session. The Agency and partners have testified in budget committees, emphasizing that Climate Commitment Act funding should be used for its intended climate purposes rather than redirected. With a comprehensive, scientifically vetted, and community-reviewed climate roadmap now in place at both regional and state levels, the speaker noted that this message is being clearly heard by legislators as budget decisions are considered.

II.B. B.Reasonable Alternatives to Outdoor Burning (RAOB) Outreach

Executive Director Cooley introduced Graeme Carvlin, Air Resource Specialist, to present on the Reasonable Alternatives to Outdoor Burning (RAOB) Outreach. A PowerPoint presentation was shared.

Kristen Marshall asked if residential composting is considered a reasonable alternative?

Mr. Carvlin answered that at-home, onsite composting is a key reasonable alternative to outdoor burning, particularly for larger properties. Outreach messaging will emphasize how composting can be done onsite, with considerations such as the balance of woody debris, food scraps, and other materials. Partners will help provide guidance and explain how these alternatives work in practice.

Ms. Marshall expressed appreciation that at-home composting is considered a reasonable alternative to outdoor burning. Drawing on experience in multiple counties, she suggested expanding outreach by participating in community events and fairs, including those not primarily focused on environmental issues, as a way to reach a broader audience and increase awareness of alternatives.

Ms. Oversvee reiterated a concern previously raised regarding Hat Island in Snohomish County, a boat-access-only community. She noted that although the island may fall within the designated radius for services, access limitations could create unintended consequences, such as difficulty reaching a tipping station, and encouraged consideration of these constraints in planning.

Mr. Carvlin acknowledged awareness of Hat Island and noted prior coordination with Snohomish County Solid Waste regarding access limitations, including the lack of curbside service. He added that similar access considerations apply to Ketron Island in Pierce County.

Rick LaGrandeur from North Kitsap Fire and Rescue emphasized the importance of reasonable alternatives to outdoor burning and noted that public outreach will be critical, as perceptions of what is "reasonable" may vary. He expressed appreciation for early notice and the opportunity to help educate the public, highlighted the strong social media reach of fire departments, and encouraged early and widespread messaging. He also noted that community events and shared materials could help expand outreach even when Agency staff are unable to attend and

offered support in assisting with education efforts.

Mr. LaGrandeur asked whether there has been communication and coordination with tribal organizations regarding this effort, noting that regulations differ significantly between reservation lands and non-reservation areas and emphasizing the importance of engaging tribes accordingly.

Executive Director Cooley clarified that tribes are sovereign nations and that the policy would not apply on tribal lands. The Agency is reaching out to tribes, particularly in Kitsap County, to inform them of the effort and offer information, rather than recommend or direct any policy action. The Agency emphasized respect for tribal sovereignty and that any decisions would be at the discretion of each tribe.

Mr. Kellogg offered to help amplify outreach through social media and assist with coordination or contact information for public health districts, including health officers and environmental health directors. He also suggested leveraging county council members and government relations staff for outreach, as well as using county newsletters, such as those in King County, as additional channels to share information.

II.C. Permitting 101: Knowledge Building of Core Agency Functions

Executive Director Cooley transitioned to the next agenda item, Permitting 101, introduced as a foundation-setting presentation, particularly for new advisory council members. She explained that, unlike typical sessions focused on seeking feedback, this presentation aims to clarify how the Agency operates in its regulatory role. The overview covered the Agency's responsibilities under the Clean Air Act and its own regulations, emphasizing consistent and predictable permitting processes for regulated sources while ensuring protection of air quality.

John Dawson, Engineering Manager, shared a presentation with the Advisory Council on Permitting 101: Knowledge Building of Core Agency Functions. A PowerPoint presentation was shared.

Nancy Johnson asked about the most common types of new source review permit applications received by the Agency and noted interest in the decline in applications over the past decade, asking which types have decreased.

Mr. Dawson noted that he has not conducted a detailed analysis of which new

source review applications have declined over time. He explained that application trends generally reflect the regional economy. Common applications continue to include smaller sources such as coffee roasters and auto body shops, as well as changes or process updates at existing aerospace facilities, which remain a significant sector, even though few entirely new aerospace facilities are being built.

Executive Director Cooley noted that the Agency has not conducted a detailed analysis of which new source review applications have declined over time. She explained that application trends generally reflect the regional economy. Common applications continue to include smaller sources such as coffee roasters and auto body shops, as well as changes or process updates at existing aerospace facilities, which remain a significant sector, even though few entirely new aerospace facilities are being built.

Mr. Dawson discussed several ways to assess permitting effectiveness, noting that broader trends in emissions and ambient air quality provide the most holistic indicators, with permitting being one contributing factor. He highlighted progress in reducing the operating permit renewal backlog, emphasizing that up-to-date operating permits are critical for compliance, inspections, and community protection. For Notice of Construction permits, he noted these are demand-driven and harder to measure, with the primary focus being timely review, clear criteria, and effective communication with applicants, even though no formal metric currently exists.

Executive Director Cooley reiterated that the Agency uses its strategic plan as the primary measure of success, guided by four Agency-wide goals with associated objectives and actions. Progress toward these goals is reported annually, and the Agency operates as an integrated system to achieve them.

Paulina Lopez asked how community concerns, particularly from overburdened communities, are incorporated into permitting decisions. She also requested clarification on whether and how cumulative impact assessments are considered prior to permit approvals and suggested covering these topics more clearly in future presentations.

Mr. Dawson explained that permit approval decisions are governed by established approval criteria, including National Ambient Air Quality Standards, applicable regulations, toxic air pollutant requirements, and the Climate and Environmental Protection Act as an overlay. Community comments are most impactful when they

relate directly to these regulatory criteria, as they can influence permit conditions, while final decisions are determined by the applicable regulatory framework.

Executive Director Cooley addressed the question on cumulative impacts, explaining that while the term “cumulative impact” may not be explicitly used, permit applications are evaluated against National Ambient Air Quality Standards (NAAQS). If multiple permits collectively increase pollution levels beyond these standards, approval would be denied for failing to meet permit conditions. In this way, cumulative pollution effects are accounted for within the permitting framework.

Tim Gould asked about the number of sources that could qualify for the air operating permit program based on potential emissions but are instead excluded through permit limits, and how that compares to sources currently in the program. He also asked how often permits are revised after public comment and whether such revisions are common or rare.

Mr. Dawson explained that sources that accept permit limits to avoid entering the air operating permit (Title V) program are referred to as synthetic minor sources. Many such permits were issued in the late 1990s and early 2000s, with an estimated total of around 75 currently in place. These limits typically cap operations below Title V thresholds based on actual intended operating levels rather than maximum theoretical capacity.

Mr. Gould asked what proportion of permits, across all permit types and source sizes, are revised as a result of the public comment period, and whether such revisions are relatively rare or occur with some frequency.

Mr. Dawson provided an estimate on permit revisions following public comment. Roughly 10% of Notice of Construction permits go through a public comment period. Of those, only a subset receive comments, and typically one permit per year is revised as a result. Most permits issued for public comment do not receive comments, and among those that do, approximately one-quarter to one-half result in changes based on the feedback.

Megan Larkin asked whether issues identified at older permitted facilities, such as structural concerns or corrosion, can be addressed outside of new permitting, or if facilities are effectively grandfathered until a new permit is issued. She also asked whether inspections or other mechanisms exist to address such concerns when they are identified.

Mr. Dawson explained that, in addition to permit conditions, facilities are subject to broader Agency regulations, such as requirements to maintain equipment in good working order and prohibitions on nuisance odors. These regulations apply regardless of permit age and serve as backstops, allowing the Agency to address issues even when older permits lack detailed conditions.

Ms. Ayala-Marshall provided feedback on permit-related community engagement, noting that standard public notice methods do not always result in meaningful access, particularly for environmental justice communities and non-English speakers. She emphasized the need for proactive, timely, and accessible engagement and suggested expanded outreach through trusted community-based organizations, language-accessible guidance on commenting, and use of local and grassroots media outlets. Ms. Ayala-Marshall asked if the Agency could strengthen community engagement practices around permitting.

Mr. Dawson noted that for a regulatory process like permitting, where requirements are set in state regulations, the Agency needs to carefully consider whether additional actions could conflict with those regulations. If considering steps beyond what is explicitly outlined, the Agency would need to proceed cautiously and think through regulatory implications before introducing any changes.

Ms. Ayala-Marshall asked for clarification on what concerns or risks exist with going beyond the steps already laid out.

Executive Director Cooley explained that one concern with going beyond established permitting steps is the risk of setting unrealistic expectations for community members. Permit decisions can only be based on defined regulatory approval criteria, and implying that the volume or type of public comment could influence outcomes beyond those criteria could be misleading and potentially harmful in the long term. Executive Director Cooley noted that the permitting process has been effective in reducing pollution over time through technology and best available control technology, including in overburdened communities. She emphasized the importance of clear communication about the limits of permitting, and noted that permitting is only one of several tools the Agency uses to address environmental justice and community concerns.

Ms. Ayala-Marshall responded that she believes concerns about misleading the public should not outweigh the importance of community voice. She emphasized

that she believes that community members should have the opportunity to provide public comment regardless of whether their input directly affects the decision-making criteria. Allowing residents to use their voices and feel empowered was described as especially important for overburdened and priority communities, as identified in the strategic plan.

Mr. Hasegawa noted that many permitted facilities are union workplaces and emphasized that workers want both job security and safe, hazard-free environments. He observed that pollution mitigation measures, such as BACT-related infrastructure upgrades, can generate jobs and asked whether the Agency has analyzed the economic impacts of such capital investments. He also expressed interest in how labor can play a constructive role in preventing pollution in overburdened communities. He also asked whether there is any history of litigation from permit applicants alleging overly stringent enforcement of regulations.

Mr. Dawson responded that he is not aware of any regional quantitative analysis assessing employment or economic benefits associated with BACT or pollution mitigation investments. He noted that EPA has historically conducted periodic national-level cost-benefit analyses of the Clean Air Act but are not aware of similar analyses at the local or regional level.

Executive Director Cooley clarified that analysis of employment or economic impacts is outside the scope of the Puget Sound Clean Air Agency. The Agency's sole focus in permitting decisions is on air quality and applying the legal requirements established to protect air quality.

Ms. Hearn said that in environmental justice contexts, "cumulative impacts" typically refers to the combined burden of environmental and social stressors that lead to disproportionate health outcomes, and noted that this differs from how cumulative pollutant levels are evaluated in Notice of Construction permitting. She asked how the Environmental Health Disparities Map is used in evaluating Notice of Construction or air operating permits, acknowledging it may not be part of binding decision-making.

Ms. Hearn also reiterated concerns about reliance on paywalled publications, such as The Seattle Times, for public notice, noting access barriers for frontline communities. Ms. Hearn also asked whether a public database exists to view Notice of Construction permits more comprehensively, including their locations, and requested additional information on how compliance is tracked.

Mr. Dawson responded that the Environmental Health Disparities Map is not explicitly part of the formal approval criteria for Notice of Construction permits, which are governed by established regulatory standards. He also noted that there is currently no centralized public database that compiles locations or records of issued Notice of Construction permits.

Executive Director Cooley noted that a monthly list of issued Notice of Construction reports is included in the Agency's Board packet, and reminded participants that a free listserv is available for permit notifications and other updates.

Executive Director Cooley also said, regarding environmental health disparities, the Agency defines overburdened communities using multiple tools, including the Environmental Health Disparities Map, the Agency's internal community air tool, and Ecology's overburdened communities map (previously also incorporating the federal EJ screening tool). These tools guide agency-wide work. However, in permitting specifically, decisions are governed by Clean Air Act standards and applicable regulations, which apply consistently regardless of community designation.

Greg Tisdell, representative from a medium-to-small business perspective, shared appreciation for the Agency's permitting clarity and regulatory consistency, noting that while disagreements have occurred, the process is helpful and predictable from a user standpoint. He suggested inspectors consider checking in on facilities, as industry consolidation has led to fewer but larger operations, which may affect oversight needs.

Mr. Tisdell also echoed concerns about relying on newspapers for notification, noting that such notices may not effectively reach businesses. He emphasized the importance of direct outreach, as staff turnover and outdated contact information can result in missed communications, particularly for small and medium-sized businesses focused on day-to-day operations.

Ms. Ayala-Marshall asked for clarification on whether Notice of Construction permits are subject to renewal. Specifically, she inquired whether facilities operating under older Notice of Construction permits, such as those issued in the 1990s, are required to renew them or if there is any renewal process.

Mr. Dawson clarified that Notice of Construction permits are not subject to routine renewal. A new or revised Notice of Construction is only required if a facility proposes

changes, such as modifying equipment, materials, or increasing production. If operations remain unchanged, the original Notice of Construction remains in effect; however, facilities must reengage in the Notice of Construction process when operational changes are proposed.

Ms. Ayala-Marshall asked if that standard is made more stringent at the federal or state level, would cause the need for an updated Notice of Construction permit?

Mr. Dawson answered that if a new overarching federal regulation applies to a specific source category, it may affect permitting requirements. However, because related issues are currently subject to litigation, he indicated the Agency is not able to provide further detail at this time.

III.A. Staff Report

Executive Director Cooley said the staff report is included in the meeting packet. She asked Council Members if they had any questions.

Tim Gould asked if there would be a joint Board meeting with the Advisory Council.

Executive Director Cooley said there isn't currently a joint meeting set up and asked the Advisory Council members for their input on that, as well as timing for the Advisory Council retreat, and the meeting in November moving due to a conflict

Ms. Lopez asked what the purpose of the in-person retreat is.

Executive Director Cooley answered that it stemmed from a desire Advisory Council members had in the past to connect in person with others on the Advisory Council.

Advisory Council members decided September would be a good month for the joint Board meeting with the Advisory Council. Executive Director Cooley confirmed she would take that recommendation to the Board and then follow up with the Advisory Council members to confirm.

Advisory Council Members recommended May for the in-person retreat and selected November 4 for the Advisory Council meeting that month.

Ms. Oversvee suggested working with the one of the transit agencies could be a good idea, Ms. Lopez suggested somewhere in the Duwamish valley and that she

was happy to host.

IV. Advisory Council Reports

Executive Director Cooley asked if there were any reports from Advisory Council members.

Ms. Oversvee shared that the utility recently launched an Electric Pathways Program, an electrification grant initiative funded through Clean Fuels Program credits that are monetized to support local projects. The program has been in development for some time and is now available, with additional information posted on the utility's website.

Mr. Hasegawa noted that the University of Washington's gas plant is the focus of ongoing advocacy efforts. He shared that they are part of a coalition working to help secure state and other funding to support full electrification of the UW campus.

Kristin Lynett shared that King County is launching two new EPA-funded grant programs to support building decarbonization across the four-county region. The programs will provide funding for adult family homes and home childcare centers to install heat pumps and other energy efficiency equipment, and members were encouraged to share this opportunity with eligible business owners in their communities.

Ms. Lopez shared that the Duwamish River Community Coalition has been engaging community members to develop legislative priorities, with air quality remaining the top priority, particularly for the overburdened Duwamish Valley community. She noted the compounding challenges facing immigrant communities due to federal impacts and emphasized the importance of ensuring communities receive the support and resources they need during this time.

V. ADJOURN

With no further business, the Advisory Council adjourned at 11:32 a.m.

I hereby certify this to be a true and correct record of the Minutes of the January 14, 2026 meeting of the Advisory Council of the Puget Sound Clean Air Agency.

Attest

A handwritten signature in black ink, appearing to read "Christine S. Cooley". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Christine S. Cooley
Executive Director

sa



DATE

February 19, 2026

TO

**Board of Directors and Advisory Council Members
Puget Sound Clean Air Agency**

SUBJECT

**Department of Ecology ZEvergreen Policy
Recommendations**

Honorable Board Members:

The Agency is committed to its role as a convener and collaborator. In support of this role, the Agency is providing information timely programs that align with the Agency's mission, vision, and Strategic Plan actions under Objective 1.4. and 1.7

At the February meeting, the Board will receive an informational presentation on the Evergreen Initiative from Josh Grandbouche, Zero Emissions Vehicle Specialist at the Department of Ecology. This program is relevant to the Agency's work to reduce diesel emissions – the leading pollutant in the overburdened communities in our jurisdiction.

ZEvergreen is a statewide effort launched by the Department of Ecology to expand access to zero-emission vehicles (ZEVs) in Washington. The initiative is focused on continuing the state's progress in decarbonizing the transportation sector, which remains the largest source of greenhouse gas emissions in Washington, by exploring new tools and strategies that can help make ZEVs more affordable, accessible, and widely adopted. This includes hosting dialogue sessions with industry partners, utilities, Tribal governments, community groups, and the public to inform potential policy and program options to maintain momentum despite federal deregulation on mobile source pollution.

The recommendations under Zevergreen will offer valuable context as we consider our own agency's role in advancing climate solutions at scale.

Respectfully submitted,

Christine S. Cooley

Executive Director

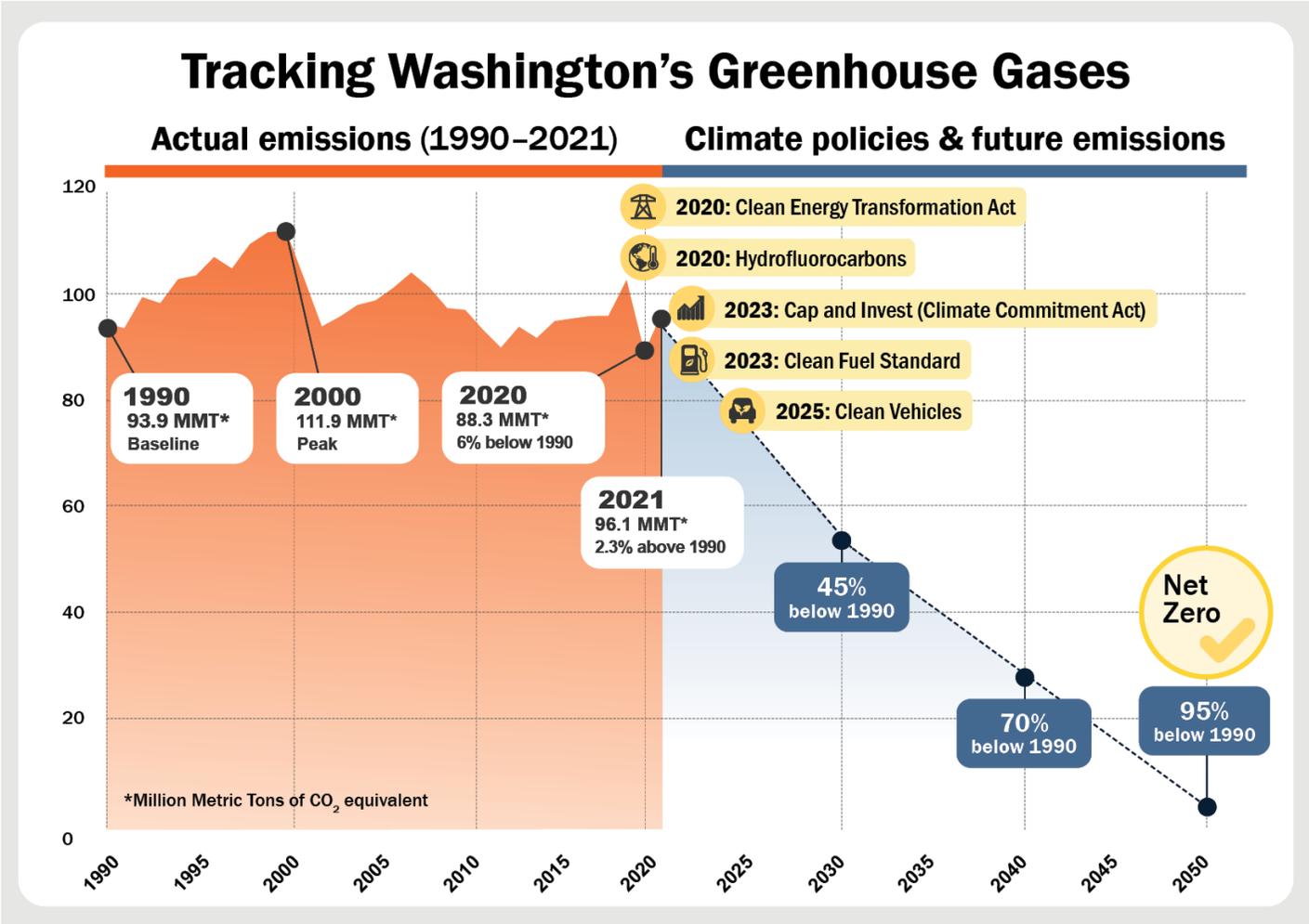


Clean Vehicles Program: ZEvergreen

Josh Grandbouche, Zero-Emission Vehicle Specialist

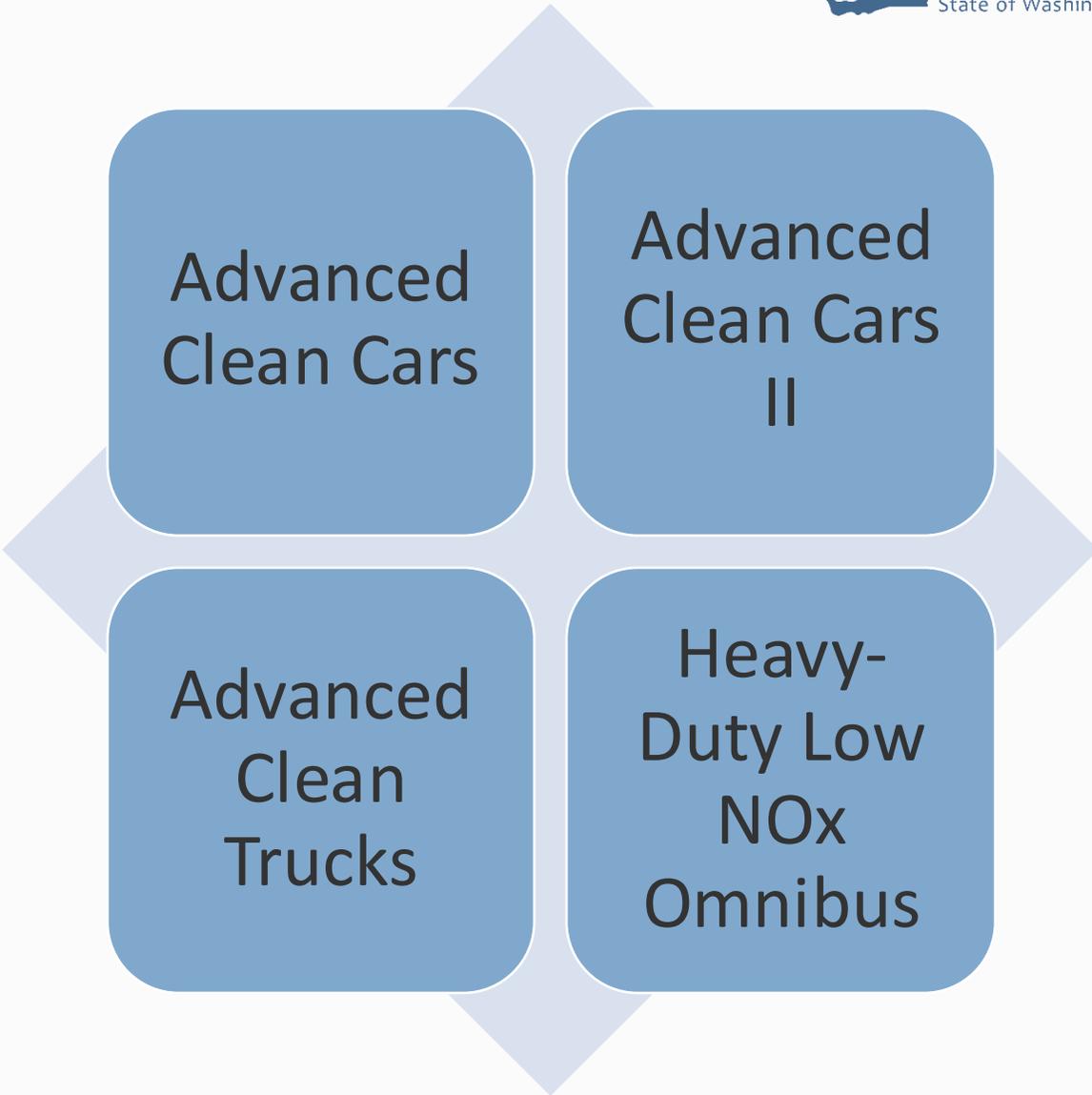
February 26, 2026

Washington's greenhouse gas limits



Zero-Emission Vehicle (ZEV): Policy Overview

ZEV + LEV Standards
were adopted by the
Washington Legislature in
2020 by reference from
California standards



Advanced
Clean Cars

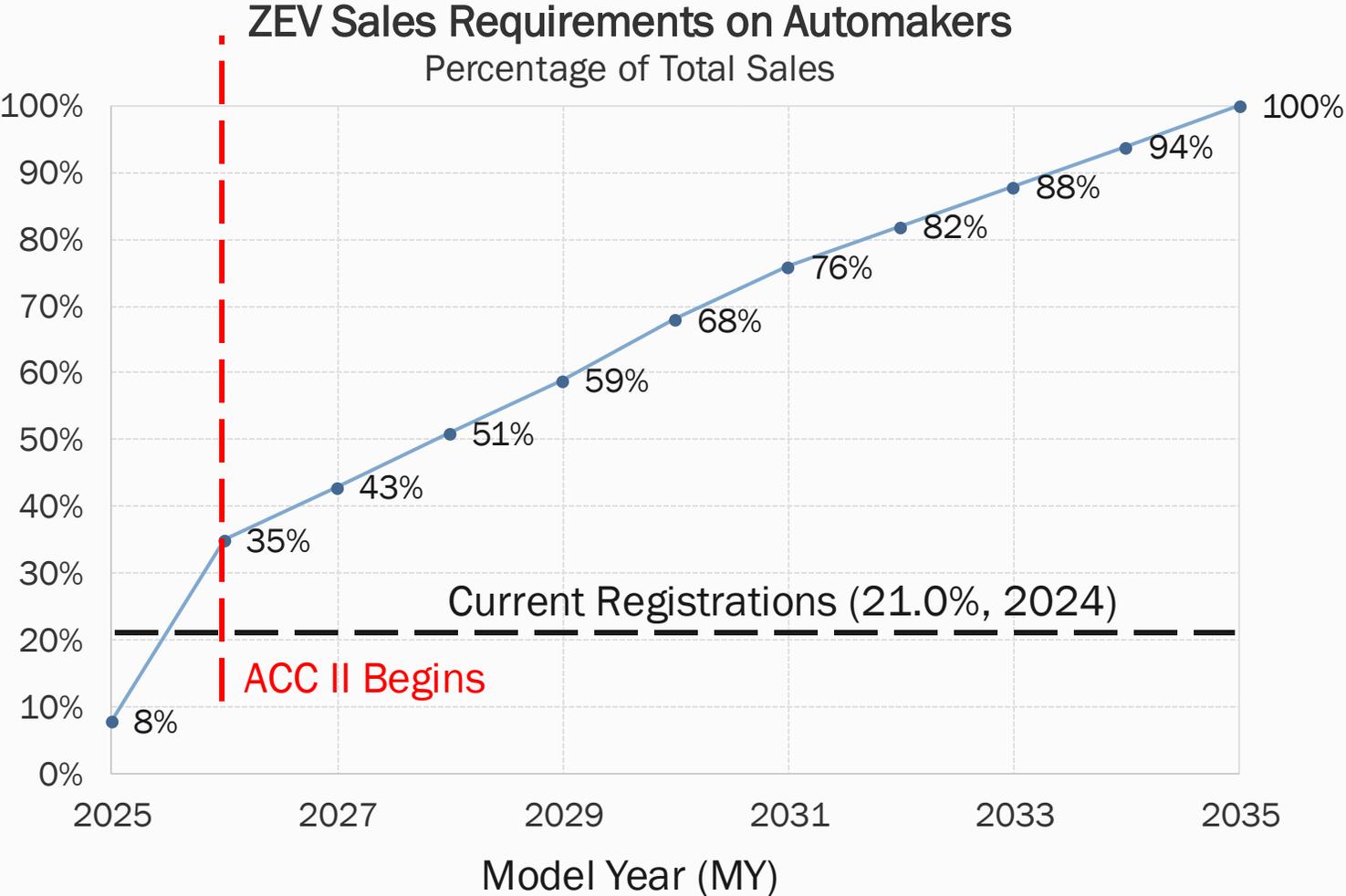
Advanced
Clean Cars
II

Advanced
Clean
Trucks

Heavy-
Duty Low
NOx
Omnibus

Advanced Clean Cars (I and II)

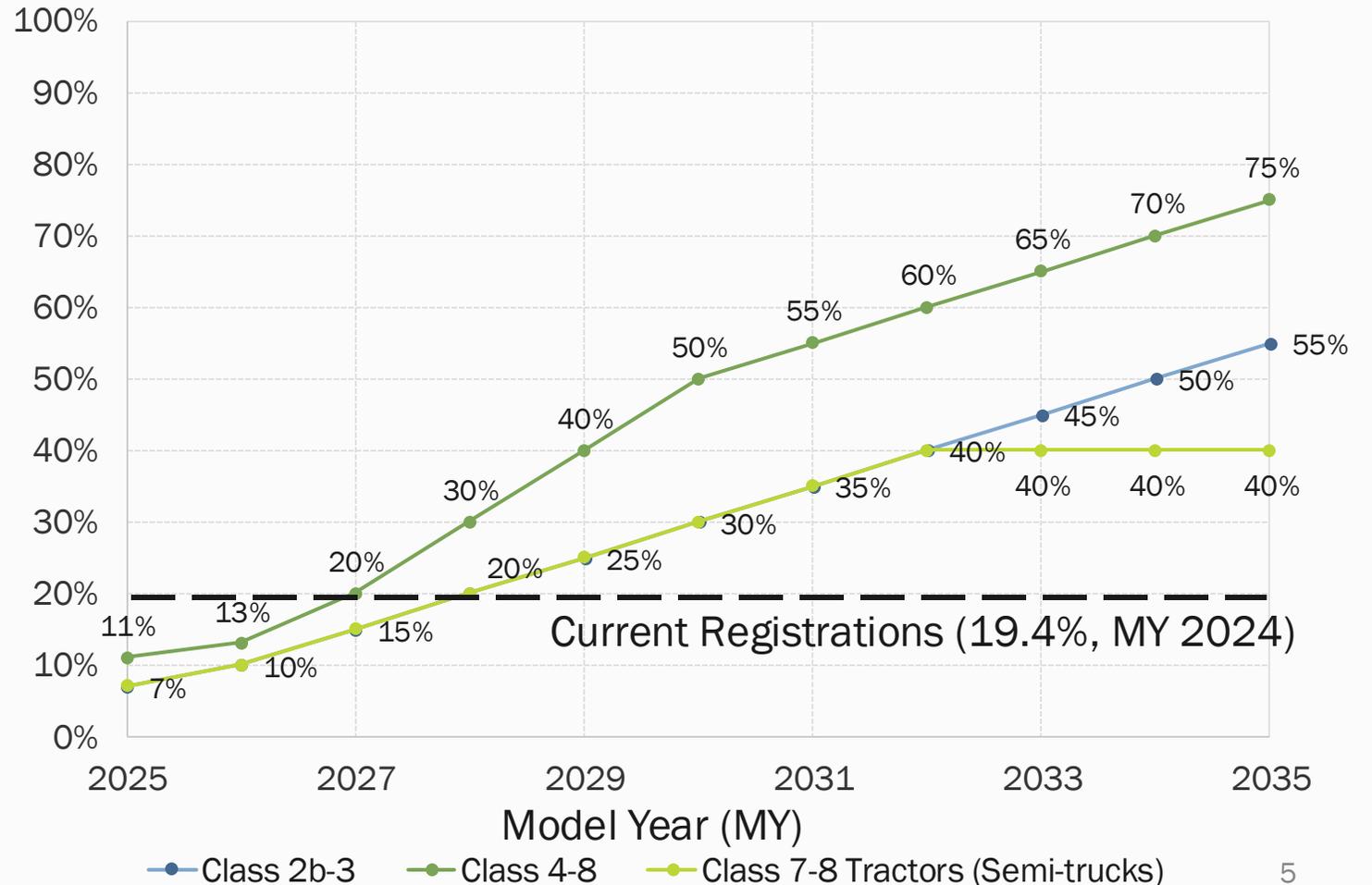
- 100% new light-duty ZEV sales by 2035
- Requirement is on light-duty vehicle manufacturers
- Begins in MY 2025



Advanced Clean Trucks

- Truck and engine manufacturers must reach ZEV sales percentage of 40% - 75% by 2035
- Began in MY 2025

ZEV Sales Mandates on Engine Manufacturers
Percentage of Total Sales



Low-emission vehicle (LEV) standards

- New engines in vehicles of all weight classes must meet stronger emission standards under ACC/ACCII and Heavy-Duty Low NOx Omnibus
 - Reduced greenhouse gas, NOx, particulate matter, and other pollutant emissions.
- New vehicles that do not meet these requirements cannot be registered in Washington state.
 - Used vehicle: 7,500 miles or more

Federal headwinds



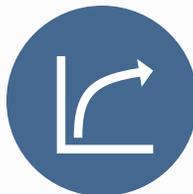
Waivers illegally revoked for motor vehicle emission standards

Washington and 10 other states filed legal challenge



Federal funding frozen

Successful lawsuit, led by WSDOT, unlocks \$55m



Slowing domestic EV market –

year-over-year growth is slowing
Internationally, EV sales are expected to rise to 25-28% this year

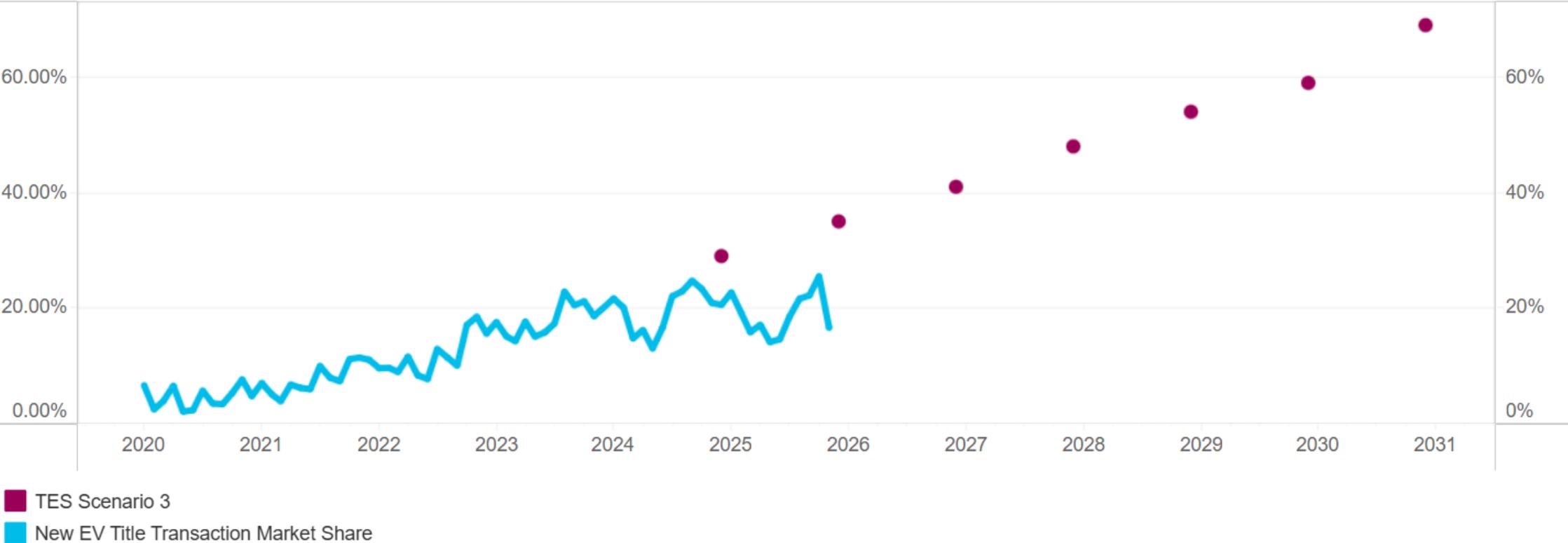


EV tax credits expired at the end of September 2025

7+ years ahead of original expiration date, due to OBBBA

Washington's ZEV market

EV Market Share of New Title Transactions



Source: [Washington EV Council Data Dashboard | Tableau Public](#)

A clean future is an affordable one

- Transportation is the second largest expense for Americans after housing.
- Zero-emission vehicles can change that.

ZEVs can save drivers hundreds to thousands on maintenance

Charging an EV costs less than \$1 per “e-gallon” in Washington

Owners that switch to an EV can save more than \$2,000 for a compact sedan and more than \$8,000 for a mid-size SUV

States lead the way on clean transportation

Press Release | May 2025

U.S. Climate Alliance Governors Launch **Affordable Clean Cars Coalition** to Expand Americans' Access to Newer and Cleaner Vehicles

May 23, 2025

WASHINGTON, D.C. – Today, the U.S. Climate Alliance announced the launch of the Affordable Clean Cars Coalition by 11 of its [member governors](#) to sustain America's transition to cleaner and more affordable cars, support U.S. automotive manufacturers and workers, and preserve states' clean air authority. Alongside the launch, the Alliance announced the availability of resources to help states tackle vehicle pollution and lower barriers for consumers to more affordably own, drive, charge, and maintain clean cars.

This new multi-state effort underscores governors' commitment to both consumer choice and regulatory certainty and stability for the U.S. automotive sector, which has faced a series of destabilizing actions from Congress and the federal government. These actions have included attempts to [terminate](#) funding for electric vehicle infrastructure, [impose](#) tariffs and disrupt supply chains, [eliminate](#) consumer credits for purchasing an electric vehicle, [raise consumer costs](#) for owning an electric vehicle, and [dismantle](#) states' clean vehicle programs — all of which undermine American competitiveness in the global automotive market and constrain innovation.

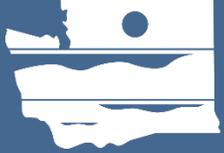
The initiative was launched by a group of governors whose states have chosen to use their authority under the Clean Air Act to adopt and implement clean vehicle programs. Participating states include: California, Colorado, Delaware, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Rhode Island, and Washington.

Washington response: ZEVergreen

Governor Ferguson, Ecology launch 'ZEVergreen' to expand access to zero- emission vehicles

“In Washington, we are proving that decarbonizing transportation is possible, and that it saves drivers money and creates clean energy jobs,” Ecology Director Casey Sixkiller said. “We are protecting our climate, lowering barriers to affordable transportation and improving people’s quality of life. We intend to keep up the momentum.”

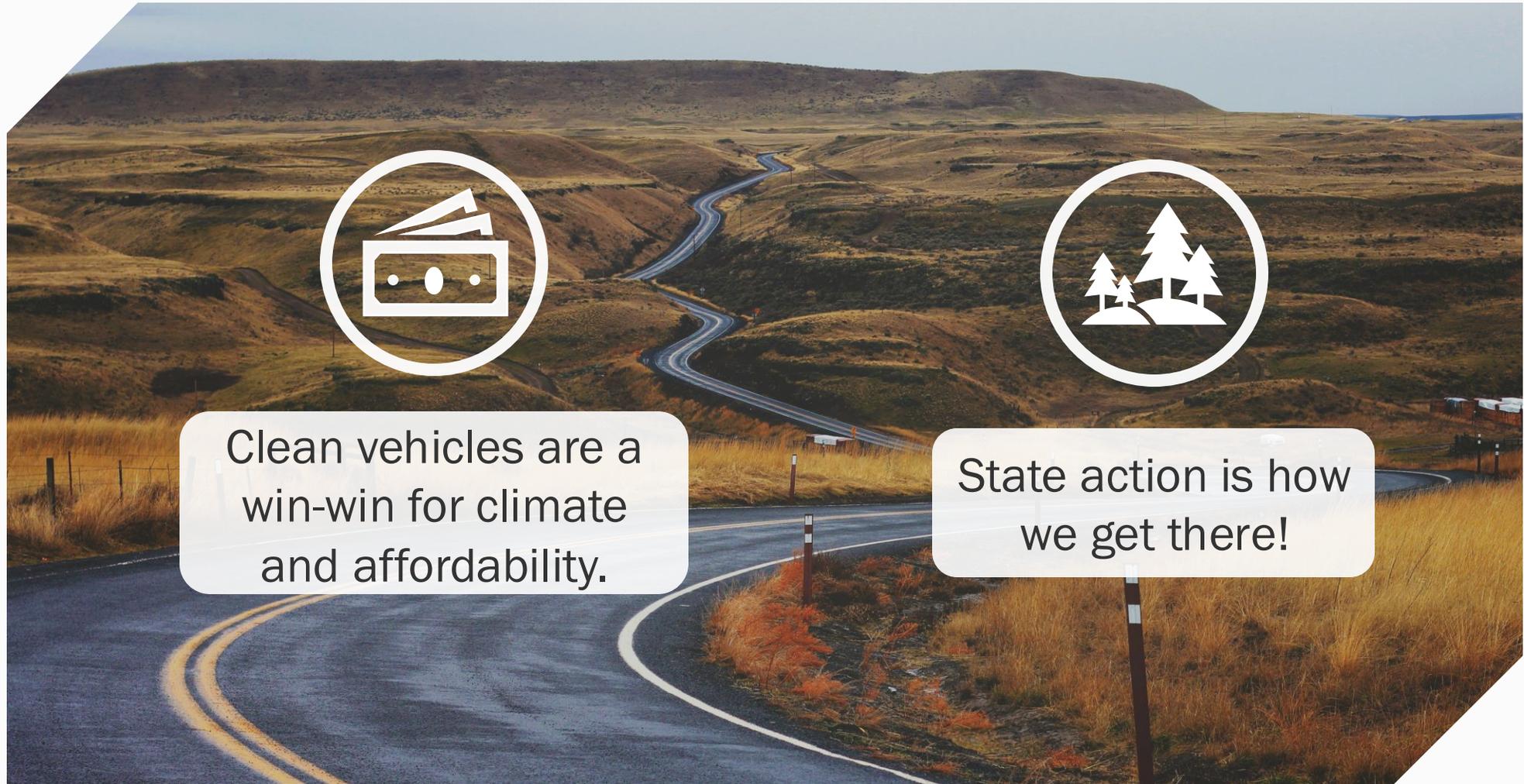
Transportation is the second largest expense for American households, after housing. Moving to zero-emission transportation will help Washington households save money, because electric vehicles and plug-in hybrids are significantly cheaper to own and operate in states with low-cost electricity like Washington. In Washington, fueling an electric vehicle costs approximately a dollar per gallon.



ZEVergreen

Washington's response to federal clean vehicle rollbacks

Bottom line up front



What is ZEVergreen?



Outreach and engagement

1:1 Conversations

Virtual public meeting

Group dialogues

Written informal comment
period

Tribal forum

Emailed informal comments

ZEVergreen dialogue questions

- 1 What is the number one action Washington should take to promote clean transportation and/or reduce transportation emissions?
- 2 What kinds of programs, other than financial support, could provide incentive to purchase and operate zero-emission vehicles and equipment?
- 3 What types of programs would you like to see Washington State assess and possibly implement to meet air quality and climate targets for transportation?
- 4 What principles for program design ensure we don't leave communities behind in the transition to zero-emission transportation?

Preliminary takeaways

from ZEVergreen

The strategies introduced are not recommendations or proposals from Ecology.

Major topics

1

**Charging
infrastructure &
hydrogen
refueling**

2

**Regulatory
uncertainty**

3

ZEV adoption

4

Crosscutting issues

Charging infrastructure

Concerns

- Charging availability and accessibility
- Utility role in expanding charging infrastructure
- Public charging reliability

Participant-Identified Strategies

- Long-term funding for charging
 - Prioritize heavy-duty charging, residential charging, and overburdened communities
- Coordinate grid planning and investments through utility regulation
 - Require utilities to be proactive and flexible in planning for chargers
- Establish statewide reliability and reporting requirements for publicly funded chargers

Hydrogen refueling

Concerns

- Hydrogen refueling stations lack regulations and certification standards

Participant-Identified Strategies

- Establish hydrogen refueling station standards

Regulatory uncertainty

Concerns

- The growing role of state leadership in achieving emissions limits
- Compliance obstacles for heavy-duty vehicles
- Impact of uncertainty on environmental/public health inequities, consumer choice

Participant-Identified Strategies

- State fleet ZEV-first procurement and use requirements
- Indirect source rule
 - On vehicle emissions tied to single facilities
 - On manufacturers for associated vehicle pollution or high vehicle operational costs
- Low-emission zones and/or congestion pricing

ZEV adoption

Concerns

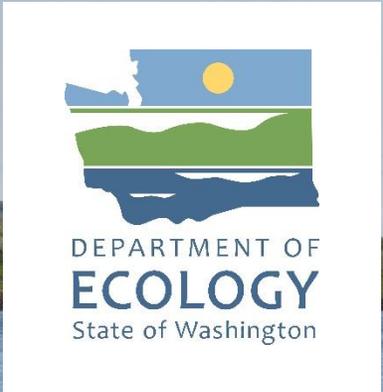
- Upfront ZEV costs
- Additional or unexpected ZEV costs to households, businesses, and state revenue
- Availability of ZEV models for certain vehicle use cases

Participant-Identified Strategies

- Reestablish and expand the state's incentives for light-duty ZEVs
- Establish state programs to help consumers and businesses access affordable ZEV financing
- Consumer and business ZEV information campaign

ZEVergreen: Next Steps

1. Report – coming soon!
2. Defend motor vehicle emission standards in court
3. Continue rulemaking and regulatory guidance
4. Present report to EV Council, there is interest in implementing strategies where feasible
5. Work with other states and California on future standards and multi-state strategies



Contact us

Josh Grandbouche
Zero-emission vehicle specialist

Joshua.Grandbouche@ecy.wa.gov

Stay up to date on the Clean Vehicles Program.

Subscribe to our email list today:





PUGET SOUND
Clean Air Agency

DATE **March 4, 2026**

TO **Advisory Council**
 Puget Sound Clean Air Agency

SUBJECT **Comprehensive Climate Action Plan Implementation: Next Steps**

Honorable Advisory Council Members:

At your March meeting, we will share an update on next steps to support implementation of the [Final Puget Sound Region Comprehensive Climate Action Plan \(CCAP\)](#). We will share a refined recap of feedback heard through CCAP development and at the CCAP Celebration meeting, held on December 9th at the Museum of Flight. We will also share a list of questions that remain for ongoing research. We will highlight existing models and examples for climate action in the region and discuss specific next steps for the Agency to develop a proposal for regional climate coordination to support CCAP implementation.

Questions we have for you on this topic (following the presentation) include:

1. Do you have examples of regional collaboration to share?
2. Who should be on our list of jurisdiction partners for outreach?
3. What additional forums or outreach events do you recommend we attend?
4. What additional questions or topics should we solicit feedback on?

We look forward to discussing this important topic with you all.

Respectfully submitted,

A handwritten signature in black ink that reads 'Christine Cooley'. The signature is fluid and cursive, with a long, sweeping underline.

Christine Cooley
Executive Director



Puget Sound Region Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps

Objective 1.4

PSCCAA Advisory Council Meeting

March 11, 2026



Equity Focus Topics



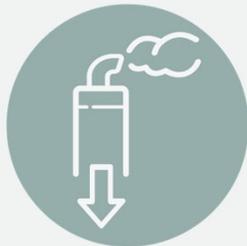
Opportunities to Reduce Emissions and Exposures



Community Science and Education



Compliance Engagement and Assistance



Diesel Emission Reduction



Transparency and Information Sharing



Working with Tribal Nations and Tribal Organizations

Presentation Purpose

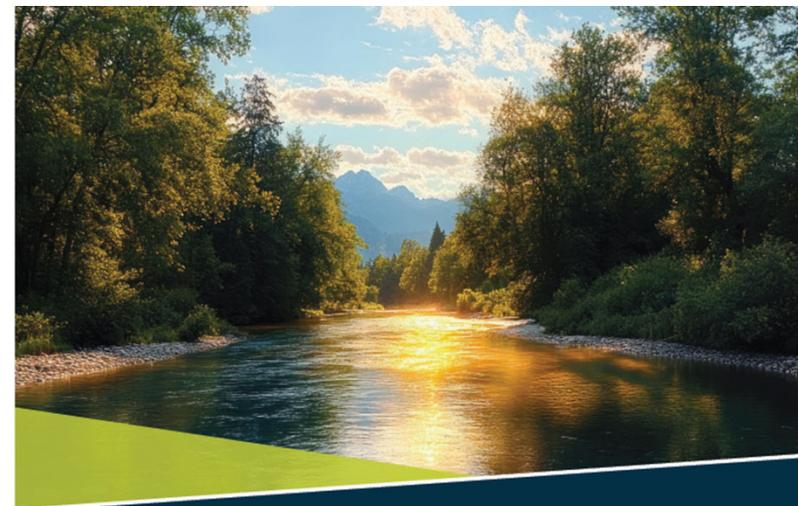
- Provide updates on next steps to support CCAP implementation
 - CCAP outreach and feedback to date
 - Questions needing ongoing research
- Highlight existing models for regional collaboration
- Provide specific Agency next steps and timeline
- Questions for Advisory Council



CCAP Purpose

“This plan was developed by leveraging the tremendous opportunity for collaborative climate action that exists in the Puget Sound region. Our counties share common transportation systems, industrial sectors, and air quality concerns. With these shared realities comes the power to coordinate, scale, and accelerate climate mitigation efforts in ways that are more effective and equitable than if each community acted alone.”

*– PSCAA Board of Directors
Final Comprehensive Climate Action Plan*



PUGET SOUND REGION Final Comprehensive Climate Action Plan

For the Seattle-Tacoma-Bellevue Metropolitan Statistical Area (MSA),
on behalf of all cities and counties in the four-county Puget Sound
Region of King, Kitsap, Pierce, and Snohomish Counties

December 1, 2025



Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps

March 11, 2026





The Next 300 Days

- Pull new partners into implementing and celebrating climate wins
 - Regional Electric Vehicle (REV) Collaborative
 - Energize Program
- Establish a governance structure for ongoing regional collaboration
 - Goal for consistency across 4 counties that maximizes scale while promoting innovation and specialization
- Grow the Communications Strategy
 - Frontline communities and other partners

CCAP Outreach

To inform CCAP development:

- CPRG Steering Committee & Technical Workgroups (2023–2025)
 - Transportation, built environment, waste and consumption, equity, workforce, utilities
- Community Workshops (2025)
 - One in each county
- Existing Forums (2023–2025)
 - K4C, ASCA, PSRC, jurisdiction meetings, others

To inform CCAP implementation:

- CCAP Celebration & Next Steps Meeting (12/9/2025)
- 9Zero Climate Innovation Hub (2/24/2026)



Incorporating Feedback Heard on the CCAP

Types of feedback heard:

- Environmental justice feedback
 - Incorporated into the descriptions of strategies and actions and implementation considerations
- Community feedback
 - Incorporated into sector introductions and implementation considerations
- Technical feedback
 - Incorporated into the descriptions of strategies and actions and sector descriptions



Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps

March 11, 2026

Feedback Heard at CCAP Celebration Meeting

Question 1. What are three ways a regional group can continue momentum around the CCAP's recommendations over the next year?

- Identifying priorities and scalable solutions
- Identifying funding
- Enhancing coordination and capacity-building
- Communicating progress

Question 2. What barriers exist to implementing the CCAP's recommendations and how might we address them?

- Identifying roles and responsibilities
- Addressing funding gaps
- Communicating momentum
- Developing public-private partnerships

Question 3. How can we ensure overburdened and frontline communities are actively involved at all stages of planning?

- Use storytelling
- Engage trusted partners
- Provide compensation
- Engage youth
- Communicate expectations

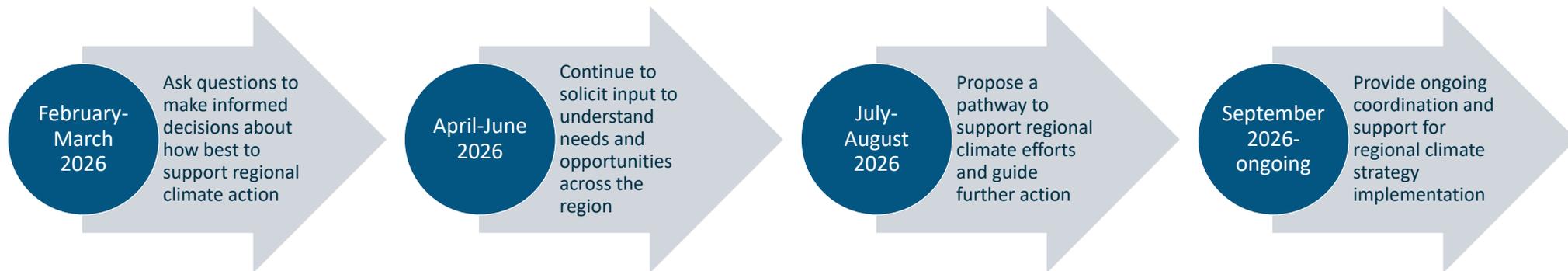
Question 4. Would nominating a backbone organization be helpful to guide regional efforts by cities and counties?

- Identify and support new regional climate programs
- Identify new funding and coordinate regional grant applications
- Provide administrative support to bolster capacity
- Support implementation by sharing lessons learned from successful programs (e.g., Energize, REV Collaborative)

Questions Identified for Ongoing Input

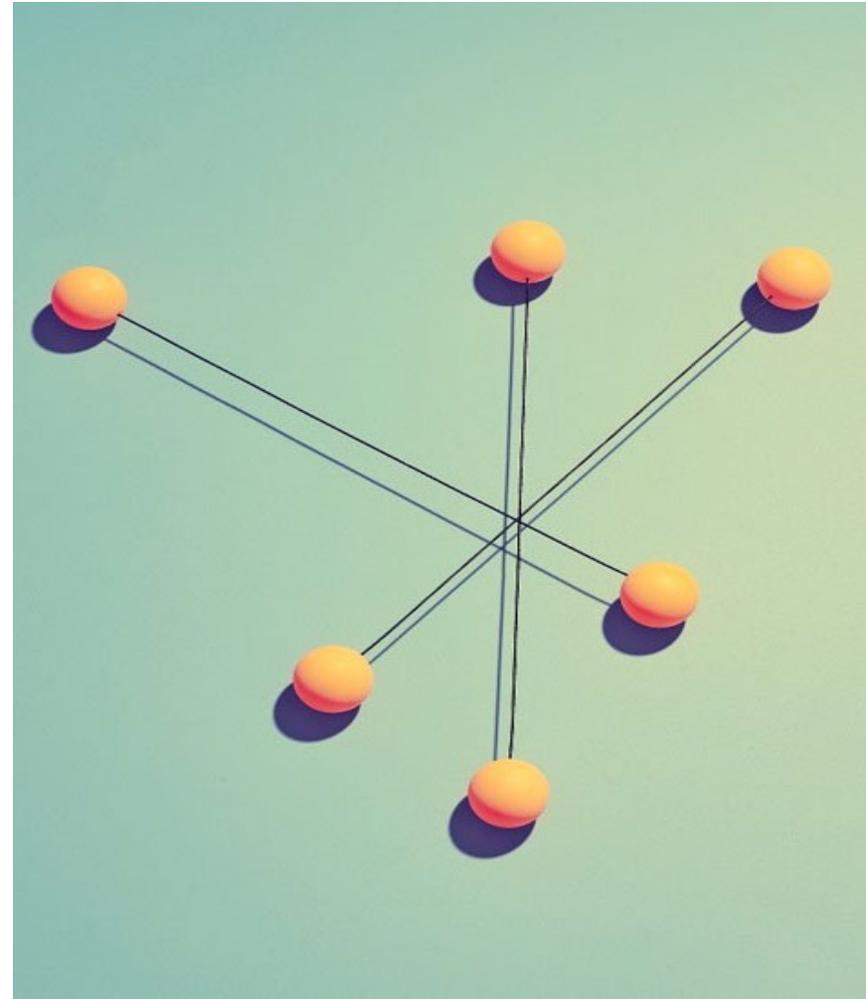
- How is “regional” defined, and does that definition change with varying implementation efforts?
- How would a backbone organization support jurisdictions to ensure frontline and overburdened communities are engaged at all stages of climate planning and implementation?
- How would smaller jurisdictions access or utilize a backbone organization in their climate planning and implementation work? What would be most helpful to them?
- Would the backbone organization have legislative influence or ties to elected officials to get buy-in?
- What models exist in the region to help inform the activities, purpose and structure of a backbone organization? (e.g., North Olympic Development Council, PSRC Transportation Policy Board).
- How would a backbone organization leverage or take on the work already underway by existing multi-jurisdiction bodies in the region (e.g., K4C, ASCA, PSRC, PSCAA) as well as tribal governments, community-based organizations, foundations and think-tanks, industry, conservation districts, school districts, academia, labor organizations, and others?
- How would a backbone organization ensure all regional priorities are supported?
- Would a backbone organization convene one single entity, or could there be a need for multiple groups working collectively?

Agency Next Steps & Proposed Timeline



Examples – Existing Models for Regional Collaboration

- Sector-specific models:
 - Electric Vehicle Supply Equipment (EVSE) Charging Infrastructure Plan
 - Energize Program
- Geography-specific models:
 - King County–Cities Climate Collaboration (K4C)
 - Alliance for Sustainable Climate Action (ASCA) – Pierce County
 - Puget Sound Regional Council (PSRC) committees



Ongoing Research

- Identifying additional models for collaboration and regional needs to inform Agency proposal
 - Staff training on Systems Change
 - Monitoring K4C 2.0 proposal and outcomes



**What questions do you have
about what we just presented?**

Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps

March 11, 2026



Questions for Advisory Council Members

To inform our proposal for regional collaboration:

1. Do you have examples of regional collaboration to share?
2. Who should be on our list of jurisdiction partners for outreach?
3. What additional forums or outreach events do you recommend we attend?
4. What additional questions or topics should we solicit feedback on?





PUGET SOUND
Clean Air Agency

DATE **March 4, 2026**

TO **Advisory Council**
Puget Sound Clean Air Agency

SUBJECT **Wood Smoke Reduction Program Updates**

Honorable Advisory Council Members:

At your March meeting we will share an update on the Agency's wood smoke reduction efforts. The presentation will include information about the wood stove recycling incentive program, an overview of program history, recent process improvements for increased program efficiency, and outreach efforts to increase program awareness and access. We will also provide a recap of this winter's burn ban season.

During the presentation we will be looking for your feedback on these questions:

- Clarifying questions on information presented here?
- How can we expand our reach for the wood stove program, in addition to the tools we shared here?
- Are there ways you can help spread the word on the wood stove program?

Respectfully submitted,

A handwritten signature in black ink that reads "Christine Cooley". The signature is fluid and cursive, with a long, sweeping underline.

Christine Cooley
Executive Director



Objective 1.6: Wood Smoke Reduction Program Updates

PSCAA Advisory Council Meeting

March 11, 2026



What We'll Cover Today

- Wood stove recycling program
- Program results
- Recent process improvements
- Outreach and expanded language support
- Program benefits (more than just incentive payments!)
- Burn ban season recap



Wood Smoke Reduction Program Updates

March 11, 2026



Equity Focus Topics



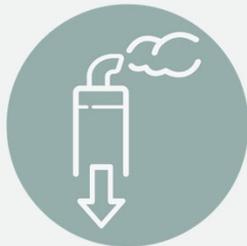
Opportunities to Reduce Emissions and Exposures



Community Science and Education



Compliance Engagement and Assistance



Diesel Emission Reduction



Transparency and Information Sharing



Working with Tribal Nations and Tribal Organizations



Fine Particle Pollution

Wood smoke is a main source of fine particle pollution in our region.

Fine particles are microscopic pollution that can easily enter the bloodstream and cause breathing and heart problems.

Health effects even from short-term exposure are serious, and include:

- Asthma attacks
- Heart attacks
- Premature death
- Strokes

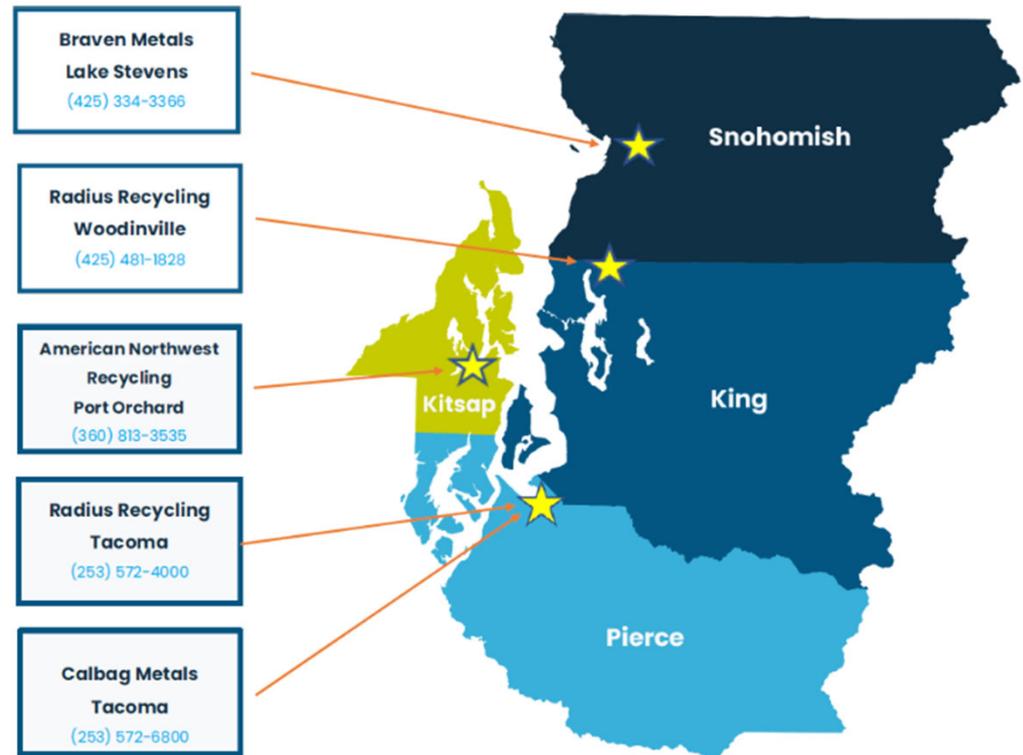
Wood Stove Recycling Program (WSRP)

\$500 incentive for area homeowners to voluntarily recycle an eligible device

- WSRP is open to homeowners throughout our jurisdiction
- Participants are responsible to deliver their stoves to a program-approved recycling facility
- Recycling partners help us ensure grant requirements are met and stoves are destroyed
- WSRP is a key tool we use to address wood smoke in our region, among other tools like burn bans and clean burning resources.

Program-Approved Recycling Facilities

2025/2026 Puget Sound Wood Stove Recycling Program



What is an eligible device?

- Free-standing wood stove
Estufa independiente



Note: Pellet stoves, cook stoves, and trash burners are NOT eligible for the recycling program.

- Fireplace Insert (a wood stove made to fit inside a fireplace)
Módulo para chimenea (una estufa a leña fabricada encajar dentro de una chimenea)



- Coal-burning device (often has lower drawer for coal ash)
Estufa de combustión de carbón (suele tener un cajón inferior para la ceniza del carbón)



- Manufactured free-standing fireplace (not airtight, may not have doors)
Chimenea independiente fabricada (no hermética, no puede tener puertas)



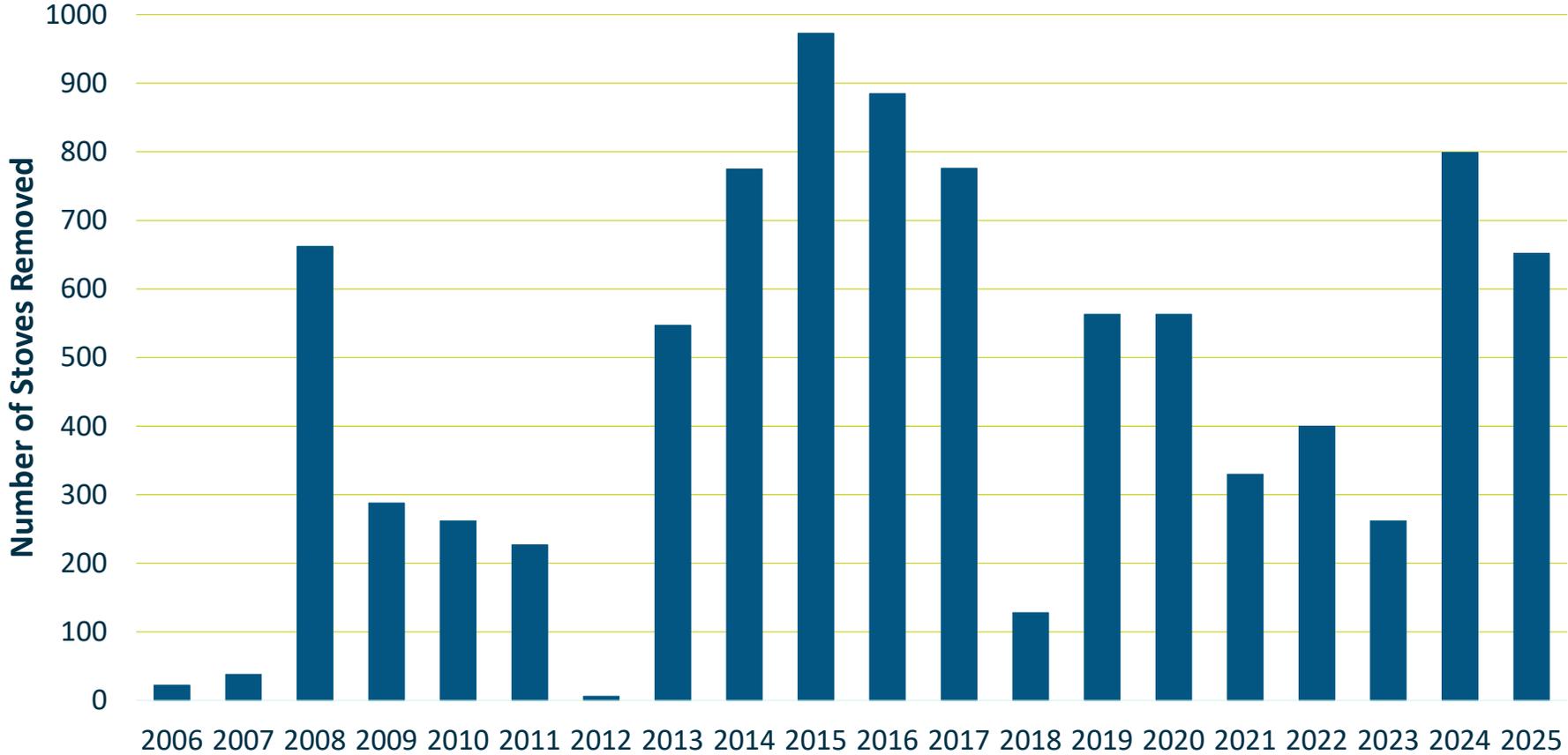
- Wood-burning furnace
Horno a leña



- Wood-burning freestanding stoves
- Wood-burning fireplace inserts
- Wood-burning furnaces
- Freestanding manufactured fireplaces
- Coal-burning devices

Pellet Stoves, cook stoves, and trash burners are not eligible.

Wood Stove Program Success



Over 9,150 Stoves Removed

Over 141 Tons of Emissions Prevented



Process Improvements to Serve More People

Objectives

1. Make it easier for participants to enroll, recycle, and get paid.
2. Make it easier for recycling facilities to partner with us to serve more people.
3. Create efficiencies for staff to spend less time on program administration and support more customers.

"I'm really impressed with how smoothly all the process improvements went... A batch this size used to take me well over an hour. Today, I had everything printed, stuffed, and mailed in about 20 minutes."





**STOVE
OUT.
CASH
IN.**

Get \$500 for recycling your old wood stove.

 PUGET SOUND
Clean Air Agency



**Te pagamos
por deshacerte
de tu estufa
de leña.**

Obtén \$500 al reciclar tu estufa de leña vieja.

 PUGET SOUND
Clean Air Agency

Outreach & Expanded Language Support for More Equitable Access

- ❖ Ads on social media and Google search promote broad awareness of the program incentives.
- ❖ Additional advertising targets Priority Communities experiencing higher levels of air pollution.
- ❖ Residents in Priority Communities can be paid to recycle two stoves for additional emissions reductions.
- ❖ Ads and program materials are provided in Spanish to reach more households in preferred languages.
- ❖ Enrollment form can be submitted in any language.

Process Improvements to Serve More People

Objectives

1. Make it easier for participants to enroll, recycle, and get paid.
2. Make it easier for recycling facilities to partner with us to serve more people.
3. Create efficiencies for staff to spend less time on program administration and support more customers.

"I'm really impressed with how smoothly all the process improvements went... A batch this size used to take me well over an hour. Today, I had everything printed, stuffed, and mailed in about 20 minutes."



Program Benefits for the Whole Community

- \$500 paid to each successful program participant
- Reduced fine particle emissions from residential wood smoke for improved air quality across the air shed

Monitors across our region show air quality meets the daily ambient air quality standard *and* our stricter Agency PM_{2.5} health goal

For each household that gets \$500 to recycle a stove, all their neighbors also get cleaner air.



2025-2026 Burn Ban Season Update

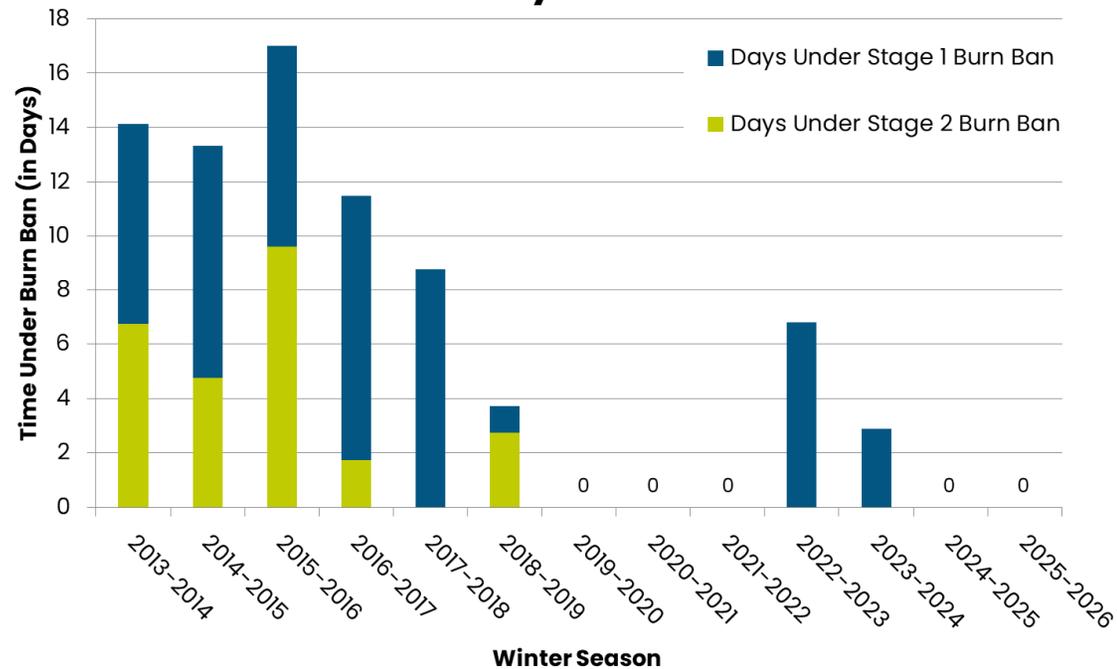
No burn bans issued this heating season

This winter, we had two days over the 24-hour fine particle health-based standard:

- Marysville (New Year's Day fireworks)
- Tacoma South L Street (Jan 25th wood smoke)

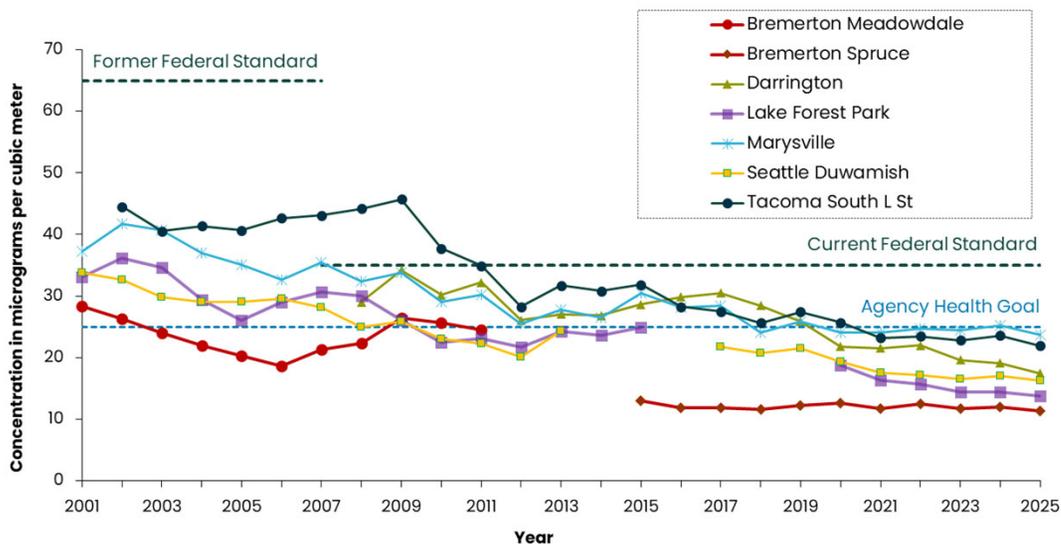
Wood smoke levels have improved in recent years and pollution levels have generally not reached burn ban triggers

Days when at least one county was under a burn ban by winter season



Wood smoke trend

PM_{2.5} Estimated Design Values
Historically Highest Locations in each County
 (3-year average of 98th percentile of *wildfire-excluded* daily concentrations)



Reasons for improvements:

Shift away from wood heating (housing changes, demographics)

Longstanding outreach, enforcement, and wood stove recycling program

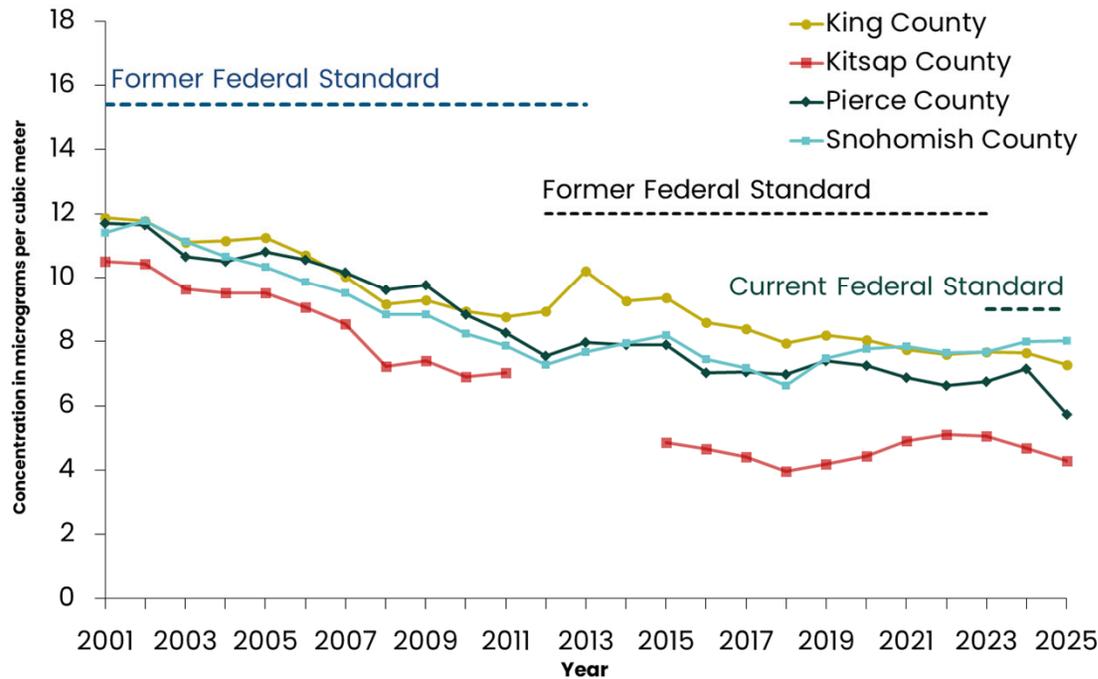
Small effect from weather (warmer minimum temperatures, windier cold spells)

Reductions in emissions from other pollution sources

Still more work to reduce wood smoke

All Counties Highest PM_{2.5} Annual Design Values

(3-year average of highest wildfire-excluded annual mean concentrations per county)



Health effects persist below the standard

Recycling wood stoves reduces long-term exposures

The site with the highest annual levels is wood smoke impacted (Marysville)

Questions for Advisory Council

- 1) Do you have any clarifying questions on information presented here?
- 2) How can we expand our reach for the wood stove program, in addition to the tools we shared here?
- 3) Are there ways you can help spread the word on the wood stove program?



Keep on recycling!

DATE February 19, 2026

TO Board of Directors
Puget Sound Clean Air Agency

SUBJECT Staff Report

Focus Topic Icon Key:



Diesel Emission Reduction



Opportunities to Reduce Emissions and Exposures



Transparency & Information Sharing



Working with Tribal Nations and Tribal Organization



Community Science & Education



Compliance Engagement & Assistance

Honorable Board Members:

Below is a list of timely and important updates of progress towards the objectives in our Strategic Plan, organized by objectives.

SECTION ONE – PROTECT AND IMPROVE AIR QUALITY AND PUBLIC HEALTH, REDUCE AIR POLLUTION DISPARITIES, AND PROTECT OUR CLIMATE

Objective 1.1 – Meet and Surpass the Health-Based National Ambient Air Quality Standards



We finished a colder and drier than average January, with a 10-day streak of MODERATE air quality throughout the region. Daytime sun on most days helped mix out pollution, preventing conditions from worsening beyond MODERATE levels. However, on January 25th, the Tacoma South L Street monitoring site exceeded the daily fine particle health-based standard, measuring 36.8 micrograms per cubic meter against the threshold of 35. This marks the first exceedance of the year there (the standard permits up to 7 exceedance days annually).

Objective 1.2 – Measure, Analyze, and Communicate Air Quality Risk



This month, we are completing our results workshops for our EPA-funded Community Science Trailer for Researching Environmental Equity (TREE) project. This phase focuses on outreach and reporting results back to participating communities. The project paired a trailer equipped with state-of-the-art air monitoring equipment with community-led walking tours using handheld air sensors.

We have finalized the [full report](#), [reports for each community](#), and presentation materials. We also translated materials in Spanish, Chinese, and Vietnamese in advance of our community report-back sessions. During these sessions, we share summaries and full results from the community-led monitoring efforts, including analyses conducted by the University of Washington.

We completed sessions at:

- Seattle Central District: February 3, 2026
- Seattle Chinatown–International District: February 12, 2026 (fully in Cantonese and Mandarin)

And at the time of this writing, we have scheduled sessions at:

- Lakewood: February 19, 2026
- Seattle Duwamish Valley: February 24, 2026

We will share our results with you in a future Board meeting after the feedback from the workshops can be summarized. Board members are encouraged to share the results with partners and community members in these neighborhoods:

<https://pscleanair.gov/TREE>.

Objective 1.3 – Reduce Inequities in Air Pollution and Effectively Engage on Air Quality Topics



This month, we provided the Puyallup Tribe support with data handling and quality assurance for their new black carbon monitoring site along the Puyallup River on River Road. They began monitoring a few months ago and data is going to be transmitted into EPA’s system.

Thanks to support from the Board and Advisory Council, the community sponsorship program has continued to grow. Over the last month, we have received four applications for sponsorships that are currently being processed. Additionally, the Agency regularly promotes the program on all digital channels and in meetings with stakeholders and partners across our four-county jurisdiction.

Objective 1.4 – Reduce Greenhouse Gas (GHG) Emissions to Reduce Our Region’s Contribution to Climate Change



This month, we submitted a comment letter to the National Highway Traffic Safety Administration (NHTSA) urging them to maintain the current vehicle fuel economy standards. Our letter supports a comment letter sent by the National Association of Clean Air Agencies. The NHTSA recently proposed to roll back the current CAFE (Corporate Average Fuel Economy) standards for light-duty vehicles. The proposal would replace the prior goal of around 50 mpg by 2031 with a lower fleet-wide target of 34.5 mpg. Federal vehicle standards are a highly effective tool available for controlling air pollution from mobile sources for both health and climate change. .

Agency staff, with the support of a consulting team led by DKS Associates, continue to develop a regional electric vehicle charging infrastructure plan. An Engagement Strategy is currently being finalized, and will guide engagement with cities and counties, Tribes, utilities, transit service providers, ports, multifamily housing managers, rideshare driver organizations, workforce development boards, and others. The consulting team is also beginning early technical analysis and modeling work for the plan. To ensure technical work builds on existing resources and maximizes the plan’s usefulness, Agency staff continue to solicit input from the Steering Committee, which consists of representatives from WA State Department of Commerce, Puget Sound Regional Council, and King, Kitsap, Pierce, and Snohomish Counties.

As part of ongoing communication around the Final Puget Sound Region Comprehensive Climate Action Plan (CCAP), staff continue to share information and next steps with partners across the region and state. Staff recently circulated a document summarizing key themes heard from the discussions at the CCAP Celebration & Next Steps meeting held on December 9th at the Museum of Flight, including next steps to develop ongoing regional climate coordination pathways. Staff are soliciting feedback from regional partners on this document and look forward to reporting back to the Board on potential pathways at a future meeting.

Objective 1.5 – Prevent, Reduce, and Control Emissions and Exposure from Stationary Sources and Other Regulated Activities



Comments were prepared in response to draft regulatory language offered by the Department of Ecology as part of their stakeholder process for developing Chapter 173-448 WAC (Air Quality in Overburdened Communities Highly Impacted by Air Pollution). This draft regulatory language is in response to the requirements in the Climate Commitment Act (CCA) Environmental Justice Review (RCW 70A.65.020). Input for the comments were prepared by staff members from both the Air Quality and Compliance Division. The comments were submitted on February 13th.

Objective 1.6 – Reduce Harmful Wood Smoke Emissions and Exposure



The Wood Stove Recycling Program of Puget Sound (WSRP) continues to reward homeowners throughout our four-county jurisdiction who voluntarily recycle their old, polluting wood stoves. Since the program reopened in September 2025, nearly 600 households have enrolled, and 307 old wood stoves have been recycled and recycling rewards paid. The WSRP outreach campaign in all four counties is running concurrently with Spanish language ads, and targeted ads in priority communities.

In January, WSRP staff gave a presentation to the National Residential Wood Smoke Working Group highlighting the history of Agency work in wood smoke reduction and our recent program design and success. Staff also provided input for an upcoming Department of Ecology blog article about statewide wood smoke reduction efforts.

Please help us spread the word about the program by sharing the text in the “News Worth Sharing” section of this report.

Objective 1.7 – Reduce Harmful Diesel Pollution Emissions and Exposure



Agency staff continue to coordinate with project partners to complete yard truck replacement projects under the Agency’s Diesel Emission Reduction Act (DERA) grant. Five electric trucks are expected to come online in 2026. Once the new electric trucks are in service, the old diesel trucks will be scrapped, advancing the project’s goal of reducing diesel emissions and improving air quality in overburdened communities.

In anticipation of future grant opportunities, the Agency is seeking to build a pipeline for additional diesel emission reduction projects. Please help spread the word about our diesel program using the text provided in the “News Worth Sharing” section of this report.

SECTION TWO – VALUES IN ACTION

Objective 2.1 – Attract, Develop, and Inspire Talented Staff That Reflect the Diversity of the Region and Develop a Culture of Belonging

We are actively recruiting for an Inspection Manager and a Records Administrator. We recently wrapped up a recruitment for Inspector II and look forward to having a new Inspector join the Agency shortly.

We held a StrengthsFinder training for two of our teams and will continue to offer this foundational training to all Agency staff.

Objective 2.2 – Develop and Sustain a Culture that Embeds Equity Principles in Our Day-to-Day Work and Decisions

We held our quarterly Equity Workshop Series this month with a focus on the Agency’s Environmental Justice Framework, facilitated by our Environmental Justice Steering Committee (EJSC). This workshop engaged staff by reviewing projects that have gone through the EJSC and by breaking into small groups to brainstorm action

steps for building out our EJ program elements under 7 of our Strategic Plan Objectives.

Objective 2.3 – Build and Maintain the Agency’s Long-Term Financial Strength and Ensure Accountability

The audit of PSCAA’s FY 2025 annual financial report began January 12th, 2026, and is nearing completion. The annual “audit” is typically evaluation of three or four different legs of the Agency’s business – the federal single audit (which evaluates PSCAA’s compliance with federal guidelines related to receiving and spending federal funds), an accountability audit (which evaluates PSCAA’s compliance with state laws and its own policies, as well as evaluates the safeguarding of public assets), and the audit of the financial statements for the year to determine that they are fairly stated “in all material respects”. In “even” fiscal years, the auditor’s office will also evaluate PSCAA’s compliance with the fiscal requirements related to our Air Operating Permit program.

Finance staff receives weekly status updates from the State Auditor’s office and there have been no issues of concern communicated to staff through the week of February 9, 2026. Staff believes that audit fieldwork will complete by the end of the week of February 23, 2026, and continues to expect no significant audit issues.

Objective 2.4 – Develop and Implement Technology To Succeed

I.T. continues to focus on our cloud first objective and keeping the Agency’s network and data secure.

Objective 2.5 – Model Environmental Sustainability

Work remains on track under this objective.

NEWS WORTH SHARING

Get paid \$500 to recycle your old wood stove. If you live in King, Kitsap, Pierce, or Snohomish County, you may be eligible. Learn more and sign up at:

www.pscleanair.gov/Woodstove

Thinking about switching from diesel equipment to electric? The Puget Sound Clean Air Agency is seeking partners in King, Kitsap, Pierce, or Snohomish Counties for diesel

emission reduction projects. Learn more and share your project ideas to update your diesel equipment and bring cleaner air to our communities at:

www.pscleanair.gov/GrantOpportunities

2026 BOARD MEETING DATES

January 22

February 26

March 26

April 23

May 27

June 15

July 23

September 24 -Board-Advisory-Council Joint Hybrid Meeting

October 22

November 19

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Christine S. Cooley". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Christine S. Cooley
Executive Director