

Thursday, May 14, 2026

### **ADVISORY COUNCIL MEETING AGENDA**

9:00 – 9:05 Call to order –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.

#### **I. Early Morning: Alignment & Assessment**

- 9:05 – 9:30
- A. Approval of March 11, 2026 Minutes
  - B. Introductions and Setting Goals and Norms for Retreat

#### **II. New Business**

- 9:30 – 10:50
- A. Strategic Plan Third Annual Report Update – Section 1 Objectives\*
- 10:50 – 11:40
- B. Advisory Council Roles & Actions to Support Delivery of the Strategic Plan
- 11:40 – 12:00
- C. Closing: Summarize Key Takeaways

12:00

#### **III. Optional Lunch**

If you need any assistance on the day of the event, please call to **Steph Allen at (206) 689-4093**.

**PUGET SOUND CLEAN AIR AGENCY  
ADVISORY COUNCIL**

**REGULAR MEETING MINUTES**

March 11, 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  
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  
Stephanie Gowing, representing Construction  
Peter Hasegawa, representing Labor  
Nayiri Haroutunian, representing Education  
Suzy Oversvee, representing Snohomish County Public-at-Large  
Kelly McGourty, representing Transportation  
Bonnie Meyer, representing Pierce County Suburban Cities

Advisory Council Members Absent:

Charles Adkins, representing Tribal  
Megan Larkin, representing Environment  
Ronn Griffin, representing Kitsap County Public-at-Large  
Steve Nicholas, representing Ports  
Paulina Lopez, representing Environmental Justice - Local  
Greg Tisdell, representing Industry Small/Medium  
Rick LaGrandeur, representing Fire Chiefs

Jamie Hearn, representing Environmental Justice, Regional  
Satwinder Kaur, representing King County Suburban Cities

## **I. Approval of Minutes**

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

Suzy Oversvee made a motion to approve the January 14, 2026 meeting minutes. The motion was seconded by Kristin Lynett and it passed unanimously.

## **New Business**

### **II. A. Department of Ecology ZEvergreen Policy Recommendations**

Executive Director Cooley introduced Josh Grandbouche, Zero Emissions Vehicle Specialist with Washington State Department of Ecology, to present on the ZEvergreen program policy recommendations. He shared the presentation at the March Board meeting and included references to the memo and presentation included in the meeting materials.

Nancy Johnson shared that she is part of a group planning an education campaign in Snohomish County on electric vehicles (EVs) and appreciated the information presented, noting it provided additional material to include in her outreach. Ms. Johnson also asked when the next greenhouse gas inventory will be released, observing that the most recent inventory available is from 2021 and that an updated version seems overdue.

Mr. Grandbouche responded that there is an unfortunate lag in data availability but noted that the team is actively working on the next greenhouse gas inventory. He said they did not have a release date, but offered to share a link in the chat to the team's email list so participants can receive updates when new reports are released.

Ms. Lynett asked about the transportation electrification strategy released a few years ago and asked what the major differences are between this strategy and the other strategies outlined in the referenced plan.

Mr. Grandbouche noted that while there is overlap with the Transportation Electrification Strategy (TES), ZEvergreen was advanced due to uncertainties around

federal vehicle emission standards and focuses on zero-emission vehicle adoption, charging, and evolving barriers. Implementation will be coordinated with the council to integrate TEZ and ZEvergreen recommendations.

Suzy Oversvee noted that she had invited her colleague, Lisa Di Martino, program manager at Snohomish PUD, who works on the new Electric Pathways Grant Program funded by the Clean Fuels Program, to attend specifically for the presentation. She expressed appreciation for the presentation's emphasis on coordinating grid planning and charging infrastructure investments. Ms. Oversvee asked for clarification on a point that seemed to suggest bringing EV chargers online before utility infrastructure was in place, noting that from a utility perspective this seemed disconnected and requesting further explanation.

Mr. Grandbouche clarified that the comment referred to flexible interconnection, noting that some utilities may already use this approach, though it is not yet standard practice across all utilities in Washington. He explained that for larger EV charging sites there can be situations where some utility power is available but not enough to meet the full requested capacity. Flexible interconnection could allow chargers to come online at a lower power rating until full utility capacity becomes available.

Mr. Grandbouche added that some large charging sites, such as those in California, use onsite solar or battery storage to supplement limited grid capacity, allowing stations to operate at higher power levels or open initially at a lower power rating until full utility capacity is available.

Ms. Oversvee asked if there have been studies on customer satisfaction related to longer charging times and whether slower charging could lead to negative customer experiences or potential backlash.

Mr. Grandbouche responded that he hasn't seen studies on this yet, explaining that during the ZEvergreen process much of the charging expertise came from Commerce. He acknowledged it as a gap in his technical knowledge and clarified that feedback cited was from participants, not necessarily representing the biggest challenges.

Executive Director Cooley reminded Advisory Council members that the Agency is collaborating with the Puget Sound Regional Council to implement the EV charging plan by the end of 2026 and that updates are available on the Agency website. She

emphasized that addressing transportation emissions is a high priority, “all hands on deck” effort and expressed gratitude for the continued advice and engagement from participants.

## **II.B. Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps**

Executive Director Cooley introduced Sara Hetrick, Air Resource Specialist, to present on the Comprehensive Climate Action Plan (CCAP) Implementation: Next Steps. A PowerPoint presentation was shared.

Yorik Stevens-Wajda noted that the climate element required under House Bill 1181 is due for local governments across the region by 2029, with state grants likely supporting the work during the upcoming biennium. He expressed uncertainty about whether Commerce has issued its legislatively directed model guidance but emphasized the importance of aligning current efforts with that guidance to ensure smooth implementation and coordination.

Executive Director Cooley stated that now that the plan is complete and the celebration event was held, the Agency is working on developing a structured outreach plan to collect more detailed feedback, focusing on practical implementation and regional coordination. The Agency will have a proposal ready by August that incorporates input from all four counties to leverage funding, share best practices, and create an effective regional resource.

Ms. Hetrick outlined specific areas where input is needed to inform the outreach plan and the eventual proposal for regional collaboration. She requested examples of successful regional collaboration models, recommendations for jurisdiction partners to include in outreach, suggestions for additional forums or events to attend, and ideas for questions or topics to solicit feedback on as the proposal is developed.

Ms. Oversvee shared an example that came to mind: the EnviroStars Program. She explained that although SnoPUD is no longer involved, the program had a well-designed governance structure and funding formula, providing benefits to all participating organizations. She suggested it as a potential model for how a backbone organization could be funded and structured to launch effectively.

Kelly McGourty reflected that, given the diversity of the CCAP and the uniqueness of strategies across and within sectors, it might make sense to have multiple forums rather than just one. She suggested that while a single agency could oversee the

effort, sector- or strategy-specific subgroups might improve coordination, scalability, and implementation momentum by allowing participants to focus on their areas of expertise.

Ms. Hetrick confirmed that this is something the Agency is actively considering. She noted that at the CCAP Celebration and Next Steps Meeting, questions arose about whether regional collaboration should involve one group or multiple groups, and these questions will be included in the outreach plan. She also highlighted the need to determine which strategies or programs are best suited for regional versus local implementation, aiming to focus the efforts of a potential regional collaborative group while avoiding duplication of existing work.

Mr. Stevens-Wajda that several existing forums and events are good opportunities for outreach. These include Commerce Regional Planners Forums, American Planning Association conferences, and various trainings, lunch-and-learns, or webinars. He emphasized that the Regional Planners Forums are typically well attended with a broad audience, and highlighted countywide groups like Snohomish County Tomorrow and King County as important venues to engage.

Executive Director Cooley reminded the Advisory Council that the post meeting survey will be sent out after the meeting with these questions to allow time for further thought and consultation. She emphasized the importance of providing feedback, highlighting that regional collaboration is especially critical given current federal challenges. She added that they are working to establish a structure that will maximize effectiveness in meeting state climate mandates, before inviting Bonnie to speak.

Bonnie Meyer emphasized that successful regional partnerships require agencies to be willing to engage in and support efforts beyond their own priorities. She noted that building trust is essential, and that partners should not only ask for help but also offer support in return, as this fosters stronger, more effective collaboration.

### **II.C. Wood Smoke Reduction Program Updates**

Executive Director Cooley introduced Gail Pethe, Air Resource Associate, and Graeme Carvlin, Air Resource Specialist, to present on the Wood Smoke Reduction Program Updates. A PowerPoint presentation was shared

Ms. Lynett noted that it's great to see strong participation in buyback programs in

recent years. She shared that, in her role with the City of Tacoma, they can help amplify social media posts and asked to be informed in advance so their communications team can support outreach.

Lara Lant asked how people know if they have an uncertified wood stove.

Ms. Pethe explained that one of the easiest ways to determine if a stove is certified is to check the manufacturer's label on the side or back, though this can be more difficult for fireplace inserts. She noted that stoves installed before 1990 are almost certainly uncertified, and features like a solid metal door instead of glass can also be indicators. She added that people can send her a photo of their stove, and she can usually help identify whether it is certified.

Ms. Lant also offered to post information on the wood stove program on the City of Bainbridge website.

Deborah Hannig also suggested Ms. Pethe connect, and Ms. Hannig would share some resources.

Dan Rankin highlighted a few key points for the Agency's consideration regarding the timber and wood stove sectors. He noted increased movement of residuals and thinning materials from forest management, and that the last pulpwood recipient went offline, which may lead to cheaper fuel and renewed interest in using it. He observed that most uncertified wood stoves in his community have been phased out since 2007 through changeout programs, and that newer certified stoves can produce white smoke despite low-humidity wood. He asked if the Agency had any information about potential regulatory concerns or enforcement related to that white smoke.

Ms. Pethe explained that Alaska has conducted extensive retesting of stoves due to a serious non-attainment area, resulting in a much stricter list of approved stoves. She acknowledged concerns about testing methods and offered to provide more information and resources. She also noted that regarding pulpwood, they can offer educational resources and guidance to help people burn it more cleanly and encouraged sharing that information.

### **III.A. Advisory Council Member Reports**

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

Ms. Meyer stated that she doesn't have many updates but did call out that there are fewer wood stoves active in her region.

Mr. Rankin explained that their town-owned Electric charging system is a slow charger, intentionally installed to support tourism by keeping visitors in the community during the 1–1.5 hour charge time, which also makes it more affordable. He noted that being 30 miles off the highway, many residents are hesitant to adopt fully electric or plug-in hybrid vehicles, often sticking to traditional hybrids due to lack of incentives and reliance on petroleum. He emphasized that in their area, vehicle emissions are less of a concern compared to wood smoke and wildland fires, so residents don't see strong incentives for EV adoption. He added that recent winters have had minimal snow, highlighting the visible impacts of climate change, and expressed concern about potential effects on snowpack and wildfire risks for their communities.

Ms. Hannig noted that the discussion about woodstove listings is timely, as they have been working with retailers on educating customers about using the new, higher-efficiency woodstoves effectively. She mentioned that the tax credit last year led to an uptick in wood stove sales, and dealers have been responsible in sharing guidance on fuels and proper long burns. She added that gas products remain strong, but there is growing interest in electric alternatives and add-ons instead of multiple fireplaces. She expects these trends to benefit air quality and shared that their trade show in New Orleans is coming up soon, where they will discuss new products and air quality topics.

Ms. Lynett shared that they have been actively promoting the King County Energize! program to Tacoma multifamily, daycare, senior facilities, and community spaces, hoping for strong local applications to access the EPA grant for electrification. She also mentioned an Ecology grant received last year to support communities overburdened by air pollution, which funded air purifiers and participation in the statewide e-bike rebate program. Through combining city and state funds, over 400 people in Tacoma received e-bikes, though the \$300 non-income-qualified rebate saw low uptake. She explained a new spring program targeting one low-income school in these neighborhoods, providing free bikes to fifth graders and an e-bike for one parent per family. She noted that a University of Washington study on last year's e-bike program did not find statistically significant reductions in car trips, though

anecdotal feedback suggests recipients are using the bikes. She concluded that they would continue to investigate the program's impact.

Kristin Marshall shared that their interests are tied to recent federal changes, particularly the delay in the Greenhouse Gas Reporting Program deadline and the potential revocation for most industry types, and how that will affect reporting to the agency and state. She is also focused on permitting activities and looks forward to later this year's update on monitoring data and compliance with Ambient Air Quality Standards. Additionally, as many in their group are emissions-intensive and trade-exposed industries, they have been following legislation amending the Climate Commitment Act and are interested in upcoming developments.

Ms. Lant shared that she has been enjoying the conversation, noting that the topics are practical, everyday climate issues that are easier to engage with. She described the City of Bainbridge's efforts to roll out legislation phasing out certain gas-powered hand tools, emphasizing benefits for both public health and noise control. She explained that residents' biggest complaints have been about noise, particularly from blowers, so framing the effort around both noise reduction and climate benefits may be effective. She invited others with experience to share stories of success or challenges to help guide their approach.

Laura Belmont from Sound Cities Association and was in attendance in the place of Vice Chair Kaur, noted that many Sound Cities members are interested in updates on regional climate collaboration, especially with changes under the new King County executive. She expressed willingness to help with developing regional planning efforts and highlighted the importance of agency programs that provide administrative support, funding, or other resources for smaller cities. While she had no specific updates, she emphasized that smaller cities are particularly interested in ways to tap into regional frameworks to support climate work they might not have the resources to pursue independently.

Ms. Johnson shared that the update was timely and highlighted a few nonprofits doing important work in coordination with PSCAA. She mentioned the Kicking Gas Group, which provides subsidies for switching from fossil fuel or wood heat to electric heat pumps, making it an ideal partner to publicize the Woodstove Program. She also noted work on EV adoption, particularly addressing challenges for low-income and multifamily residents, including charging access, range anxiety, costs, and battery concerns. She emphasized the opportunity to encourage EV use amid fluctuating oil prices and noted that both groups help publicize the Energize!

program run by King County for the Puget Sound Regional Council.

Nichola Graham with the Northwest Seaport Alliance, sitting in for Advisory Council member Steve Nicholas, shared that since the last meeting in January, they finalized a five-year clean air implementation plan for 2026–2030, translating the Northwest Port's clean air strategy into actionable steps. She noted that next week, Steve and team members from Port Seattle will host a two-day sustainable maritime fuel summit to explore what's needed for vessels to transition to future fuels, with materials likely shared at the next meeting.

Ms. Graham also highlighted work on trucks, particularly the upcoming WAZIP launch, emphasizing outreach and support for drayage drivers to adopt zero-emission Class 8 trucks, as well as efforts with terminal operators to expand zero-emission cargo handling equipment. She also reported progress on a zero-emission truck charging hub funded through the Seaport Alliance and CCA grants, being developed by Zeem Solutions near CTAC, with trucks expected to arrive by early 2027 and a groundbreaking planned for Q3 once permits are finalized. Overall, she described a very busy and exciting period of implementation at the port.

Executive Director Cooley shared A reminder to everyone, that WAZIP has launched and there are some great webinars by the Agency's partners at Breaking Barriers Collaborative coming up.

Peter Hasegawa shared that, through his role on the City of Seattle's Green New Deal Oversight Board, he's focused on protecting communities from extreme weather, citing recent floods, heat domes, and major power outages. He noted that grassroots concerns prioritize resilience over decarbonization and emphasized infrastructure investments, heat pump deployment, and regional cooperation. He also raised concerns about substation capacity and reliable power, highlighting the urgency of combining resilience with energy reliability.

Ms. McGourty expressed excitement about the ongoing efforts and noted strong alignment between her agency's work and the Puget Sound Clean Air Agency, including the upcoming long-range regional transportation plan and the CCAP. She highlighted opportunities to better integrate climate work across areas like housing, economic development, and clean tech, particularly with initiatives like the University of Washington Housing Center and a new regional economic strategy.

Ms. McGourty also pointed out that by 2030, several major regional plans will align,

creating a unique opportunity to integrate CCAP implementation more deeply across efforts. She welcomed continued conversations to strengthen coordination and collaboration moving forward.

Ryan Kellogg noted that it has been a busy legislative season for the public health system, particularly around foundational public health services funding, which faced potential cuts but was largely restored by the House and Senate, though a small shortfall remains. He emphasized that this funding is critical for climate and environmental health work, as many climate staff rely on it, and expressed ongoing concerns about long-term stability. He also suggested that the agency consider hosting a legislative recap after the session to review outcomes and begin planning for the next year.

Stephanie Gowing shared that she is participating in the Breaking Barriers electrification accelerator to develop a decarbonization plan for fleet and equipment, and offered to share helpful tools from the program. She also noted upcoming Contractor's Commitment reporting and suggested short, focused presentations from agency staff to help contractors better engage with available resources.

Ms. Oversvee shared that Snohomish PUD's Electric Pathways Program is launching to support transportation electrification and noted that the county's electricity is about 97% carbon-free. She highlighted the challenge of balancing clean energy, affordability, and reliability, noting that managing peak demand may sometimes require customers to reduce usage or use alternative fuels.

Tim Gould emphasized traffic safety for pedestrians and bicyclists as a way to reduce transportation emissions, highlighting it as a priority for Seattle's new mayor. He also stressed the importance of expanding public EV charging, particularly for multifamily housing and shared parking, to support zero-emission vehicle adoption. Finally, he noted related work in his role to complement the agency's efforts near the airport.

Mr. Stevens-Wajda noted that most Central Puget Sound jurisdictions are nearly complete with their comprehensive plans, making it a good time to review climate and air quality provisions. She highlighted the upcoming climate and resiliency element work through 2029 as an opportunity for technical assistance, coordination, and ensuring biennium funding. She also discussed progress in middle housing development and ongoing challenges with building codes and financing for cost-

effective, efficient housing.

Executive Director Cooley shared a draft of the agenda for the Advisory Council in-person retreat for Advisory Council members to share their input. She outlined the retreat agenda, emphasizing that participants should gain a better understanding of the agency's work, feel connected, and see their role in supporting it. The day will include an optional coffee hour, a state of the agency update covering opportunities, challenges, funding, and the Advisory Council's role, and a session to set goals and group norms.

Additional activities include a community-building exercise, a review of the annual report showing progress on strategic plan goals (noting challenges with the climate goal), and discussions on upcoming programs like outdoor burning alternatives, CCAP priorities, environmental justice work, and gas station emissions rulemaking. The goal is for participants to understand where their roles intersect with these issues and how they can contribute. Additional activities could include a community-building exercise, a review of strategic plan progress (highlighting climate challenges), and discussions on key programs like outdoor burning alternatives, CCAP, environmental justice, and gas station emissions, helping participants see how their roles connect and contribute.

Ms. Gowing asked for clarification on the 11:30 small group breakouts, specifically whether participants will rotate by topic or stay in one group. She noted that rotating help participants connect on different topics.

Ms. Oversvee agreed with Ms. Gowing, noting that a half-hour breakout might be too short to rotate topics effectively, as participants could end up clustering around one discussion. She also asked if there could be a more structured activity or field trip during the lunch hour, similar to past events, to encourage conversation and engagement.

Executive Director Cooley noted their comments and suggested Kent as the location, as recommended by Vice Chair Kaur. She acknowledged that while it may not be central for everyone, it would be accessible by public transportation.

Mr. Stevens-Wajda suggested it might help to get to know attendance in advance, assign groups, provide reading material, and have a staff facilitator for the small groups so participants can come prepared and be more informed on the discussion topics.

Ms. Gowing, referred to the suggestion of in-person field trips, noting it depends on the final location. She questioned what connection Kent would offer and mentioned that if they want to go south, they could host in Puyallup, which has a large training room and food options, though it's farther south than the suggested northern locations.

Executive Director Cooley expressed appreciation for the location suggestions, noting that Kent is on the Sounder line, which might make it slightly easier to access than Puyallup, and emphasized that she wasn't trying to dismiss any ideas. She added that she will give more thought to small group facilitators, pre-reading, key staff, and timing, and ensure transit options are clear. She confirmed that the meeting will be at the Kent City Council Chambers.

#### **IV. Staff Reports**

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

#### **V. ADJOURN**

With no further business, the Advisory Council adjourned at 11:36 a.m.

I hereby certify this to be a true and correct record of the Minutes of the March 11, 2026 meeting of the Advisory Council of the Puget Sound Clean Air Agency.

Attest

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

Christine S. Cooley  
Executive Director

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PUGET SOUND  
Clean Air Agency

**DATE**                    **May 7, 2026**

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

**SUBJECT**                **Introductions and Setting Goals and Norms for Retreat**

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Welcome Advisory Council Members!

The Agency is so excited to host you all for the 2026 Advisory Council Retreat. The purpose of the Retreat is to provide dedicated time for members to build relationships, understand each other's roles and expertise, and strengthen collaboration as a group. It also creates space for deeper discussion of emerging air quality challenges and strategic issues, helping the council align its expertise and advice with future Agency needs.

At this meeting, we are working to ensure that each Advisory Council member walks away from the day with a greater understanding and feeling of connection to the Agency's work, and that they see their direct role in co-creating it. To support this type of collaborative environment, we hope you will join your colleagues for a pre-meeting opportunity to socialize over breakfast items. Then as we get started, please spend some time during introductions to share your name, Advisory Council position, and any helpful updates that would help shape the conversation around air quality.

Additionally, throughout the Retreat, we will be using adapted meeting norms from the Equity Lab to help focus our conversation:

- Stay Engaged.
- Speak your truth.
- Notice patterns of participation.
- Recognize the danger of a single story.

I am looking forward to hearing your feedback throughout the day,

A handwritten signature in black ink, appearing to read 'Christine Cooley', written in a cursive style.

Christine Cooley  
Executive Director



PUGET SOUND  
Clean Air Agency

**DATE**                    **May 7, 2026**

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

**SUBJECT**                **Annual Report on the Strategic Plan; Section 1**

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Hello Advisory Council Members,

At your Retreat in May, Agency staff will join me in presenting the annual report for Section 1 of the Strategic Plan. The presentation will review the overarching 2030 regional goals and provide updates on the targets for each objective in Section One. I will also be sharing a deeper introduction that is meant to serve as a “State of the Agency” style address as requested during your last meeting.

The past year has brought challenges in the form of regulatory and budget uncertainty, and a decrease in funding opportunities for healthy air, climate, and environmental justice. The Agency has been able to adapt, and lead, during this time. We have held our compliance efforts, maintained our monitoring network, and even expanded our role in regional climate action.

The Agency continues to make progress on our Strategic Plan in this environment. Section One of the Strategic Plan – Protect and Improve Air Quality and Public Health, Reduce Air Pollution Disparities, and Protect our Climate – contains 7 objectives and 25 related targets. Of those targets, the Agency continued to meet 13, we’re making progress on 7, just getting started on 3, and one is not yet timely. The Agency is falling short on one target – that greenhouse gas emissions will reduce in accordance with the state mandated reductions.

The annual report is a part of the Agency’s commitment to transparency and adaptive management. It is included as an attachment to his memo, and once this Council and the Agency’s Board of Directors have reviewed, it will be posted to our website.

I am very excited to discuss this with you all,

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

Attachment



# 2030 Strategic Plan Annual Report for 2025, Year 3

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April 2026



PUGET SOUND  
Clean Air Agency



## Our Vision

Healthy air, climate, and environmental justice for the benefit of all people in the Puget Sound region.

## Our Mission

We preserve, protect, and enhance air quality and public health, enforce the Clean Air Act, support policies that reduce climate change, and partner with communities to do this work equitably.

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**PUGET SOUND**  
**Clean Air Agency**

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# Introduction

The Agency adopted its [2030 strategic plan](#) in March of 2023, outlining ambitious objectives and targets to improve air quality, reduce greenhouse gas emissions, and lessen disparities in air pollution exposure across our jurisdiction. As part of our commitment to adaptive management, transparency, and continuous improvement, we produce and share annual progress reports to highlight each year's main achievements and how we are measuring up to the Strategic Plan targets.

This is our third annual progress report. Please use this report as a supplement of the original [Strategic Plan](#), which contains more detailed information about our Agency, the roles we serve, and narratives for each objective. For more information on baseline regional goals, please see our [first annual report](#). Activities included here span from March 2025 to March 2026, except for targets specifying calendar or fiscal years.

## 2025 Key Opportunities and Challenges

We started the year with opportunities to support climate and environmental justice programs starting to wane with new federal direction. One key challenge this year has been navigating uncertainty as the Environmental Protection Agency (EPA) changes course to a strongly deregulatory agenda. While we have been able to continue our core programs that support our Strategic Plan objectives, navigating the unpredictability of federal programs and funding has taken staff energy and effort. We were fortunate to maintain the regional [\\$50 million CPRG implementation grant](#) for building decarbonization efforts that King County implements across the region. Federal uncertainty has delayed progress on this grant, and the Agency continues to support the regional implementation group as they implement the Energize program to reduce emissions in the building sector.

Even though federal support has waned for climate work, the Agency continues its Climate Pollution Reduction Grant (CPRG) project, and delivered the [Comprehensive Climate Action Plan \(CCAP\)](#) this year under that EPA grant. This climate plan is a guiding roadmap for local and regional governments to mitigate climate change and includes a comprehensive list of high-impact regional strategies to reduce greenhouse gas emissions with a focus on maximizing co-benefits. Looking ahead, the Agency is working with its jurisdictions to determine how we can best use collective resources and structure ourselves to make the best gains on the CCAPs goals across sectors in a budget-constrained reality.

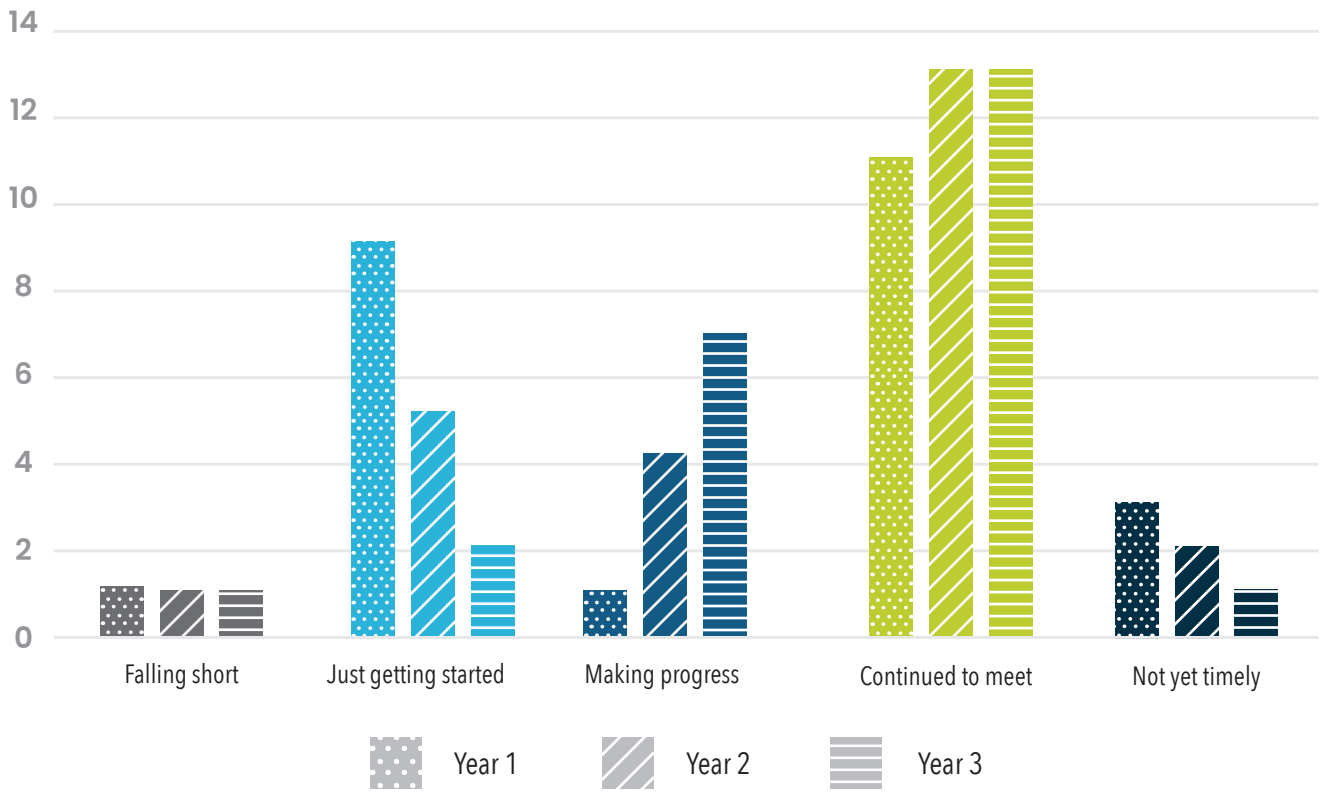
The Agency is fortunate to be grounded in the Washington State Clean Air Act which provides a state-level backstop for our compliance and enforcement work. As with last year, the Agency made significant strides across objectives: permitting sources, engaging our communities in air quality topics, providing community-led monitoring, removing old polluting wood stoves, replacing old polluting diesel equipment with electric equivalents, and more.

Despite the lack of federal support and funding challenges we anticipate making significant strides on our Strategic Plan in its fourth year (2026). This new landscape requires us to make some adjustments, demonstrating our fiscal responsibility and prioritizing actions to best deliver on our strategic plan. Our next annual report marks a mid-way point through our 2030 strategic plan goals and will include a progress update on our overarching baseline goals as well as a discussion of opportunities to course correct.

We continue to make progress on targets. As shown in Figure 1, we met more of our targets. Many moved from "just getting started" status to "making progress". As with the first year, we continue fall far short of our greenhouse gas emission reduction target as a region (this is the only target with a "falling short" status).

Figure 1: Snapshot of Performance Year Over Year (2023-2025)

### Targets met First, Second, Third Year



For each objective in this report, you'll see an update on target status and corresponding icon – the four categories include: **Falling short, Just getting started, Making progress, Continued to meet, and Not yet timely.**

**Falling short** [Grey bar] [Grey icon] [Light blue icon] [Light blue icon] [Yellow icon] [White icon]

**Just getting started** [Light blue bar] [Light blue icon] [Light blue icon] [Yellow icon] [White icon]

**Making progress** [White icon] [Light blue icon] [Dark blue icon] [Yellow icon] [White icon]

**Continued to meet** [White icon] [Light blue icon] [Light blue icon] [Green icon] [White icon]

**Not yet timely** [White icon] [Light blue icon] [Light blue icon] [Yellow icon] [Dark blue icon]

# Target Status

Objective	Target	Year 1	Year 3
1.1	The Puget Sound region attains the National Ambient Air Quality Standards	Continued to meet	Continued to meet
1.2	The Agency expands community science engagement events through partnerships in all overburdened communities by 2030	Just getting started	Making progress
1.2	The Agency provides visual tools that clearly communicate air pollution risk information, accessible and available in multiple languages by 2027	Just getting started	Making progress
1.3	By 2030, air quality in overburdened communities improves more than air quality in the rest of the region	Not yet timely	Not yet timely
1.3	Complete a community engagement guide by the end of 2023 to operationalize best practices for authentic community engagement	Making progress	Continued to meet
1.3	Create or use an existing external environmental justice council or advisory committee to advise the Agency on its environmental justice policies, actions, and expenditures	Not yet timely	Making progress
1.4	The region's GHG emissions are reduced to 50% below 1990 levels by 2030 (and the region is on a trajectory to achieve the state goal of 95% below 1990 levels by 2050)	Falling short	Falling short
1.5	The Agency fully meets its EPA-delegated programs, obligations, and commitments	Continued to meet	Continued to meet
1.5	The Agency effectively adjusts implementation efforts to address air pollution prevention and public health benefit and new regulatory and scientific information	Continued to meet	Continued to meet
1.6	Communities most impacted by wood smoke achieve the Agency's fine particle pollution health goal each year	Continued to meet	Continued to meet
1.7	Large-scale regional efforts to deploy electric drayage trucks are underway by 2030	Just getting started	Just getting started
1.7	At least 50% of diesel-powered yard trucks identified near overburdened communities are replaced with electric yard trucks by 2030	Just getting started	Making progress
1.7	All rail operators in the region have implemented projects to replace diesel equipment by 2030, with a focus on zero-emission replacements	Just getting started	Just getting started
2.1	The demographic makeup of job applicants in each position matches or is more diverse than the demographics of the Puget Sound region by 2027	Continued to meet	Continued to meet
2.1	The Agency retains staff by building and sustaining a culture of inclusion and belonging by emphasizing wellness, anti-racism, and growth through continuous improvement	Continued to meet	Continued to meet
2.1	All Agency employees have professional development pathways and access to project management and process improvement training	Just getting started	Making progress
2.2	By 2026, the Agency will launch a racial equity organizational self-assessment	Not yet timely	Just getting started
2.3	The Agency has a balanced and sustainable budget each year	Continued to meet	Continued to meet
2.3	The Agency obtains a clean audit each year	Continued to meet	Continued to meet
2.3	The Agency maintains sufficient financial reserves each year	Continued to meet	Continued to meet
2.3	The Agency tracks its annual expenditures starting in fiscal year (FY) 24 and achieves 40% investment of its budget in overburdened communities by FY27	Continued to meet	Continued to meet
2.4	Technology (like our website, telephone, servers) is available to staff and the public 99% of the time	Continued to meet	Continued to meet
2.4	On-premise infrastructure is migrated to the cloud to reduce risk and improve functionality by 2028	Just getting started	Making progress
2.5	Continue to be carbon neutral (through reducing emissions and with offset purchases)	Just getting started	Continued to meet
2.5	Reduce our need to offset our greenhouse gas (GHG) emissions by 50% (from 2022) by 2030	Just getting started	Making progress

Falling short	Just getting started	Making Progress	Continued to meet	Not yet timely
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# Focus Topics Review

The Agency continues its commitment to environmental justice through our focus on air quality improvement in overburdened [communities](#). These communities were identified based on a combination of socioeconomic barriers to decision making, poorer health outcomes, and more air pollution sources per square mile (such as roadways with heavy traffic, neighborhoods with many wood stoves, and industrial sources). Focus topics were selected to provide solutions and approaches across many overburdened communities for common problems or issues. Throughout this report, look for these focus topic icons to see how each objective in the strategic plan aligns with our efforts to support overburdened communities:



**Opportunities to Reduce Emissions and Exposures**

**Opportunities to Reduce Emissions and Exposures** – collaborating across sectors to identify emission reduction opportunities, grant writing support, providing mitigation resources, etc.

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**Community Science and Education**

**Community Science & Education** – community input on monitoring, youth/adult education workshops, community monitoring, and building awareness.

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**Compliance Engagement and Assistance**

**Compliance Engagement & Assistance** – notification sharing, improving awareness, collecting input to inform policies.

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**Diesel Emission Reduction**

**Diesel Emission Reduction** – identifying potential projects, grant writing support, data sharing, and informing community.

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**Transparency and Information Sharing**

**Transparency and Information Sharing** - data sharing, communications, public health information, and website improvement.

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**Working with Tribal Nations and Tribal Organizations**

**Working with Tribal Nations and Tribal Organizations** – identifying opportunities to collaborate, building relationships, information sharing, education and awareness of tribal history and its impact on environmental perspectives, etc.



# Section One

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**Protect and Improve Air Quality and Public Health, Reduce Air Pollution Disparities, and Protect our Climate**

# Section One – Protect and Improve Air Quality and Public Health, Reduce Air Pollution Disparities, and Protect our Climate

We use our roles of convener and collaborators, technical experts, educators, and regulators to pursue the seven objectives in this section. Updates on each objective are summarized below.

## Objective 1.1 | Meet and Surpass the Health-Based National Ambient Air Quality Standards (NAAQS)



### Opportunities to Reduce Emissions and Exposures

The Puget Sound region continued to meet the health-based National Ambient Air Quality Standards across all six criteria pollutants (particulate matter, ground level ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and lead).

The criteria pollutant fine particle pollution (PM<sub>2.5</sub>) drives majority of the health risk in our region, which is the subset of particle pollution that's less than 2.5 microns in diameter. These tiny particles come from a variety of sources and have the greatest health impacts including: heart and lung impacts like heart attack, stroke, and chronic obstructive pulmonary disease (COPD).

The Agency supported the strengthening of the PM<sub>2.5</sub> annual standard in 2023. While the EPA Administrator has announced action to revert to a less protective annual standard in March 2025, no formal EPA action has yet moved forward. The Agency will continue its discretionary work to reduce PM<sub>2.5</sub> sources to further improve public health, regardless of if the strengthened NAAQS stands or is weakened.

Staff are close to completing our second 10-year maintenance plan for the Tacoma-Pierce PM<sub>2.5</sub> nonattainment area to ensure the area continues to enjoy improved, healthy air. This is a requirement under the federal Clean Air Act to ensure that areas continue to maintain healthy air quality levels.

Ozone pollution levels remain close to the national ambient air quality standard (NAAQS) as well. This is the result of short periods of time that exceed the standard on hot summer days when ozone forms in the presence of direct sunlight. The highest ozone levels typically occur in rural southeast King County, even though the contributing pollution is in more populated areas.

**Target:** The Puget Sound region attains the National Ambient Air Quality Standards.

**Status:** Continued to meet



## Objective 1.2 | Measure, Analyze, and Communicate Air Quality Risk



Community Science and Education



Transparency and Information Sharing

The Agency maintained its ongoing monitoring network, focused primarily on harmful fine particle pollution (PM<sub>2.5</sub>). We continued to make air quality [information available in real time](#), and also published our regular [annual data summary](#).

Over 98% of our four-county's population now live within three miles of a fine particle pollution (PM<sub>2.5</sub>) air sensor that they can view in real time. There has been an expansion of residents obtaining air sensors through their own means. PSCAA hosts an [Air Sensor Lending Program](#) to support community based organizations, schools and residents. Sensors received through our program are calibrated, mapped, and users trained on how to view and interpret its data. During the time period for this report, we loaned out 13 sensors (6 Purple Air and 7 Dylos) to residents, educators, and community groups.

We neared completion of our EPA-funded Trailer Researching Environmental Equity (TREE) grant this year. This grant provided an opportunity for community-led air monitoring in East Lakewood, and the Seattle neighborhoods of the Chinatown-International District, Duwamish Valley, and Central District. We completed the community monitoring phase in early 2025. The University of Washington modeled results to identify broad categories of air pollution sources in each community using a novel approach. We completed a full technical report and four separate community summaries for the final outreach phase, translated into Chinese, Spanish, and Vietnamese. In February 2026, we hosted four separate results workshops in each of the communities, with interpretation provided in Cantonese, Mandarin, and Spanish. Next steps include summarizing the community input and finalizing the report for submission to EPA in April 2026.



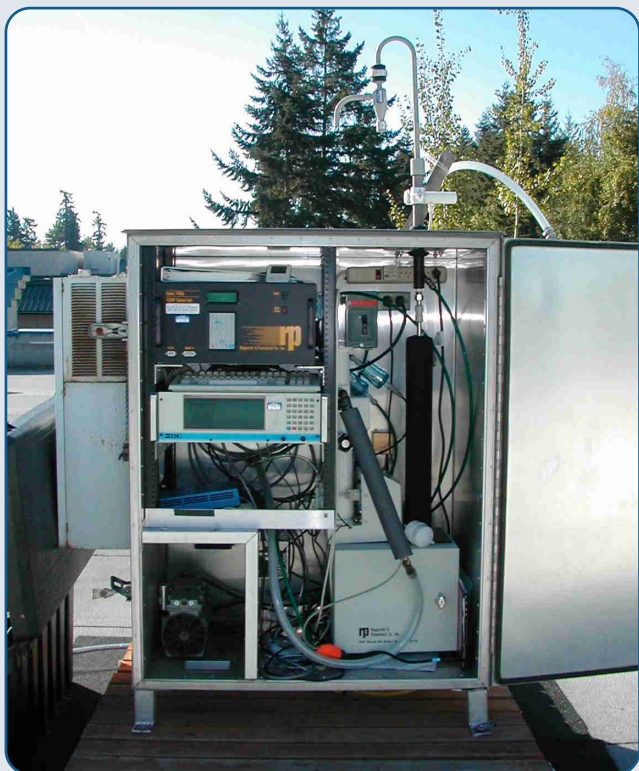
TREE Project Workshop in Central District



The Trailer for Researching Environmental Equity

This year, we added a new monitoring location in Sunset Park in the City of SeaTac through EPA funding. This new location monitors PM<sub>2.5</sub>, black carbon (a surrogate for diesel exhaust), weather information and also serves as a research platform for ultrafine particles, a subset of particle pollution with a diameter of 0.1 microns or less. Health impacts from ultrafine particles are [not as well understood](#) or established as other sizes like PM<sub>2.5</sub>. We will share our ultrafine particle data with the University of Washington and other researchers who can help the scientific community grow understanding over time.

In November 2025, we began sampling at our newly relocated Kent monitoring site at Neely-O'Brien Elementary. The new location represents the Kent Valley and supports comparison to health-based standards, forecasting for wildfire smoke in the summer months, and wood smoke during the winter months. The site supports PM<sub>2.5</sub>, black carbon, and weather measurements.



Monitoring site

As a follow up to our [2023 Air Toxics Study](#), we initiated a hexavalent chromium assessment with EPA funding to refine our estimates of potential cancer risk from this pollutant in the Seattle Duwamish and Tacoma Tidelands areas. We analyzed the results and created both a two-page summary and a full report. The measurements confirmed our estimates from the recent study, which showed that hexavalent chromium, which comes from industrial activities like welding, chrome plating, and plasma cutting accounts for 5% of the potential cancer risk from air toxics while diesel exhaust accounts for 85%.

We continued biannual coordination with our local health jurisdictions and the Washington State Department of Health. One goal of this group is to refine clear joint messaging to better communicate issues related to indoor and ambient air quality, as well as climate change. This year, we held two meetings, with topics including wildfire smoke, wood smoke, and messaging across shared ambient air quality topics.

**Target:** The Agency expands community science engagement events through partnerships in all overburdened communities by 2030.

### Status: Making progress

We conducted 15 specific engagement events in 8 overburdened communities this year, and 82 events with 26 partnerships since the start of the Strategic Plan (in 2023). We plan to expand this work in future years, especially in Kitsap and Snohomish counties.

Making progress



Some of our science engagement this year included activities such as air quality collection with sensors, showcasing our community science functions, and presenting study results with:

1. **Duwamish River Community Coalition** - Seattle Duwamish Valley
2. **InterimCDA WILD Program** - Seattle Chinatown-International District
3. **King County Metro Youth Program** - Renton
4. **Lake City Collective** - Northeast Seattle
5. **Nathan Hale High School** - Northeast Seattle
6. **PIE (Partner in Employment)** - South SeaTac, Kent, and Tukwila
7. **Rainier Scholars** - Seattle Central District
8. **Shoreline High School** - Shoreline
9. **Somali Independent Business Alliance** - North Seattle
10. **SoundBio Lab** - SeaTac and Burien
11. **Tillacum Community Center** - Lakewood Tillacum
12. **Wa-Ya Institute** - Lakewood
13. **YMCA** - Seattle Central District

**Target:** The Agency provides visual tools that clearly communicate air pollution risk information, accessible and available in multiple languages by 2027.

### Status: Making progress

As part of the TREE results workshop sessions, we translated materials and hired interpreters for Vietnamese, Spanish, Cantonese, and Mandarin. We continued to develop and refine our forecasting and data display tools and will continue to create and revise technical content and improve accessibility.



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



**Opportunities to Reduce Emissions and Exposures**

To advance our annual goal of engaging on air quality topics, the Agency reaches communities across our four-county region through structured community engagement and our community sponsorship program. Our engagement efforts focus on overburdened communities, and our Environmental Justice Steering Committee (EJSC) informs this work by providing input on environmental justice priorities.



**Transparency and Information Sharing**

Last year, the Agency introduced a Community Engagement Guide to standardize how staff conduct outreach and identify and reduce barriers to engagement. Staff applied the guide across multiple community engagement projects including the Climate Pollution Reduction Grant (CPRG) community workshops in spring 2025 (Objective 1.4), the Gas Station Rulemaking stakeholder engagement workshops (Objective 1.5), and the TREE project report workshops (Objective 1.2). For each project, staff assessed barriers to participation and actively supported needs through registration and provided language support including translated materials and live interpretation where needed.

The Agency's community sponsorship program directly supports communities working on air quality initiatives—primarily in overburdened communities. Over the last year, the Agency has awarded sponsorships to several organizations across our region, with a total amount of \$63,500 provided in sponsorships.

Organization	Event or Initiative
 <b>WASHINGTON PHYSICIANS FOR SOCIAL RESPONSIBILITY</b>	Washington Physicians for Social Responsibility 2025 Health Justice Gala
 <b>ENVIRONMENTAL SCIENCE CENTER</b>	Environmental Science Center Climate Heroes of South King County
	Communities for a Healthy Bay Stand for Our Sound Awards
 <b>ECOSS</b> <small>Sustainable Solutions for All</small>	ECOSS COMMUNITY Night Fundraiser
 <b>BREAKING BARRIERS COLLABORATIVE</b>	Businesses accelerating equitable climate action Breaking Barriers Collaborative EV Liftoff Program
	The Service Board Youth Programming
 <b>THE CHAYAH MOVEMENT</b>	The Chayah Movement Future of Textile Waste Symposium
 <b>FORTH</b> <small>Empowering Mobility</small>	Forth Mobility Forth Roadmap Conference

**Target:** We will evaluate how to make this comparison in the next mid-plan progress report in 2027, based on fine particle pollution (PM<sub>2.5</sub>) that drives health risk.

**Status: Not yet timely**

All of our objectives are working towards this target. We plan to evaluate how to make this comparison in the next mid-plan progress report in 2027, based on fine particle pollution (PM<sub>2.5</sub>) that drives health risk.



**Target:** Complete a community engagement guide by the end of 2023 to operationalize best practices for authentic community engagement.

**Status: Continued to meet**

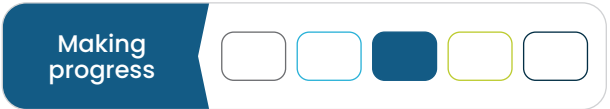
Staff have received training on the guide so that they can apply to their projects. We will evaluate and adjust the guide periodically to be most helpful to staff.



**Target:** Create or use an existing external environmental justice council or advisory committee to advise the Agency on its environmental justice policies, actions, and expenditures.

**Status: Making progress**

Many actions in our strategic plan are improved through ensuring that those with direct lived experience inform our decisions for specific programs.



Throughout this year, we have been building on work we started in FY25 with [our Advisory Council](#) to improve feedback loops between them, our Board, and the corresponding topic-specific community engagement results we've collected. The result has been a more complete picture of all the perspectives on any given topic, and therefore a multi-faceted and likely-to-succeed solution to air quality issues.

As the Agency is continuing to refine our procedural justice efforts, we are re-examining if a broad environmental justice council can be as effective as the pairing of a constant Advisory Council with topic-specific meaningful community engagement.

As part of our outreach and engagement efforts for the Comprehensive Climate Action Plan (CCAP), the Agency sponsored a Creative Climate Action Art Contest. Successful engagement resulted in 53 entries from 30 youth and nine adult participants across four counties. Bringing people together in new and unique ways, the art contest helped us to reach members of the public who might not otherwise engage in climate topics.



Submission for Creative Climate Action Art Contest

# Objective 1.4 | Reduce Greenhouse Gas (GHG) Emissions to Reduce our Region’s Contribution to Climate Change

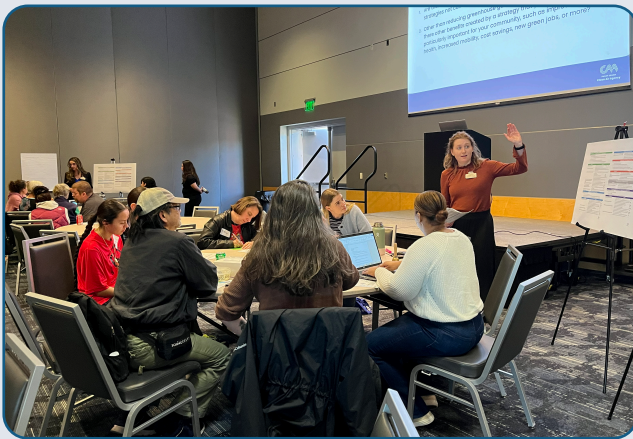


## Opportunities to Reduce Emissions and Exposures

Collaboration on regional and state climate efforts is more critical than ever with federal headwinds. In February 2026, the EPA repealed its endangerment finding, which established greenhouse gas emissions as pollutants under the Clean Air Act in 2009. The Agency expressed its opposition to this action in formal written comments. This action is currently being challenged in the courts and its impact is yet unknown.

The Agency continues to lead EPA’s 2023 regional Climate Pollution Reduction Grant (CPRG) planning grant under the Inflation Reduction Act (IRA) to lead regional climate planning for our four counties. Under this grant, we successfully completed and submitted the [Comprehensive Climate Action Plan \(CCAP\)](#) on November 25, 2025. The CCAP contains a consolidated and updated inventory of all significant greenhouse gas sources and sectors within the Puget Sound region, near-term and long-term emission reduction goals, and a comprehensive list of strategies and actions to achieve greenhouse gas reductions. Analyses include consideration of potential impacts and benefits to low-income and disadvantaged communities, potential funding sources, existing policies per sector, authority to implement identified actions, and workforce development needs to implement the proposed actions. The CCAP defines regional funding-ready strategies that are competitive for future funding opportunities as they arise.

Collaborative relationships formed during the climate planning processes through a steering committee and multiple technical workgroups will benefit jurisdictions by aligning priorities and leveraging collective resources to maximize impacts of future efforts to achieve emissions reductions. In December 2025, the Agency hosted a meeting with partners to discuss next steps for regional climate action, building on the planning completed with the CCAP. The Agency is now taking action on those next steps to coordinate and convene regional implementation pathways.



Participants discuss climate actions at workshops

Meaningful community and stakeholder engagement and feedback were critical to the development of the CCAP. The Agency and partners across the Puget Sound region hosted four in-person workshops in March and April 2025, with one workshop in each county within the Agency’s jurisdiction. Community members shared their input on the climate plan’s draft greenhouse gas emission reduction strategies and their implementation, and input was captured in the final CCAP.

Transportation is a significant contributor to greenhouse gas emissions in our region, representing 40% of emissions. In December 2025, the Agency hired a contractor to develop a [Regional Electric Vehicle Supply Equipment \(EVSE\) Plan](#). The EVSE plan will establish a regional approach to electrifying vehicles and investing in infrastructure, to reduce emissions from transportation and make progress towards our state and local climate goals. The need for a Regional EVSE plan was raised through members of the Regional Electric Vehicle (REV) Collaborative, which the Agency has been coordinating in partnership with the Puget Sound Regional Council (PSRC) since 2019. With strong regional interest, funding to develop the plan was contributed by King, Kitsap, and Pierce counties, and the Agency's CPRG planning grant.

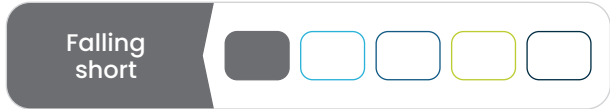
The goal for this EVSE plan is to provide all local governments within our region with clear steps for deploying charging infrastructure to meet the targets identified in the [State's Transportation Electrification Strategy](#) and make progress in electrifying transportation. The plan will also provide a foundation for accessing future funding opportunities for deploying charging infrastructure. The Agency is currently managing the contract for the plan development, with completion expected in late 2026.

This year, we also launched a quarterly climate newsletter as a mechanism for engagement with stakeholders. Sign up [here](#).

**Target:** The region's GHG emissions are reduced to 50% below 1990 levels by 2030 (and the region is on a trajectory to achieve the state goal of 95% below 1990 levels by 2050).

### Status: Falling short

With the GHG inventory update completed in 2025 using data from 2023, our region's emissions dropped slightly below 1990 levels for the first time. While encouraging, we need the successful implementation of ambitious decarbonization measures to meet the 2030 target and beyond. The Agency and regional partners must pursue highly collaborative strategies to seek innovation and additional funding streams for the success of this target.



Agency staff at CCAP Celebration event



CCAP workshop conducted by Sara Hetrick

# Objective 1.5 | Prevent, Reduce, and Control Emissions and Exposure from Stationary Sources and their Regulated Activities



**Compliance Engagement and Assistance**

The Agency has consistently met this goal for many years. Agency Compliance staff met commitments to EPA regarding our high priority inspection work again in 2025. A Full Compliance Evaluation (FCE) was completed for each operating permit and synthetic minor limited source (see callout box) for the federal fiscal year (October 2024 – September 2025). Each FCE includes at least one unannounced onsite inspection coupled with the review of the required compliance report submittals to the Agency. Larger, more complex sources may receive more than one onsite inspection.



**Transparency and Information Sharing**

During the first three years of the strategic plan, the Agency has continued to issue operating permits (both original permits and renewed permits) at a rate of approximately 6 per year. This effort is an additional requirement and commitment to EPA to implement this program for the largest sources in our region. Additionally, the Agency has continued to update our delegation requests to implement EPA regulations on their behalf and includes sources subject to these regulations as part of our priority inspection and compliance annual work planning.



**Opportunities to Reduce Emissions and Exposures**

Throughout the year, we continued to use previously-developed information on our website linked to permit actions with public comment processes, in support of our compliance engagement goals. We tried a new tool this year. We created a [Frequently Asked Questions](#) document and a short video

at the start of the public comment period on a modified source outlining background information on the proposed action. It included a few PowerPoint slides shown with the reviewing engineer providing the narration. This video was intended to make the proposed permit action documents more accessible to audiences. We will continue to evaluate the impression additional resources have on audiences to help “demystify” the complex nature of the permit review process open for public comment.

There are approximately 30 operating permit sources (the larger sources in our area) and approximately 75 synthetic minor sources (sites with enforceable emission limitations to avoid major source program requirements). All air quality compliance work associated with these sources is documented and the activity information is extracted from our database and uploaded to the EPA's database monthly. The uploaded information is displayed and shared through [EPA's ECHO \(Enforcement & Compliance History Online\) website](#) which displays geographic information and source specific information related to a variety of environmental media topics (air quality, water quality, and more).

**Target:** The Agency fully meets its EPA-delegated programs, obligations, and commitments.

**Status:** Continued to meet

Continued to meet this target (as in previous years) and will continue to follow this goal for compliance work planning in future years.

Continued to meet

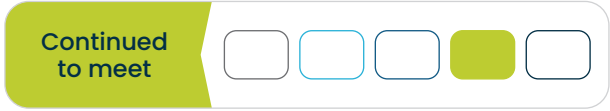


**Target:** The Agency effectively adjusts implementation efforts to address air pollution prevention and public health benefit and new regulatory and scientific information.

**Status: Continued to meet**

Continued to meet this target through a variety of activities (e.g. asbestos process improvements, compliance engagement, etc.).

Annual work assignments for inspection are adjusted to focus on other source priorities (e.g. sources subject to federal rules delegated to the Agency and other emergent issues) beyond the EPA commitments.



Agency staff on an inspection

## Objective 1.6 | Reduce Harmful Wood Smoke Emissions and Exposure



### Opportunities to Reduce Emissions and Exposures

The Agency continues administering a grant through the Washington State Department of Ecology to promote the removal of older, highly polluting wood stoves. Approved applicants who voluntarily recycle eligible wood burning devices are paid a \$500 cash incentive. The previous grant was completed in April 2025, when all grant funds were expended early. The Agency was awarded a new two-year grant in November 2025 to continue the program. Between grant cycles, the Agency provided funding incentives for voluntary removal of woodstoves, as an effective means of preventing harmful pollution from woodsmoke. Since the last report (March 2025) we have scrapped over 570 old stoves across our four counties, resulting in an estimated reduction of 17.5 tons of harmful PM<sub>2.5</sub> emissions each year.

To promote program enrollments, the Agency continues to fund a digital advertising campaign. Building on successful advertising from the previous cycle, an ad campaign was relaunched in November 2025. This includes advertising on multiple social media platforms, and through search tools like Google, in both English and Spanish. This campaign also includes additional outreach to Priority Communities as defined by the grant, with the goal to increase program participation and reduce more pollution from woodsmoke in overburdened communities and areas that experience greater environmental health disparities. At the time of this report, we are already on track to surpass the grant target for projects completed in Priority Communities, resulting in greater emissions reductions in these areas. This year, we also launched a quarterly wood smoke newsletter as a mechanism for engagement with stakeholders.

Weather conditions like still, stagnant air and inversions contribute to poor air quality. To address short-term wood smoke pollution, we forecasted for potential burn bans. Burn bans are intended to reduce residential wood smoke, a significant source of harmful fine particle pollution (PM<sub>2.5</sub>) in the wintertime and especially during these weather episodes. This winter was the 8th warmest on record, including a 14-day stretch without rain in January. The warmer weather helped us remain below burn ban thresholds and no burn bans were issued.

This year, we evaluated the boundaries around areas allowed to burn residential yard waste to determine if there were other reasonable methods available to dispose of items, like leaves and brush. This process is part of a state mandate to regularly assess the availability of alternatives to outdoor burning outside the urban growth area. We compared the availability of alternatives – including access to transfer stations and curbside pickup – as compared to the criteria laid out in the Washington Administrative Code (WAC). We also connected with stakeholders to better understand availability of alternatives and any benefits and challenges to implementation. As all the criteria were met, staff made an initial recommendation to ban residential yard waste burning in all four counties in the 2028 timeframe. This timeframe would allot the 2026 year for pre-rule stakeholder engagement and broader public outreach as well as formal draft rulemaking and board consideration and adoption, and the 2027 calendar year for outreach and coordination with stakeholders prior to the effective date. As of this report, we are still conducting pre-rulemaking stakeholder engagement and anticipate a draft rule for Board consideration in summer or fall 2026.

**Target:** Communities most impacted by wood smoke achieve the Agency’s fine particle pollution health goal each year.

**Status: Continued to meet**

Our communities most impacted by wood smoke include South End Tacoma, Marysville, and Darrington. For 2025, the PM<sub>2.5</sub> concentration met the Agency's health goal.



CAA  
PUGET SOUND  
Clean Air Agency

**STOVE  
OUT.  
CASH  
IN.**

Get \$500 for recycling your old wood stove.

CAA  
PUGET SOUND  
Clean Air Agency

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

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

Wood Stove Recycling Program ad campaigns in English and Spanish

# Objective 1.7 | Reduce Harmful Diesel Emissions and Exposure



Building on our successful [Electric Yard Trucks Program](#), the Agency continues administering a grant through the Federal Diesel Emission Reduction Act (DERA) program, awarded in summer 2024. This funding will support three external partners to replace seven diesel-fueled yard trucks with all-electric yard trucks by September 2027. The first electric yard truck funded by this grant was deployed by Lineage Logistics in August 2025, with the old diesel truck scrapped in September 2025. This replacement directly reduces diesel pollution in the Duwamish Valley. Three more diesel trucks are on track to be replaced by BNSF (Railroad partners) in early 2026, and three trucks will be replaced with electric yard trucks by King County Solid Waste in mid-2026. Successful completion of this grant will bring the total number of yard trucks electrified through this program to 27, making progress toward our target for replacing diesel-powered yard trucks with electric yard trucks in [overburdened communities](#).

In anticipation of potential future grant opportunities, we are actively working to build a project pipeline for additional diesel emission reduction projects. We started a diesel program listserv and e-newsletter in April 2025, now reaching 67 subscribers, with the goal of increasing awareness of and access to the Agency's programming. We are also working with board and advisory council members, as well as external partners, to spread program information through their networks. Building our project pipeline will help the Agency prepare strong grant applications for future funding opportunities to support progress toward our diesel emission reduction targets.

Several of Washington's climate policies also reduce harmful diesel pollution in addition to greenhouse gas emissions. This is important, as fine particles in diesel exhaust (also known as diesel particulate matter or DPM) contribute over 85% of the potential cancer risk from air pollution in our region. Some of these policies and programs include the Clean Fuel Standard, and Advanced Clean Cars and Advanced Clean Trucks. The latter two are directly adopted via California's vehicle emissions standards.

In June 2025, EPA rescinded the waivers under the federal Clean Air Act that allow California to set these more stringent emission standards on mobile sources of pollution. The rescission used an unprecedented use of the Congressional Review Act. This action is under challenge and it is not yet known how this will impact programs and diesel (and greenhouse gas) emission for states like Washington that follow California standards.

**Target:** Large-scale regional efforts to deploy electric drayage trucks are underway by 2030.

## Status: Just getting started

We will continue to support regional efforts informed by the upcoming implementation of the Decarbonizing Drayage Roadmap, expected to begin in mid-2026. We will also continue working with partners to explore alternative pathways to vehicle electrification as funding sources continue to shift.

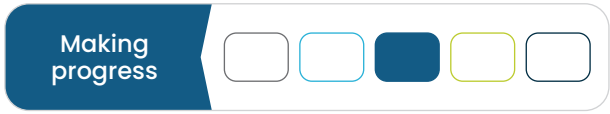


**Target:** At least 50% of diesel-powered yard trucks identified near overburdened communities are replaced with electric yard trucks by 2030.

**Status: Making progress**

With previous and current grants, our Electric Yard Truck program is on track to replace 27 diesel-fueled yard trucks with electric trucks.

We are continuing efforts to identify other yard trucks and project partners in our region for action in future years.

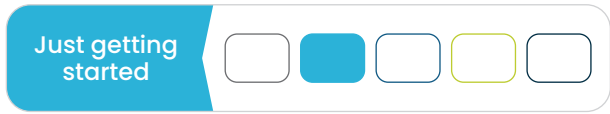


**Target:** All rail operators in the region have implemented projects to replace diesel equipment by 2030, with a focus on zero-emission replacements.

**Status: Just getting started**

Rail continues to be a challenging sector to reach, because zero-emission technologies remain expensive and unproven. Agency staff

remain engaged in conversations about potential rail projects, while current efforts are focused on areas with greater potential for emissions reductions. Federal headwinds in this area will make this target much more challenging.



Electric Yard Trucks



# Section Two

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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

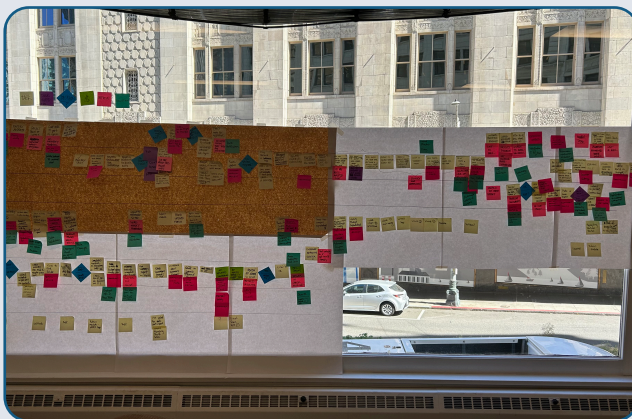
This year, we continued our enhanced onboarding process to ensure new staff develop an understanding of and appreciation for the work of all departments across the Agency. We also continue to build our staff-led Wellness Committee, with outside-of-work gatherings like community and sporting events for staff and their family members. One goal of the Committee for the next year is to provide wellness education and training sessions for staff.

This year we implemented the Agency-wide Professional Development Framework developed last year. This plan provides staff with a firm understanding of the Agency's training and professional development philosophy and helps to guide training efforts and dollars. Creating one standard Professional Development Framework for all employees has helped ensure equity in training and development opportunities across the Agency. We brought a series of Emotional Intelligence trainings to the Agency and continue building these skills to help shape Agency culture.

While our recruitment efforts were lower than average this year, we continued to follow human resources (HR) industry best practices for redaction and applicant screening to minimize bias in our hiring and required anti-bias training for all interview teams. We also continue to adjust where and how we advertise job opportunities to better diversify our candidate pools.

We continued our enhanced staff feedback loops in monthly all-staff meetings through an online tool that allows staff to anonymously provide input and share concerns with either HR, the Wellness Committee, or leadership at their convenience.

One important opportunity for a feedback loop this year is creation of a staff Transition Team that will help us with our physical move that will take place in early 2027. The scope of this team is to ensure we are soliciting and capturing input from staff as we prepare to move.



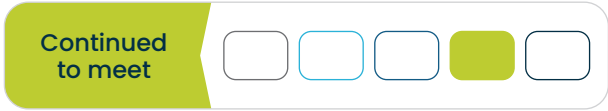
Post it notes from wood stove process improvement exercise

As in previous years, we continued to implement process improvements across the Agency. Some examples include: our Compliance and Legal teams making improvements to compliance-related correspondence with emphasis on improvements in formatting and language to aid in source understanding; implementing our pilot to support submission of public records requests to the Agency in languages other than English; our Wood Stove team streamlining the experience for our customers, scrappers, and internal administrative processes; our Technology and Finance teams working to streamline credit card payments and make more options available for payments; and our Technology and Engineering and Inspection teams continuing to transition and improve our online applications that support our enforcement programs.

**Target:** We strive to ensure that the demographic makeup of job applicants in each position matches or is more diverse than the demographics of the Puget Sound region by 2027.

**Status: Continued to meet**

This year, we received 233 applications for open positions. Of these, 177 indicated their race. Of those who indicated their race, 66 or 37% indicated BIPOC (black indigenous and people of color). This is consistent with the demographics of our region. With one quarter of applicants not submitting this information, it is difficult to assess this target.



**Target:** The Agency retains staff by building and sustaining a culture of inclusion and belonging with emphasis on wellness, anti-racism, and growth through continuous improvement.

**Status: Continued to meet**

We continued our employee-led wellness committee to create connections and well-being and continued events like our monthly staff meeting with employee recognition, our holiday celebrations, staff intranet, and our annual staff retreat and summer picnic for connection.



**Target:** All Agency employees have professional development pathways and access to project management and process improvement training.

**Status: Making progress**

All employees have Professional Development included in their planning activities that they discuss with their managers, including access to relevant trainings. The Agency provided several larger trainings with teams this year, including StrengthsFinder, an Equity Workshop series including managing implicit bias, management training, and emotional intelligence. As noted above, the Agency also developed an Agencywide Professional Development Framework this year.



Agency staff

## Objective 2.2 | Develop and Sustain a Culture that Embeds Equity Principles in our Day-to-day Work and Decisions

This year, we continued to include an equity component in each staff planning document that lays out their priorities and work assignments for the year. With an 'embed' approach, this tactic ensures all staff are included and supporting equity goals.

We continued to provide a voluntary Equity Workshop Series for staff, Advisory Council and Board members. This year we designed an Employee Resource Group (ERG) framework allowing all employees to create an ERG with support from leadership and funding for a variety of activities. All ERGs allow any interested staff person to participate.

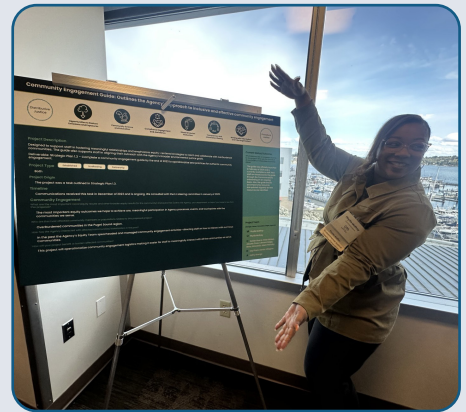
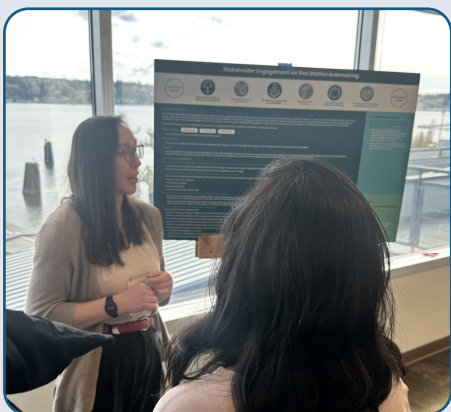
Our cross-departmental Environmental Justice Steering Committee (EJSC) met monthly to discuss projects brought forward by staff. Through the EJSC and our expanded approach to environmental justice, we continue to build and evolve components of the Agency's environmental justice framework. This includes addressing the four main questions included in the racial equity toolkit as part of each EJSC project discussion. We gained experience with focus topics this year as staff brought projects to our internal Environmental Justice Steering Committee. Projects ranged from continuous improvement on our existing environmental justice work to temporary scaffolding projects to help build out new EJ work in the strategic plan.

**Target:** By 2026, the Agency will launch a racial equity organizational self-assessment.

**Status:** Just getting started

We are currently reviewing potential options to meet the intent of this target.

Just getting started



Staff describe their scaffolding projects

## Objective 2.3 | Build and Maintain the Agency's Long-Term Financial Strength and Ensure Accountability

This year, our Finance Department continued to support recurring and competitive state and federal-level grants as well as process payments for our many compliance transactions. We are on target to deliver the 2027 fiscal budget on time, with components to address fund balances and anticipated projections. This year, our budget has been challenged by both federal and state funding uncertainties and known cuts, for FY26 as well as beyond the current planning year. To address this uncertainty and these reductions, we've taken a fiscally prudent approach to minimize expenses (including maintaining some staff vacancies) while still making progress on our mission.

**Target:** The Agency has a balanced and sustainable budget each year.

**Status: Continued to meet**

The Board adopted a balanced FY26 budget in June 2025.



**Target:** The Agency obtains a clean audit each year.

**Status: Continued to meet**

The Agency received a clean, unqualified audit in this reporting period (delivered in March 2026 for FY2025).



**Target:** The Agency maintains sufficient financial reserves each year.

**Status: Continued to Meet**

As part of our evaluation of business operations, we regularly assess projections and evaluate reserves. Our current reserves are sufficient to support ongoing operations and to provide for unforeseen emergency needs.



**Target:** The Agency tracks its annual expenditures starting in fiscal year (FY) 24 and achieves 40% investment of its budget in overburdened communities by FY27.

**Status: Continued to meet**

We developed a methodology to assess our investment and the initial reporting period of fiscal year 2024. Because so many of our objectives prioritize discretionary actions in overburdened communities, our baseline showed we are already meeting the 2027 target, with 55% of our expenditures in overburdened communities in fiscal year 2024. The majority of this was staff time conducting air quality activities in overburdened communities. We will assess both fiscal years 2025 and 2025 in the next annual report, and are confident that we met the target for fiscal year 2025 given that investments were similar to fiscal year 2024.



## Objective 2.4 | Develop and Implement Technology to Succeed

Our Technology Department continued to ensure that software and hardware tools are available to staff to complete their tasks. They also ensured that information is consistently available to the public (for example, through our website), and that we have the tools to communicate with stakeholders (for example, through email and phone service). We are identifying opportunities to transition on-site services to cloud services in relevant areas with a strong business case.

This year, our primary focus was addressing technical debt in our core infrastructure. This included replacing and modernizing our network firewalls and replacing the SSL/VPN client with a new cloud secure edge client. Additionally, in anticipation of moving physical office locations we built out an off-site datacenter that will serve as a private cloud infrastructure for all core servers and services. Included in this work is a new high available web server platform to host our custom web applications.

**Target:** Technology is available to staff and the public 99% of the time.

### Status: Continued to meet

We experienced zero unplanned outages during this reporting period.



**Target:** On-site infrastructure is migrated to the cloud to reduce risk and improve functionality by 2028.

### Status: Making Progress

We are in the process of migrating services to the cloud where possible. We are designing our customized internal applications to be ready for the transition from on-site infrastructure to the cloud.



## Objective 2.5 | Model Environmental Sustainability

We continued to electrify the Agency's relatively small light-duty vehicle fleet with the purchase of three electric vehicles—bringing the total percentage of Agency all-electric zero-emission vehicles to 53%. Plug-in hybrid electric vehicles make up 11%, hybrids make up 32%, and the 5% remaining are conventional gasoline. We also continued to offer staff ORCA passes to encourage use of public transit to commute.

**Target:** Continue to be carbon neutral (through reducing emissions and with offset purchases).

### Status: Continued to meet

In September 2024, we purchased offsets that have made the Agency carbon neutral since 2020—a commitment we made in our last strategic plan and continued in our current one. We plan to update Agency carbon estimates every three years and offset our emissions through the life of this strategic plan.

Continued to meet



**Target:** Reduce our need to offset our greenhouse gas (GHG) emissions by 50% (from 2022) by 2030.

### Status: Making progress

Our baseline 2022 estimate for our Agency's carbon emissions is 88 metric tons carbon dioxide equivalents (CO<sub>2</sub>e). We will monitor our progress every three years, and will continue to seek ways to reduce our carbon footprint. As noted above, we continue to electrify our fleet.

Making progress



Agency's new plug-in hybrid fleet car



## Building on Progress: Adapting for the Future

This annual report is one component of our commitment to transparently share our progress and challenges with our communities and stakeholders. As we're still in the first half of the plan, some actions are fairly new with time needed to evaluate their effectiveness. We will continue to employ and build upon an Agency-wide culture of continuous improvement to identify opportunities, adapt to changes, and strengthen existing functions that further our vision and mission.

We made great strides in the third year of implementation across objectives: continuing to deliver on our regulatory commitments to EPA (and beyond), completing and communicating multiple air monitoring studies, convening our region's Climate Pollution Reduction Grant (CPRG) planning, removing hundreds of old wood stoves across our region and old diesel yard trucks in overburdened communities, and engaging our communities in multiple venues on a range of topics. We also made progress internally on topics like professional development, continuous improvement, building connection through staff events and our annual retreat, and evaluating our employee resources groups.

A key adjustment this upcoming fourth year will be continuing to adapt to changing federal priorities and budget realities while still delivering on our plan. We're fortunate to be in a state with several strong air quality and climate policies in place. We can leverage these to continue progress on the objectives in our plan. That said, challenges like the sheer scale of the federal deregulatory agenda and the restricted state budget also place this leveraging at risk of diminished commitment.

Another key adaptation this upcoming year will be the Agency's actual physical office move, which will take place in early 2027, with planning for it already started. This move is the first for the Agency in well over a decade and will present its own set of challenges as we uproot while continuing to deliver on our plan.

In next year's annual report, we will provide a more comprehensive update on our status with our baseline goals, as well as teeing up mid-plan course corrections for discussion and consideration.



PUGET SOUND  
Clean Air Agency



PUGET SOUND  
Clean Air Agency

**DATE**                    **May 7, 2026**

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

**SUBJECT**                **Advisory Council Roles & Actions to Support Delivery of the**  
                                 **Strategic Plan**

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Hello Advisory Council Members,

During your Retreat, you will be asked to provide input and support on 3 key initiatives the Agency is undertaking within the next year. To support this exercise, please find descriptions of the three future-focused topics below, relevant materials from past Advisory Council packets, and corresponding questions to solicit your feedback.

**1. Building on community science engagement using tools like the Air Sensor Lending Program.**

The Agency's Air Sensor Lending Program is meant to provide air monitoring sensors and analysis tools for engagement - accessible to a wide range of users, from community groups and educators to local governments and even individual residents. Our air sensors focus on fine particle pollution or "PM<sub>2.5</sub>", which drives the majority of health risk in our region.

Air sensors are lower-cost, portable devices that measure air pollution. These sensors are available to anyone and typically cost between \$100 and \$2,500 - a fraction of the cost of our regulatory air monitors. The air quality equipment that the Agency uses to identify pollution risks, and the tools used to monitor from regulated sources of emissions, are different. More information on ongoing monitoring efforts can be found [here](#).

We score applications to our [Lending Program](#) based on priority Agency locations ([see our overburdened community work](#)), project scope, relevance of air sensors to answer the proposed research question, and then we work to include corresponding education and outreach materials. Sometimes, just talking through air quality questions with staff and gaining awareness of existing tools like [our sensor map](#) is

enough to resolve questions. Project approval is also dependent on the availability of agency staff and resources.

Under the Agency's 2030 Strategic Plan, we have identified an opportunity to expand this program to help meet our community engagement targets. We want to continue to offer the sensor lending program as an interactive tool that could spur greater awareness of both local and regional air quality issues. We also want to ensure that this resource (as well as the existing sensor map) is well known to community groups and educators, or additional groups that would benefit from heightened awareness of air quality issues. Finally, we want to make sure that anyone who uses a sensor from our lending program has corresponding information and activities that will ultimately meet the goals of shared understanding for this region's air quality issues.

a. Link to the Sensor Lending Library on the Agency's website:

[Air Quality Sensors | Puget Sound Clean Air Agency, WA](#)

b. Questions to be asked during the retreat:

- a. How can we expand and scale science-based engagement via programs like our air sensor lending program and awareness of our existing sensor map?
- b. How can we engage people without sending a message that more monitoring is needed to address air quality issues?
- c. What types of materials would be useful on our website to help prompt ideas for how to take advantage of existing tools and hands-on air sensors?

## **2. Implementing the Outreach Plan for new regulations around Reasonable Alternatives to Burning (RAOB)**

The Agency is working to update our rules around outdoor burning to bring the region under compliance of RCW 70A.15.5070. These changes will clarify and strengthen expectations that people use "reasonable alternatives" instead of smoke-causing burns for yard waste disposal. Burning trash anywhere and burning yard waste in urban areas is already illegal.

The purpose of this effort is grounded in public health as smoke from these fires contains fine particulate matter and toxic pollutants that can worsen respiratory and heart conditions. Outdoor burning is also the largest category of risk to wildfire on DNR land in the state.

Because of these impacts, the Clean Air Act requires a regulatory approach that eliminates unnecessary burning where viable alternatives exist. "Reasonable alternatives" to outdoor burning can include chipping or shredding yard waste into

mulch, on-site composting, curbside collection, or drop-off at recycling facilities. The Agency has determined that over 90% of residents in our jurisdiction now have a reasonable alternative to outdoor burning.

As the Agency seeks to adopt this rule in 2027, we have developed an outreach plan to communicate the change to relevant stakeholders, including fire districts, Tribal partners, and community members.

a. Past Advisory Council Presentations:

- [July 2024 AC Meeting pdf pg 18](#)
- [May 2025 Meeting pdf pg 106](#)
- [January 2026 meeting pdf pg 21](#)

b. Questions to be asked during the retreat:

- Our main audience for this rule lives in rural areas, separated by long distances at the “corners” of the counties. What outreach strategies and tactics can we use to raise awareness of this upcoming change to increase compliance?
- Do you have specific examples, contacts, or events you can share for these areas?

## 2. **Building a Regional Coordination Framework to implement the Comprehensive Climate Action Plan (CCAP)**

The CCAP is intended to function as a regional roadmap for reducing greenhouse gas emissions across King, Kitsap, Pierce, and Snohomish counties, while aligning climate action with co-benefits for public health, workforce development, and equity goals.

The Agency coordinated the development of this plan over 2 years – collecting and incorporating feedback from subject matter experts, community-based organizations, and 41 local jurisdictions’ existing plans. This document is a call to action for the scale of ambition required to reduce greenhouse gas emissions and meet regional and state targets of 50% below 1990 GHG levels by 2030, and 90% below by 2050.

This plan identifies and facilitates high-impact regional actions to reduce climate emissions through coordinated efforts, with a focus on maximizing benefits in overburdened communities. It brings together decades of existing climate planning efforts across the Puget Sound region to develop a comprehensive list of actions to achieve greenhouse gas reductions in the region, with the added benefit of including information on costs, co-benefits, and workforce development implications to provide decision-makers with the information needed to make effective climate planning decisions and investments. It also identifies which strategies are poised for regional implementation and which are better for state implementation. We encourage local

and regional governments to regularly use this plan as they prioritize and select proposed climate strategies for implementation.

As we pivot this momentum from development to implementation, we are conducting additional outreach to determine how regional coordination could be best supported. At your March meeting, we highlighted existing models and examples for climate action in the region and discussed specific next steps for the Agency to develop a proposal for regional climate coordination to support CCAP implementation. As we carry out this effort, we are working with the Steering Committee, working groups, and networks that helped to develop the plan, as well as new jurisdictional partners that could benefit from a structure like this.

a. Past Advisory Council Presentations:

- The [CCAP](#)
- [July 2024 Meeting pdf pg 35](#)
- [January 2025 Meeting, pdf pg 32](#)
- [May 2025 Meeting, pdf pg 21](#)
- [September 2025 Meeting, pdf pg 48](#)
- [January 2026 Meeting, pdf pg 11](#)
- [March 2026 Meeting, pdf pg 43](#)

b. Questions to be asked during the retreat:

- How can the Agency generate support for regional coordination around climate action that does not take away from local plans or efforts?
- In addition to funding, what would be most useful to your jurisdiction to make progress on emissions reductions?
- What types of climate strategies, actions, or programs do you think are best implemented at the regional (4-county) level? Which do you think should be implemented locally (i.e., at the city or county level)? What criteria can help distinguish between the two?
- What other ideas do you have for how regional climate collaboration could work?

Respectfully submitted,



Christine Cooley  
Executive Director

**DATE** April 16<sup>th</sup>, 2026

**TO** Board of Directors  
Puget Sound Clean Air Agency

**SUBJECT** Staff Report

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**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**



Ongoing work remains on track.

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



Last month, monitoring staff led air quality workshops at the YMCA Earth Service Corps Environmental Symposium on the University of Washington campus. Youth from across Puget Sound, including those from overburdened communities, participated. They learned the basics of air quality and then used hand-held sensors to explore the area and learn in real-time about what can influence air quality.

Our hexavalent chromium assessment two-pager and full report are now available online on our website: <https://psccleanair.gov/DocumentCenter/View/6373/2025-Hexavalent-Chrome-Study-Report-FINAL>. The report was a follow-up to our [2023 air toxics study](#). In this new assessment, we found that hexavalent chromium measurements aligned well with our estimates from the 2023 study.

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

This month’s community sponsorship program supported Pierce Center for Arts & Technology’s Youth Climate Studio and Festival in the amount of \$5,419. The Youth Climate Studio & Festival is a collaborative, youth-centered (ages 14-22) climate engagement initiative designed to advance climate protection, improve awareness of climate issues impacting Pierce County, and build environmental leadership among Pierce County youth. The initiative will bring community together to experience stories and visions of a climate future and current climate actions through art, performance, film, writing, and community projects this May.

Visit [www.arivva.org](http://www.arivva.org) to participate in this programming.

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

Staff continue to move forward with next steps for implementation of the Puget Sound Region Comprehensive Climate Plan (CCAP), including development of a proposal for broader regional coordination on climate action. Staff are currently seeking input from partners, including the Climate Pollution Reduction Grant (CPRG) Steering Committee, elected officials, decision-makers, staff and others from across the region, in order to better understand needs across the region. Regional

collaboration on climate action will leverage existing resources and allow us to continue to make progress toward our climate goals. We look forward to your input when this topic comes before the board again later this year.

Building on our regional coordination efforts for climate action, Agency staff are continuing to work with a consulting team to develop a regional electric vehicle charging infrastructure plan. In late March, staff and the consulting team hosted the first of four planned meetings with a technical advisory group, which brings expertise from across the public, private, and nonprofit sectors to advise on the plan's modeling work and other deliverables. Staff also continue to meet with the Steering Committee and are planning upcoming engagement activities with other partners to inform plan design. The plan is expected to be completed in late 2026, and will guide installation of charging infrastructure, helping to accelerate the transition to electric vehicles and reduce emissions from the transportation sector. Visit [PugetSoundREV.org](https://PugetSoundREV.org) to sign up for project emails.

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



We recently completed some recruitment activities in our Inspection Department. Two new inspectors have joined our teams: Melissa Sanchez has joined our North Inspection Team and Bri Palica has joined our South Inspection Team. They are well qualified for our work and have begun the onboarding process to integrate within all of the work of our inspectors. Additionally, we completed the recruitment for an Inspection Manager and are happy that Rick Woodfork has been promoted to that role. He has been an inspector on the South Team since 2019. We are working on the two inspection managers roles and assignments with Rick's promotion and look forward to his contributions. The two new inspectors identified above brought our inspection teams to full capacity. However, Rick's promotion creates a new vacancy, and we are working on filling that position as efficiently as possible.

### ***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 recycle their old, polluting wood stoves. April spring cleaning has begun in our region and so far this month, over 57 old wood stoves have been recycled and recycling rewards paid. More than half of these early April projects have occurred in priority communities, which are

disproportionately impacted by poorer air quality from wood smoke. Since the program reopened in September, over 430 polluting wood stoves have been recycled through WSRP, benefiting both participants and their neighbors with improved air quality.

Agency staff are now partnering with Kicking Gas in Snohomish County on cross- and shared-promotion. Kicking Gas is a local non-profit offering education and grants to help reduce greenhouse gas emissions, and improve the health of community members by replacing fossil fuel (and wood) combustion home heating and appliances with electric. The goal of this partnership is to increase awareness of both programs in Snohomish County, particularly in priority communities, and to better serve our constituents. See the News Worth Sharing section of this report for quick text you can share through your networks to help us spread the word.

### ***Objective 1.7 – Reduce Harmful Diesel Pollution Emissions and Exposure***

Agency staff continue to progress with partners in the completion of yard truck replacement projects funded under the Agency's Diesel Emission Reduction Act (DERA) grant. Three electric yard trucks were successfully deployed this month by BNSF in Tukwila. Agency staff will now coordinate with BNSF to scrap their old diesel yard trucks. DERA partner King County Solid Waste is also on schedule to deploy three additional yard trucks in Enumclaw and Renton in mid-2026, following the installation of charging equipment. These projects advance the Agency's goal of reducing diesel emissions and improving air quality in overburdened communities

Agency staff also continue to collaborate with all DERA project partners to conduct community and industry engagement. Engagement activities will help increase awareness of and access to the Agency's diesel reduction programming, with the goal of building a project pipeline that can lead to further emissions reductions in the future. Please let us know if you have any project ideas or potential partners we should contact, and help us spread the word with the News Worth Sharing.

## **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***

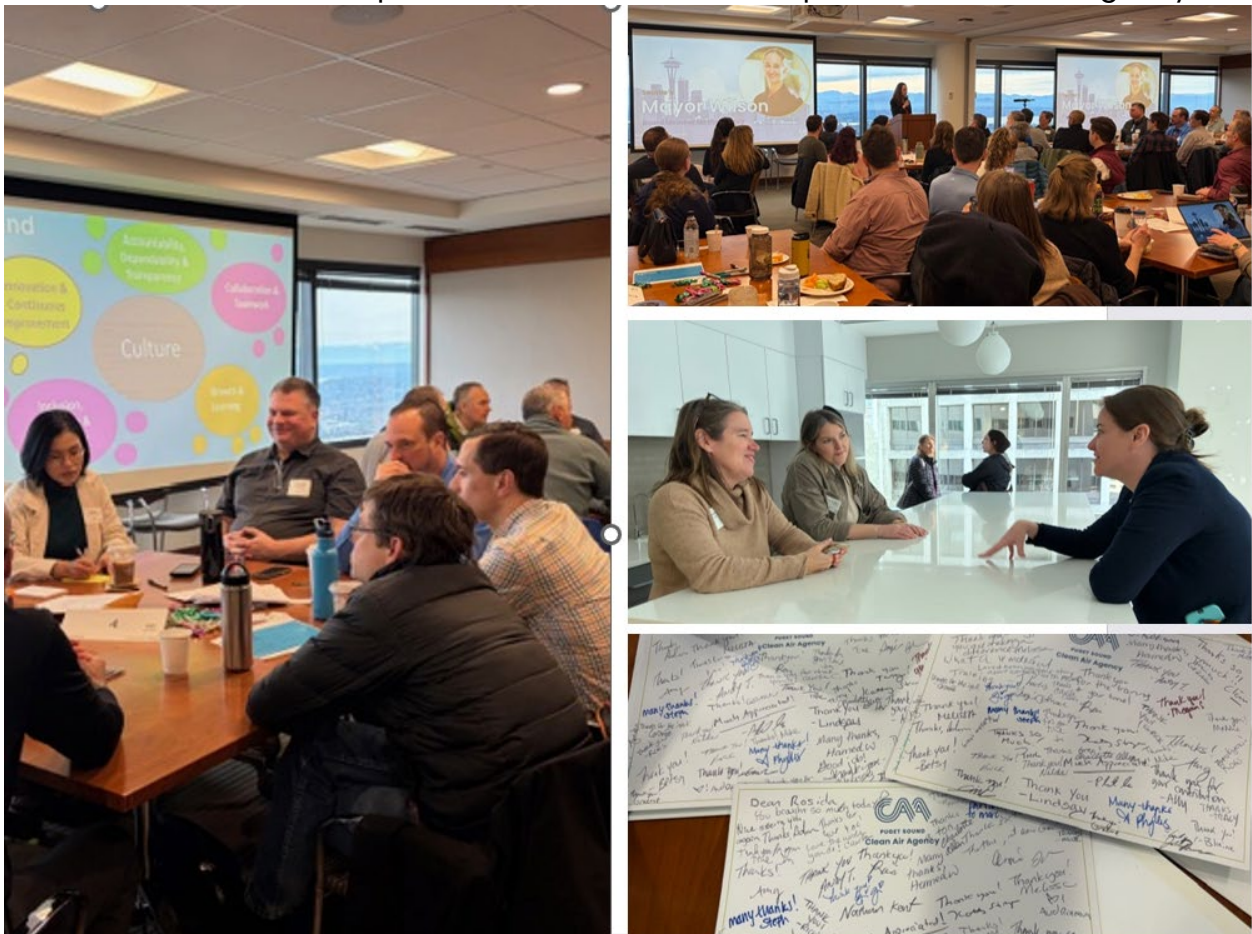
We continue to recruit for our Compliance Director position and our Records Administrator position.

We held a bookend Emotional Intelligence training at our All Staff Retreat on March 31<sup>st</sup>. The trainer has worked with us over the last year to set a foundation and build on Emotional Intelligence skills. The retreat training focused on Emotional Intelligence and Change, which tied into the remainder of the day nicely.

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

The Agency held its fourth annual full day staff retreat in Seattle on March 31<sup>st</sup>. We held the retreat at the neighboring building to our new office space which allowed staff to be introduced to the area.

In addition to the Emotional Intelligence training, we were able to tour the new office space and worked on a culture building activity for our new space. We also welcomed three external panelists who shared their experiences with the Agency.



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

Finance staff began the process of developing the FY 2027 in earnest during the month of March. Milestones completed include the calculation of per capita charges by jurisdiction for calendar year 2027 and revisions to financial policies (approved by the Board at the March 2026 board meeting). Finance staff have also begun working with HR to determine costs of employment as we work toward developing expense estimates for labor costs. Staff have also been working with the agency’s directors to identify non-labor related expense estimates. Finally, staff is learning to leverage the MIP system’s budgeting module which will allow the FY 2027 budget (when adopted) to be input to the system allowing for accurate and “up-to-the-minute” budget reporting during the next fiscal year.

**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**

Ongoing work remains on track.

**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](http://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](http://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