

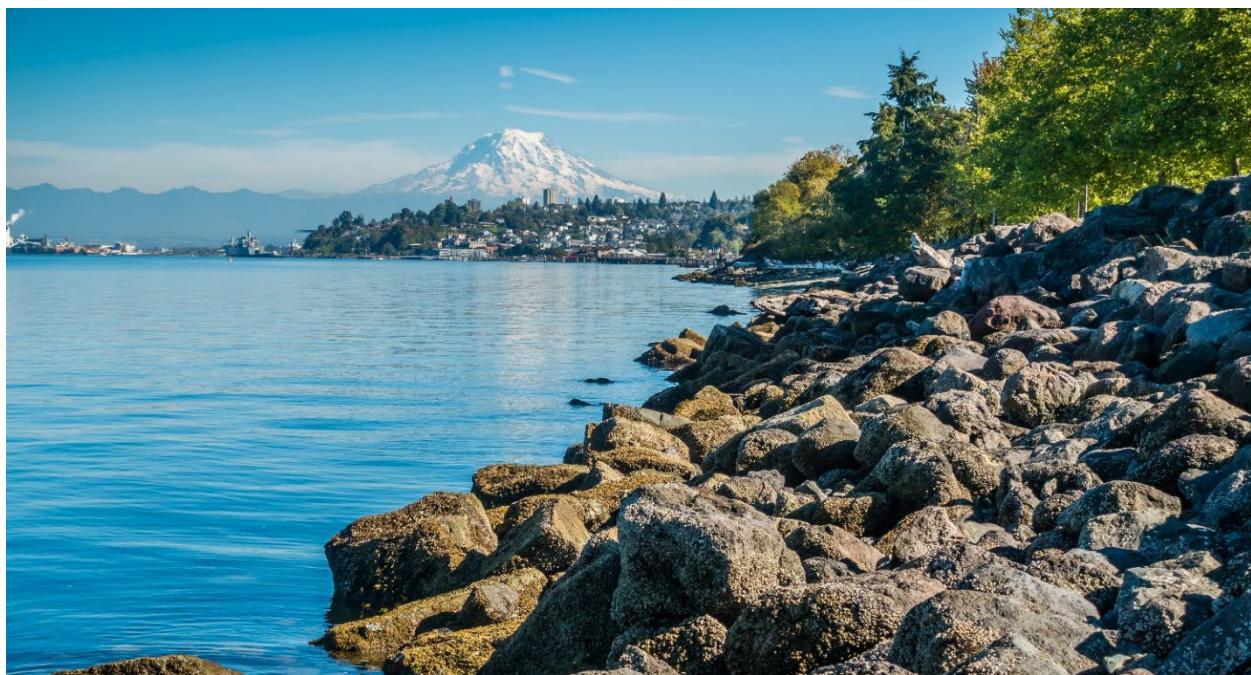
Community Engagement Report

Puget Sound Clean Air Agency Strategic Plan Update FALL 2022



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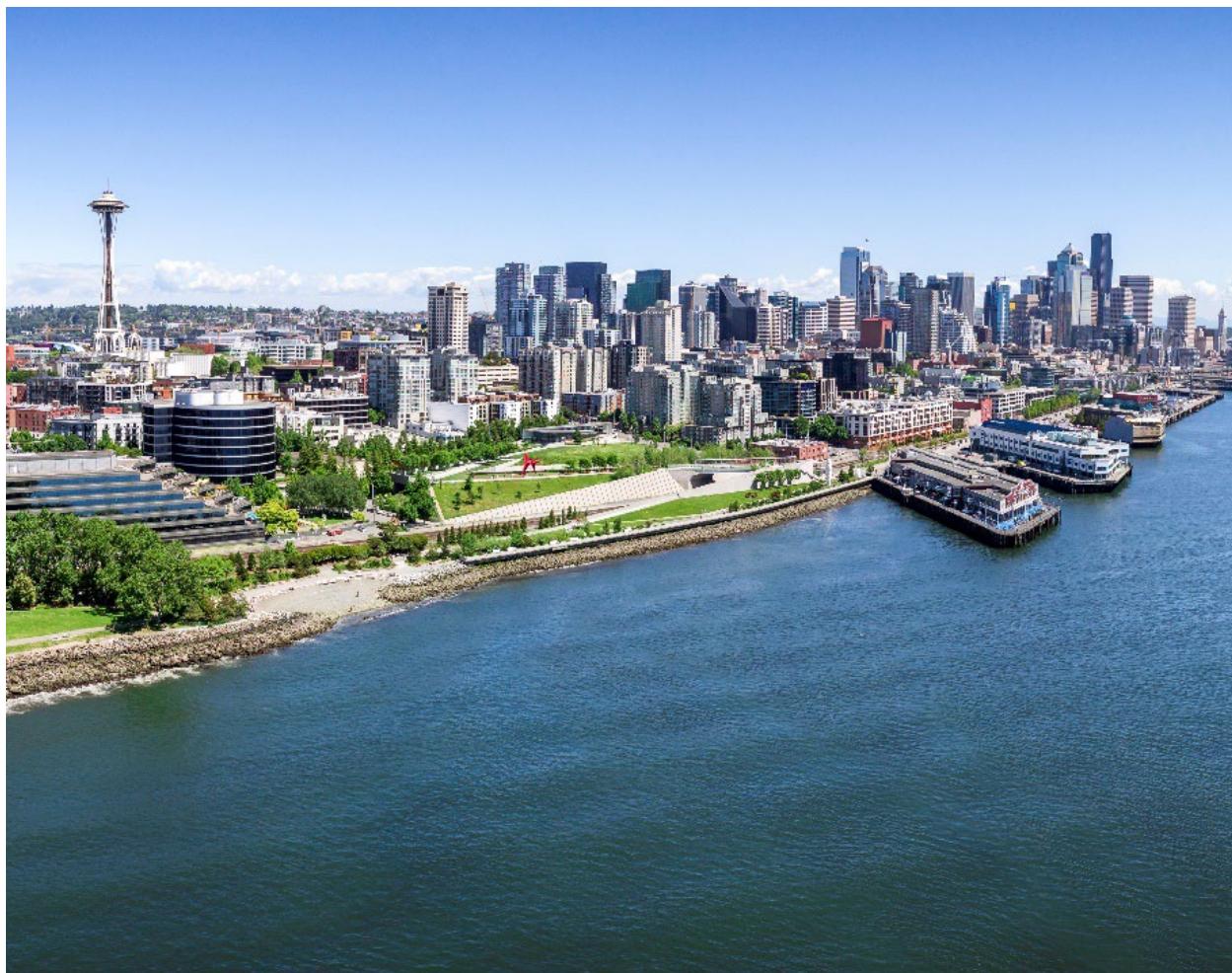
Executive Summary

The Puget Sound Clean Air Agency (the Agency) recently completed an updated Strategic Plan, which will guide the Agency's work for the next seven years. The 2030 Strategic Plan is intended to provide the Agency with a roadmap to serve the 4.1 million people in the Puget Sound region by protecting and improving air quality and public health, reducing the region's contribution to greenhouse gas emissions, and reducing air pollution disparities within communities. One of the Agency's priorities for the strategic plan was that it be developed in conjunction with community engagement. The Agency partnered with Cascadia Consulting Group (Cascadia) to design and implement an engagement process that would create opportunities for Puget Sound residents to be involved in each stage of strategic planning, and that would seek and center input from overburdened communities who typically have not had access to these types of planning processes. Collectively, Agency and Cascadia staff formed the project team. This report summarizes the community engagement process, which included close collaboration with community-based organizations, periodic listening sessions, eight community workshops, and a virtual "open house" where community members were able to review and comment on the draft Strategic Plan.

The Agency ultimately heard from over 275 community members and connected with over 130 organizations and community leaders. The project team began by asking for broad feedback, then as the engagement process progressed, focused discussions on three focus areas: transportation, wood and wildfire smoke, and equity and engagement. Community members shared their

concerns about a wide range of issues facing our region, such as climate change, wildfires, and community safety, and shared their priorities for the Agency over the next seven years. The project team captured all comments, distributed them to the Strategic Plan's lead authors, and assessed the feedback to identify key themes and priorities, which informed the Strategic Plan's targets, objectives, and overall development.

The process culminated in a set of actions identified by communities. In the final set of community workshops, the project team asked community members to vote on a priority action within each of the three focus areas. In the focus area of transportation, community members' top priority was easier air-friendly transportation such as transit, walking, and biking. For the wood and wildfire smoke focus area, community members chose removing old, polluting wood stoves to reduce pollution in our communities. Finally, in the equity and engagement focus area, community members prioritized readily available and accessible air quality information (such as through community events, website, and social media).



Introduction

The Puget Sound Clean Air Agency is a special-purpose, regional government agency for the Puget Sound region of Washington. The Agency enforces federal, state, and local air quality regulations, conducts outreach and education, and monitors and analyzes air quality in King, Kitsap, Pierce, and Snohomish counties. The Agency's latest Strategic Plan ran from 2014 to 2020. In 2021 and 2022, the Agency developed the next iteration of its Strategic Plan with an intentional focus on community input, particularly meaningful engagement with Black, Indigenous, and People of Color (BIPOC) communities and overburdened communities that have been marginalized through systemic racism. These communities frequently experience disproportionate exposure to air pollution and negative health impacts. The Agency partnered with Cascadia Consulting Group, who was supported by Culture Shift Consulting, Bridge Latino, and Eco Infinity Nation, to conduct community engagement across the Agency's jurisdiction.

The community engagement process had the following goals:

- Build relationships with Puget Sound residents to cultivate community understanding of air quality and build awareness around the Agency's role
- Gather community perspectives, feedback, concerns, and top priorities to inform Strategic Plan development
- Create a transparent external engagement process and collaborate with the concurrent internal engagement process

The following summary outlines the methods and timeline of engagement, synthesizes the feedback we received, describes how the Agency incorporated that feedback into the Strategic Plan, and reflects on the successes and lessons learned through the community engagement process so that the Agency can apply them to future community engagement efforts.

Planning Phases

Community engagement for the Strategic Plan took place between October 2021 and November 2022. The community engagement process had multiple phases and was designed with feedback loops, where the project team convened community leaders and community-based organizations (CBOs) before and after engagement events to ensure that those events were informed by the feedback from those community partners. For a graphic representation of the engagement process, see **Figure 1**. For an in-depth description of each engagement event, see **Engagement Approach**.

Below is a description of each phase and its objective.

Phase 0: Engagement Plan

Objective	Events	Description
Research and write a Community Engagement Plan that outlines engagement goals and objectives, key messages, community demographic and socioeconomic factors, and proposed methods of engagement.	<ul style="list-style-type: none"> None 	The Project Team developed a Community Engagement Plan, which served as a roadmap for the engagement process, formalized the Agency's goals for community engagement, and guided decisions about how to involve underrepresented communities. The Agency's Board of Directors and Advisory Council reviewed and discussed the Plan at their 2021 joint meeting.

Phase 1: Discovery and Visioning

Objective	Events	Description
Learn about community members' broad concerns and experiences and begin to build a collective vision for the Puget Sound region's air quality.	<ul style="list-style-type: none"> 1 Pre-Workshop Listening Session with CBOs 4 Community Workshops 1 Post-Workshop Listening Session with CBOs 	In Phase 1, our conversations were intentionally broad and centered on community members' concerns (both air quality-related and not) to establish a foundational understanding of people's experiences and areas of interest. We hosted the first four community workshops and held two listening sessions with CBOs, one before the workshops and one afterward.

Phase 2: Design

Objective	Events	Description
Identify communities' air quality priorities within key issue areas to inform the Agency's objectives in the 2030 Strategic Plan.	<ul style="list-style-type: none"> 2 Pre-Workshop Listening Sessions with CBOs 4 Community Workshops Tabling at existing community events 	In Phase 2, we organized discussion around three focus areas that arose as key themes from the first phase: Transportation, Wood and Wildfire Smoke, and Equity and Engagement. Community members and CBOs provided feedback and voted on priority actions within each focus area.

Virtual Open House



Objective	Events	Description
Provide community members with an opportunity to read, comment, and ask questions about the draft Strategic Plan.	<ul style="list-style-type: none"> Month-long virtual open house 	The final phase of the engagement process solicited community feedback on the draft Strategic Plan. In the virtual open house, hosted on the Konveio platform, the public could read and comment on the draft Strategic Plan and answer survey questions.

Ongoing – Coordination with Internal Engagement



Objective	Description
Implement an iterative engagement process where Agency staff engagement and public engagement build on each other and ensure that Agency staff are informed of community member concerns and priorities.	Throughout the community engagement process, there was a concurrent internal engagement process with Agency staff. The community engagement team coordinated with the internal engagement team to inform the community workshop content, and the internal team reported to staff what we were hearing from community members.

Engagement Approach

Our engagement approach was iterative. First, pre-workshop listening sessions with CBOs informed the framing and development of community workshops. After each set of workshops was complete, the project team transferred all workshop feedback (from MURAL boards, notetaking documents, and Zoom chat) into spreadsheets. The project team also created summary reports with key themes and results from each workshop. We shared those results with CBO partners in post-workshop listening sessions so that CBOs could hear what communities had shared.

We shared the community feedback we received with lead authors of the Agency's Strategic Plan. The Agency did not rely solely on the key themes and takeaways; instead, lead authors for each section of the Strategic Plan assessed individual comments in the spreadsheets to inform their section. Finally, at the end of the process, we shared the draft Strategic Plan with community members and CBOs to gather their final comments, questions, and feedback.

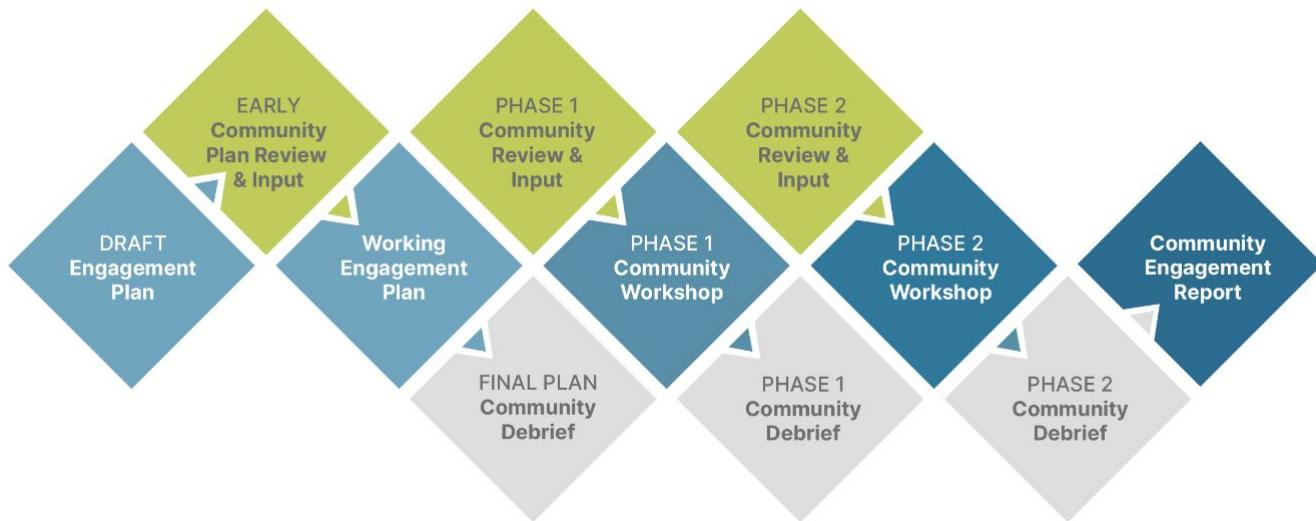


Figure 1. Community engagement process. The process is illustrated from left to right, starting with the *Draft Engagement Plan*, and then moving into Phase 1 and Phase 2. The process has built-in feedback loops, illustrated here by the green and grey boxes at the top and bottom of the graphic. They show that before and after each community touchpoint (like the community workshops, for example), the project team would connect with community-based organizations for their review

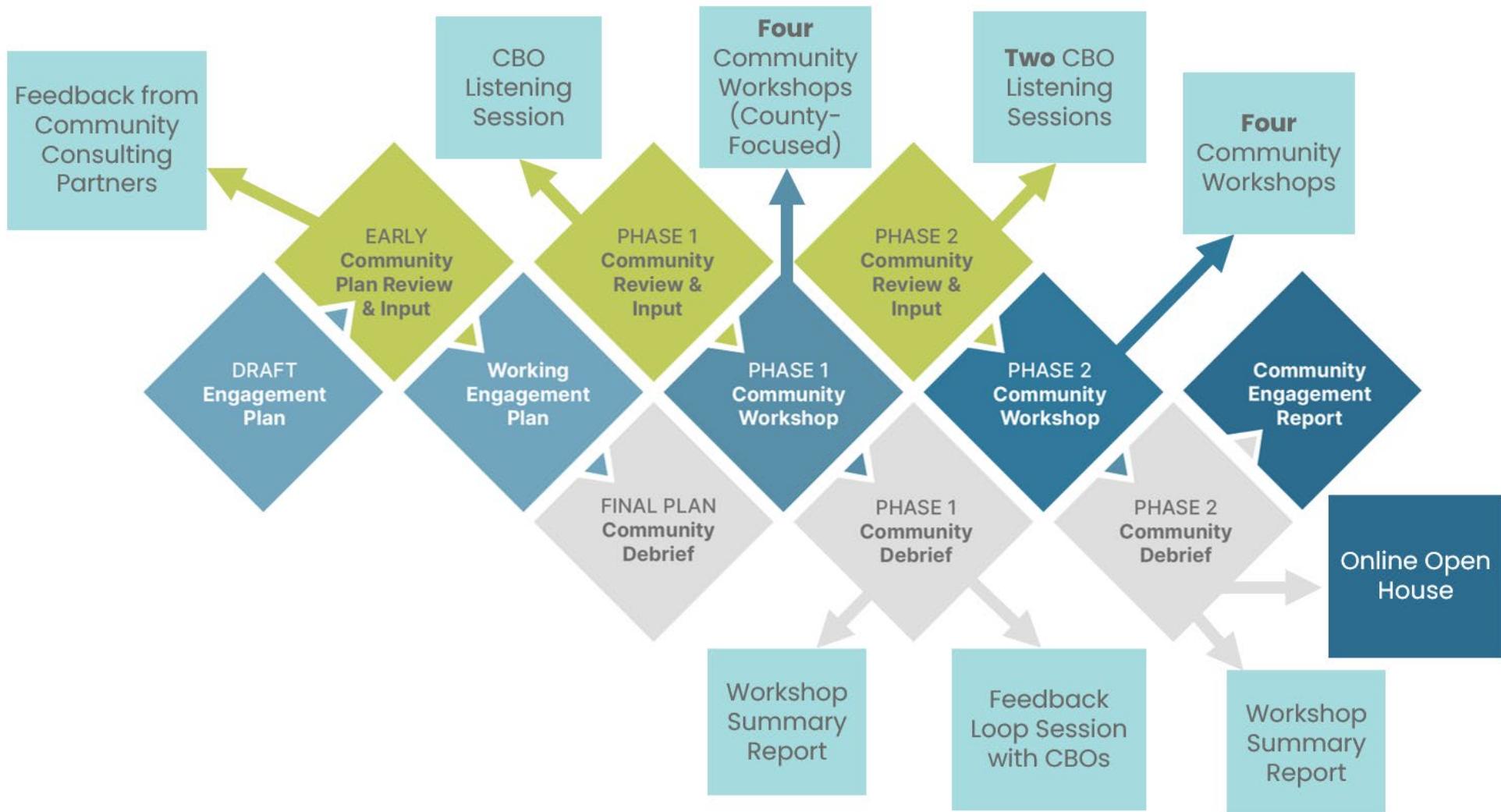


Figure 2. Community engagement process, with call-out boxes detailing the engagement touchpoints. The process is illustrated from left to right.

Engagement Touchpoints

The engagement approach included three tactics: listening sessions, community workshops, and a virtual open house.

Listening Sessions: The project team held four listening sessions with CBOs: two in Phase 1 and two in Phase 2. These conversations served as checkpoints with community partners for the project team to understand how to best engage with their community members, community priorities, and level of community awareness of air quality issues. Some listening sessions served as feedback loops, which allowed us to show our partners how community input informed the strategic planning process. For each listening session, the Agency invited several organizations, which served BIPOC or multilingual communities, or were organizations that the Agency wanted to cultivate a closer relationship with. The consultant team (including consulting partners Culture Shift Consulting, Bridge Latino, and Eco Infinity Nation) crafted each listening session agenda and led facilitation of each session. For summaries of each listening session, see **Appendix B. Listening Session Summary Reports.**

Community Workshops: We hosted a total of eight community workshops – four in Phase 1 and four in Phase 2. The workshops were the main engagement method for members of the public. These workshops took place over Zoom and were 1.5 hours in length. In both phases, each of the four workshops focused on a different county within the Agency's jurisdiction: King, Kitsap, Pierce, and Snohomish. The county-by-county focus of the workshops was designed to enable as many residents of each county to participate as possible. Cascadia facilitated the workshops and Agency staff presented. The workshops utilized a virtual whiteboard tool called MURAL, Zoom breakout rooms, and question and answer sessions to cultivate conversation. For summaries of each phase of workshops, see **Appendix A. Workshop Summary Reports.** For examples of workshop MURAL boards, see **Appendix D. Example MURAL Boards.**



Virtual open house: In Fall 2022, the consultant team developed and published a virtual open house via Konveio.com. The site included the draft Strategic Plan and allowed stakeholders to provide comments and questions, as well as respond to several survey questions. The goals of the virtual open house were to gather input on the draft Strategic Plan and to inform the final plan. Cascadia built and hosted the Konveio site and tracked comments and questions.



Pillars of Engagement

Through engagement planning and implementation, the project team wove in the pillars of engagement below to create an equity-centered, accessible, and transparent process.

Language Access: The Agency oversees four counties, home to approximately half of Washington state's population. Many residents of the Puget Sound region speak languages other than English and ensuring that community members could participate in their own language was a high priority. Based on the Agency's Limited English Proficiency Plan and language statistics for each of the four counties, the team identified Spanish, Vietnamese, Cantonese, Mandarin, and Korean as the five languages to offer for each engagement event (hereby referred to as the five languages).

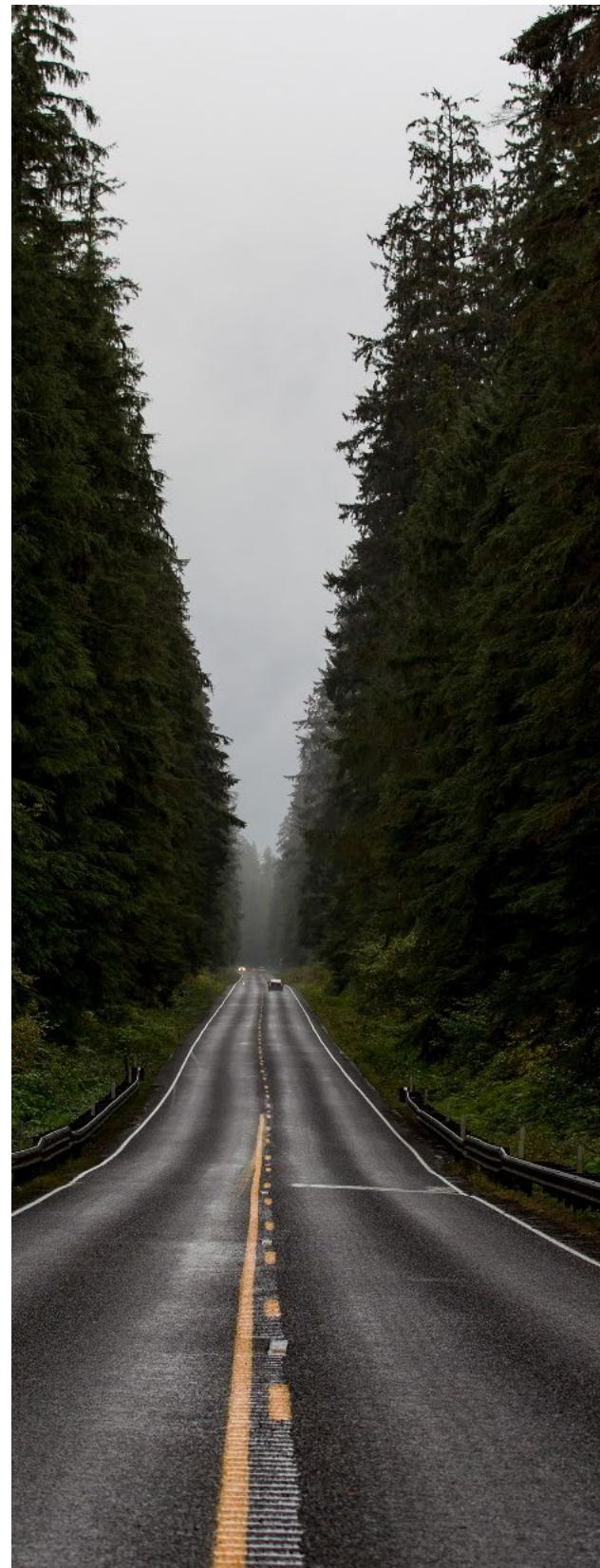
For the community workshops, we took the following steps to facilitate multilingual participation:

- Translated all promotional materials into the five languages and community partners could choose which language(s) to share with their community members.
- Translated all registration questions and information into the five languages and included on the registration pages. We offered live interpretation in each of the five languages for all workshops, and participants could select the language they preferred during registration.
- Translated all workshop materials, including agendas, discussion guides, PowerPoint decks, and MURAL boards into the five languages.

- Sent the in-language workshop materials to participants who requested interpretation approximately one week in advance, so they had time to read through the materials.
- Hired professional interpreters for each workshop in the languages that participants selected during registration. They provided simultaneous interpretation using Zoom's interpretation feature.
- Provided in-language breakout rooms in each requested language during appropriate agenda items for each workshop. In-language breakout rooms each had a fluent facilitator and a fluent notetaker to allow in-language participants to discuss in the language they preferred.
- Translated all in-language notes and MURAL board sticky notes to English after each workshop to ensure in-language feedback was captured and distributed to the Agency.
- Posted all English and in-language workshop materials on the project's website after workshops were complete.

For the virtual open house, we took the following steps to facilitate multilingual participation:

- Translated the draft Strategic Plan and virtual open house website content into the five languages. Each language had its own landing page with a translated Draft Plan included.
- Translated all promotional materials into the five languages. Community partners could choose which language(s) to share with their community members.
- Translated the survey into the five languages and translated survey results collected in the five languages back to English to be included in the summary.



Compensation: The initial CBO listening sessions highlighted a strong interest in compensation to reflect the value of the time and input given by community members. The project team developed and implemented a process to compensate community members and ensure stipends reached each participant. For the community workshops, we provided a stipend of \$50 to every participant (all those who did not receive compensation from an employer or organization to attend) after the workshops were completed. For the listening sessions, we provided a stipend of \$100 to each organization that participated, acknowledging that many of the CBO representatives attended the listening sessions during their normal working hours, and did so on behalf of the CBO. For the virtual open house, we raffled six \$50 gift cards for participants who took the survey.



Promotional Approach: The project team designed promotion to reach a broad audience while prioritizing overburdened communities. To ensure that these communities were included in the engagement process, the team partnered with community-based organizations and utilized a targeted approach to invite, through trusted organizations and leaders, community members from BIPOC and overburdened communities, as well as from the Agency's Focus Areas (for more information, see: <https://www.pscleanair.gov/372/Community-Equity-Access>). See **Appendix E. Example Translated Promotional Materials** for example materials.

- **Targeted Promotion:** The Agency and the consulting team started with a period of “targeted promotion” for the workshops by contacting CBOs in all four counties. Throughout the engagement process, the project team continually evaluated who we had heard from and identified gaps, asking: which communities hadn’t been at the table? Based on this evaluation, the team used the targeted

promotion period to invite the communities we had not yet engaged with. In Phase 1, we prioritized BIPOC organizations and CBOs in the Agency's four Focus Areas. In Phase 2, because we identified that Black and Indigenous communities had been underrepresented in the first phase of workshops, we prioritized reaching out to Black and Native-led CBOs. All CBOs received a promotional toolkit that included flyers, social media posts, and written content for the CBO to send out to their community.

- **Broad Promotion:** After the period of targeted promotion described above, the project team and the Agency's Board of Directors and Advisory Council promoted the workshops more broadly through their networks.
- **Partnership with the Latino Educational Training Institute (LETI):** LETI is a long-standing CBO that provides a wide array of programs, events, and trainings for the Hispanic/Latino/a/x community in Snohomish County. The project team partnered with LETI for the duration of the project. While other CBOs were involved at different points in the process (such as a single listening session), LETI was involved throughout the entire engagement process. LETI was instrumental in spreading the word about the community workshops and virtual open house, particularly through their highly active Facebook page. LETI also provided technical assistance to Spanish-speaking community members who were not comfortable with the online registration platform. In addition, LETI participated in a listening session as we prepared for the second set of workshops.

Community Feedback at a Glance

The following section lays out key themes we heard in our community workshops, listening sessions, and virtual open house. To dive deeper into community feedback, see **Appendix A. Workshop Summary Reports** and **Appendix B. Listening Session Summary Reports**.

Phase 1 Key Themes

- Vision for healthy, safe, communities, with clean, breathable air
- Vision for reduced air and noise pollution from cars, trucks, and planes, particularly diesel vehicles
- Importance of transitioning to electrified transportation (both public transit and electric vehicles) and ensuring electric options are affordable
- Desire for communities with more gathering spaces, trees and greenery, and safe walkability/bike-ability
- Active and engaged communities that care about where they live are a strength across all counties
- Diesel emissions, automobile emissions, and idling vehicles are some of the most critical air quality issues across all counties
- Wildfire smoke is a predominate and widespread air quality threat/issue
- Apathy and/or ignorance of air quality and climate change issues within the general population can be a threat
- Agency is encouraged to partner with, engage, and educate communities about air quality and climate change, particularly youth and any at-risk populations
- Support for stronger air quality regulation, monitoring, and enforcement, particularly for industrial facilities and businesses

In a poll in the Phase 1 workshops, participants noted pollution from transportation, wildfire smoke, and climate change as their top three air quality issues (options included these, plus pollution from industry, environmental injustice and disproportionate impacts, outdoor fires and illegal burning, wood burning stoves, and indoor air pollution). This poll informed the three focus areas chosen to guide discussion in Phase 2.



Phase 2 Key Themes

Top themes within the three focus areas of transportation, wood and wildfire smoke, and equity and engagement are included below.

Transportation

- The public transit network and walking/biking infrastructure needs to expand to be a viable and efficient alternative to car travel
- Idling vehicles are a common concern, and need to be regulated and reduced
- There is a desire to electrify ferries, diesel trucks, and buses (as well as cars)



Wood and Wildfire Smoke

- Beyond wood stoves, wood-burning fireplaces and backyard fire pits contribute to neighborhood air pollution
- There is a need for education about safe burning practices at home, as well as health and environmental impacts of wood burning
- Upgrading a wood stove can be too expensive for many households



Equity and Engagement

- There is a lack of awareness about the Agency's services and role
- Air quality information must be accessible and easy to understand, both for kids and adults
- There is a need for more culturally responsive engagement and education, particularly about health impacts
- Communities, particularly in overburdened and low-income communities, are concerned about pollution from industry
- There is concern about high levels of litter and garbage



Priority Actions

The three actions below are the top actions, as voted by participants, for the Agency to prioritize in the Strategic Plan. During breakout room discussions, participants were asked to choose one action as their priority for each discussion topic.

- **Transportation:** Make it easier to get around in clean air-friendly ways (such as transit, walking, and cycling).
- **Wood and Wildfire Smoke:** Help people remove old, polluting wood stoves (used for home heating) to reduce pollution in our communities.
- **Equity and Engagement:** Make air quality information readily available and accessible to all audiences (such as through community events, website, social media, etc.).

Virtual Open House

Of the comments and survey responses submitted in the virtual open house, predominant themes were related to wood burning (especially indoor wood burning) and transportation. We also received comments on equity and engagement, wildfire smoke, air quality monitoring, and stationary sources of pollution. The main themes in top categories are below.

Wood Burning

- Strengthen burn bans and increase education about health risks of wood burning
- Expand and accelerate the Agency's work to replace indoor wood stoves and fireplaces by partnering with other agencies and organizations, and strengthening financial support for low-income households to switch heat sources
- Ban wood stoves as a heat source and move to address smoke from fireplaces
- Expand areas where outdoor burning isn't an option for yard waste and help to make better alternatives available



Transportation



- Create financial support programs and incentives for low-income households and individuals so they can afford electric vehicles, as well as increase education around the need for and benefits of electric vehicles
- Consider that electric vehicles are not necessarily a zero-emissions solution, since they are made with resource-extractive methods and depend upon some fossil fuel-generated electricity
- Need to build the infrastructure to support a transition to other zero-emission solutions (walking, biking) and mass transit

Wildfire Smoke

- Create emergency notification processes (through cell phones) to alert people to wildfire smoke events
- Move beyond projections and forecasting to create community safety measures during smoke or heavy air pollution events
- Increase education for youth, elderly, and high-risk individuals about what steps they can take to protect themselves against wildfire smoke



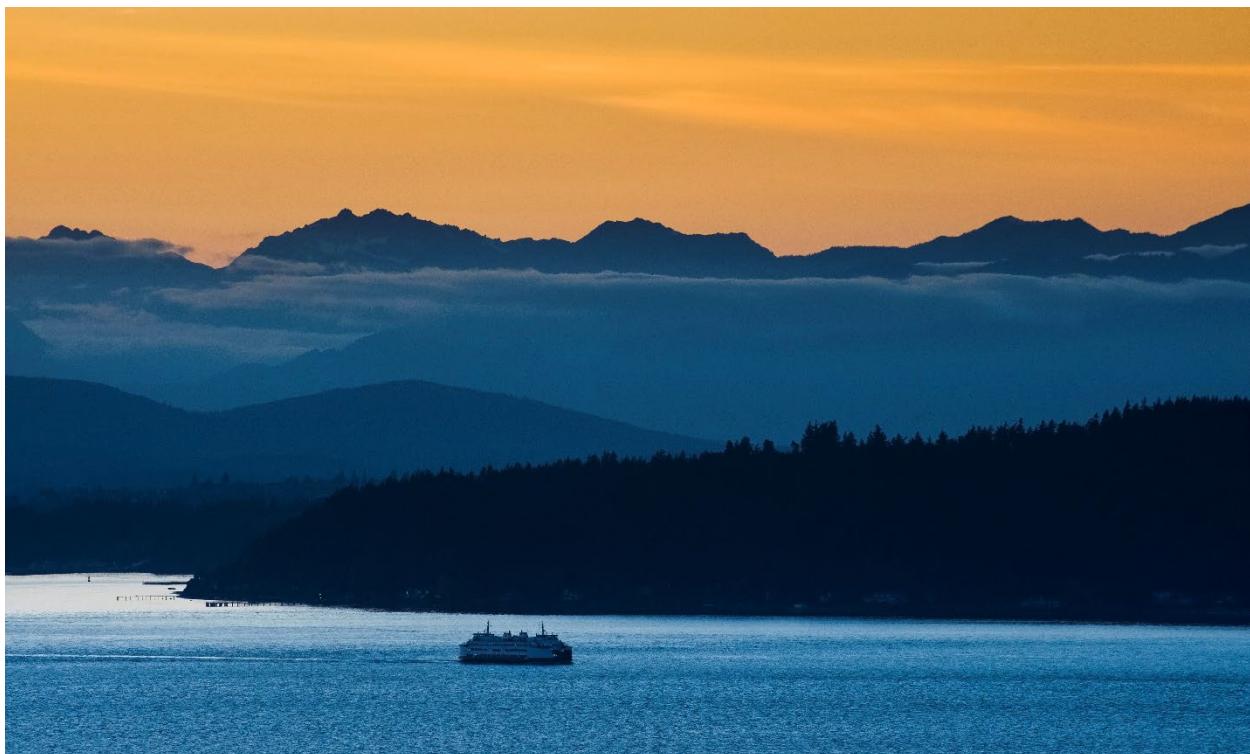
Equity, Environmental Justice, and Engagement



- Explicitly identify in the Strategic Plan why “overburdened” communities are overburdened, or why “socioeconomic factors” contribute to disproportionate adverse health impacts, by naming systemic racism and dis-investment in low-income communities
- Add more specific actions in the Strategic Plan to support goals for reducing inequities in air pollution
- Make the investment in and air quality goals for overburdened communities clearer

Formal Comments Submitted by Organizations

- Make the 2050 climate target more ambitious
- Address building emissions and indoor appliance electrification
- Broaden the Plan's scope to include greenhouse gas emissions and air pollution from the built environment and off-road transportation
- Advocate for more stringent air quality standards than existing federal targets and prioritize air quality monitoring and enforcement of sources located in overburdened communities
- Involve Agency Focus Area, low-income, BIPOC, and youth communities in Agency investment and decision-making and financially support the communities and organizations so they can be involved in this work

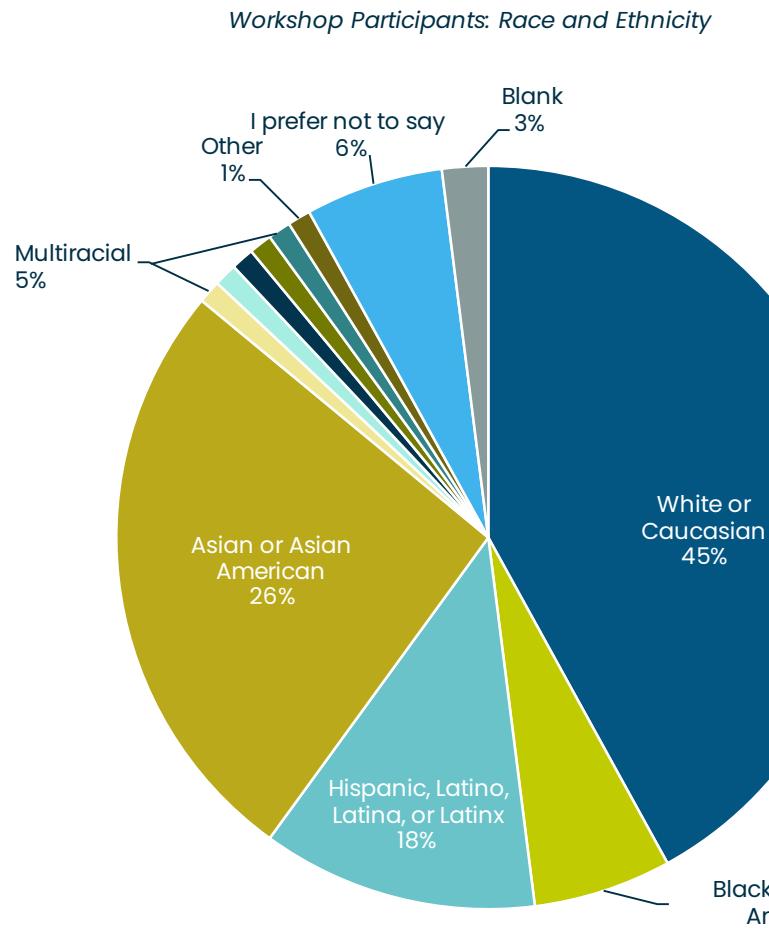


Engagement Results

Participant Totals



Participant Demographics



Workshop Participants: Language Spoken at Home

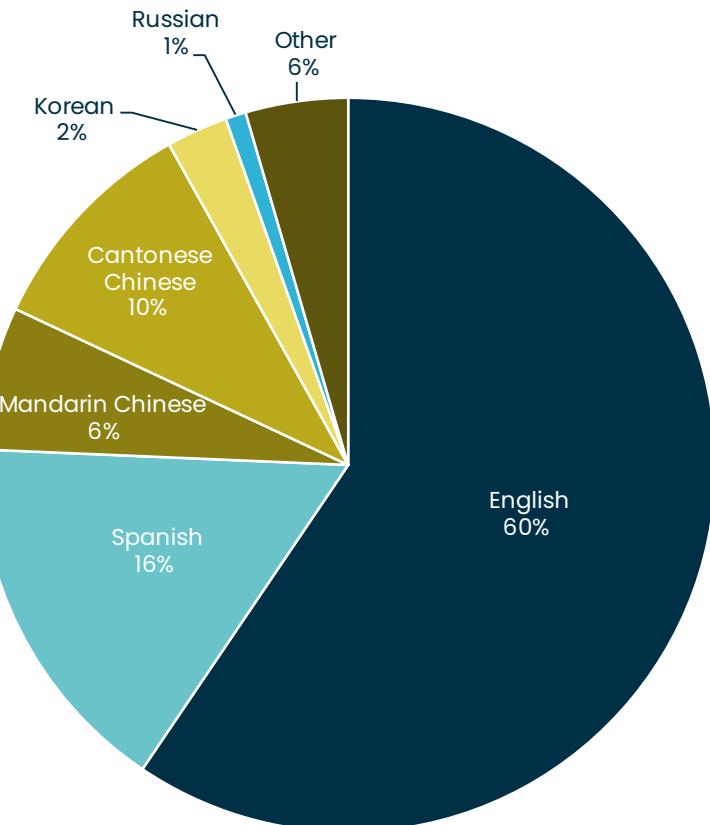


Figure 3 (left) and **Figure 4** (right). Figure 3 represents the race and ethnicity of all workshop participants. Figure 4 represents the languages spoken at home by workshop participants. For both questions, participants were asked to select all that applied.

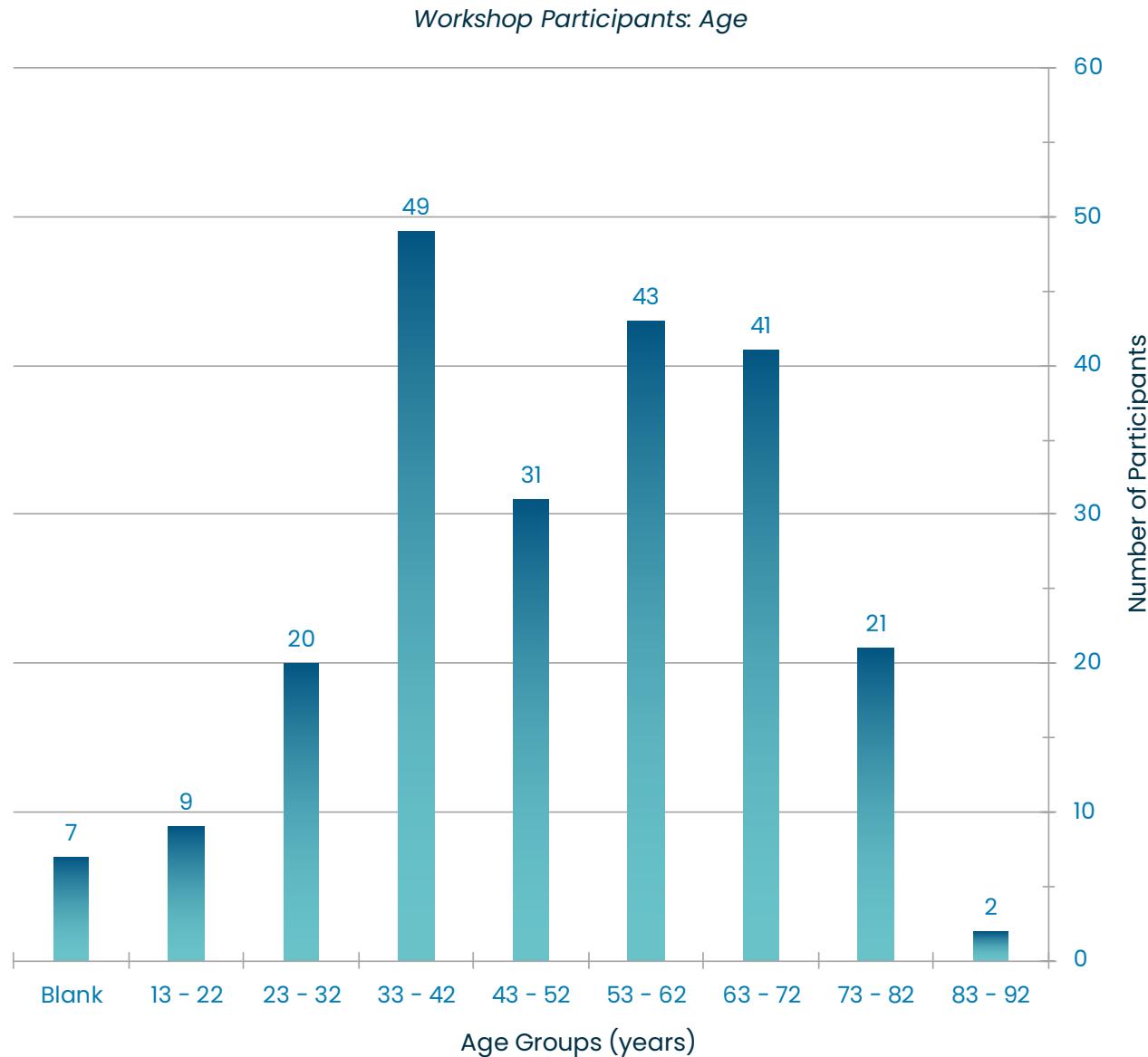


Figure 5. Ages of all workshop participants.

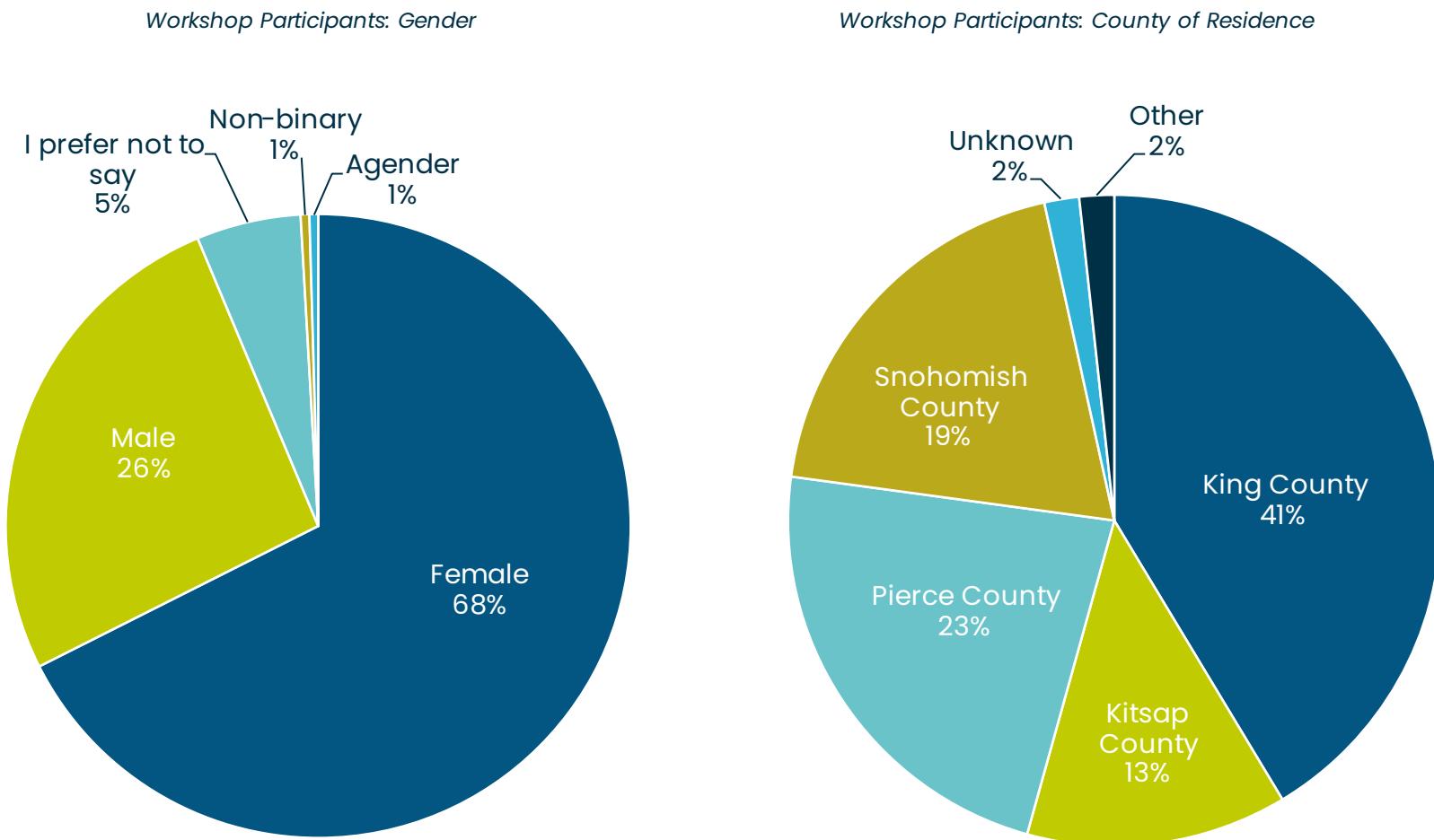


Figure 6 (left) and **Figure 7** (right). Figure 6 shows the gender identities of all workshop participants. Figure 7 represents breakdown of participants by county, based on zip code.

Conclusions and Lessons Learned



Overall, this engagement process enabled the Agency to identify and remove barriers to participation by implementing the pillars of engagement, including a targeted promotional approach, language accessibility, and community compensation. The Agency had a strong foundation of community relationships from past community engagement efforts, and this process will serve as another building block so the Agency can continue to evolve its equitable and inclusive engagement.

Within the community engagement process for the 2030 Strategic Plan, there were several notable successes that contributed to the depth and breadth of our engagement:

- **A clear engagement plan guided the process:** Underpinning the engagement process was a specific engagement plan with a clear approach, paired with a willingness to be adaptive and responsive to make certain that the engagement process gave ample space for Puget Sound residents to be involved and heard.
- **All engagement events were multi-lingual and accessible for non-English speakers:** Beyond translation of materials and interpretation at events, the team also included fluent, trained facilitators and notetakers in breakout rooms. This allowed in-language participants to discuss and share feedback freely and easily, without the burden of a language barrier. Partnering with the Latino Educational Training Institute (LETI) helped ensure that we heard from Spanish-speakers, the Puget Sound region's most spoken language after English.
- **Partnerships with CBOs supported engagement throughout:** More broadly, the success of the engagement process benefited from the expertise of and support from CBOs. The listening sessions helped the Agency establish or expand existing relationships with CBOs, created a space where community leaders could advise on the public workshops, and built a foundation for the CBOs to promote the workshops to their communities.

Alongside the strengths discussed above, there were also several lessons learned that can be applied in future engagement processes:

- **There are remaining gaps in participation:** While the project team offered Vietnamese and Korean interpretation for every workshop, we never had any workshop attendees request interpretation in either language. In future engagement efforts, the Agency can further analyze why we're not hearing from certain communities and potentially strengthen partnerships and promotion with those communities.
- **Direct stipends are more user-friendly and reliable than gift cards:** Providing direct stipends (via mail or direct deposit) was a more reliable compensation method than gift cards for both the sender and the recipient. We switched to the payment service Melio in Phase 2, which was an improvement over Phase 1 (gift cards).
- **Presenting long, technical documents creates barriers to participation:** The goal of the virtual open house was to receive community feedback on the draft Strategic Plan. While the project team designed the virtual open house with full transparency in mind and gave people the opportunity to directly read and comment on the draft plan, the length and technical nature undoubtedly created barriers. In the future, accompanying longer final products with a shorter, visual version, and/or providing a guide for what and how to review a draft plan could serve to make it more accessible and digestible to the public. Other options include hosting a final workshop or forum to give community members the opportunity to ask questions and allow the Agency to explain technical concepts.
- **Community understanding of the Agency's specific role is limited:** Throughout discussions with community members and organizations, people often held a



Conclusions and Lessons Learned

working awareness of air quality, air pollution, climate change, and transportation; however, many recommended that the Agency take actions that fall outside of the Agency's mandate. Moving forward, it will be important for the Agency to clarify expectations of what they are able to do as a clean air agency whose specific mandate is air quality.

Due to the COVID-19 pandemic, the entire engagement process took place virtually. While the project team learned a lot about virtual engagement through this process, the Agency will need to translate these tools and lessons learned to more in-person interactions. The Agency will be challenged moving forward to both understand community concerns and advance Agency clean air objectives. It will be key to continue to build and strengthen partnerships across communities, prioritizing overburdened communities as they adopt and implement the new Strategic Plan.



Thank You!



The Project Team extends their gratitude to the following organizations and agencies for participating in this year-long engagement process. In addition to everyone listed below, we're grateful to the many individuals who shared their input throughout the process as well as those who helped us to spread the word. The community engagement process and the resulting Strategic Plan are better as a result of the thoughtful contributions, time, and enthusiasm of many.

Community Consulting Partners

Ali Lee, Eco Infinity Nation
Sully Moreno, Culture Shift Consulting
Tere Carral, Bridge Latino

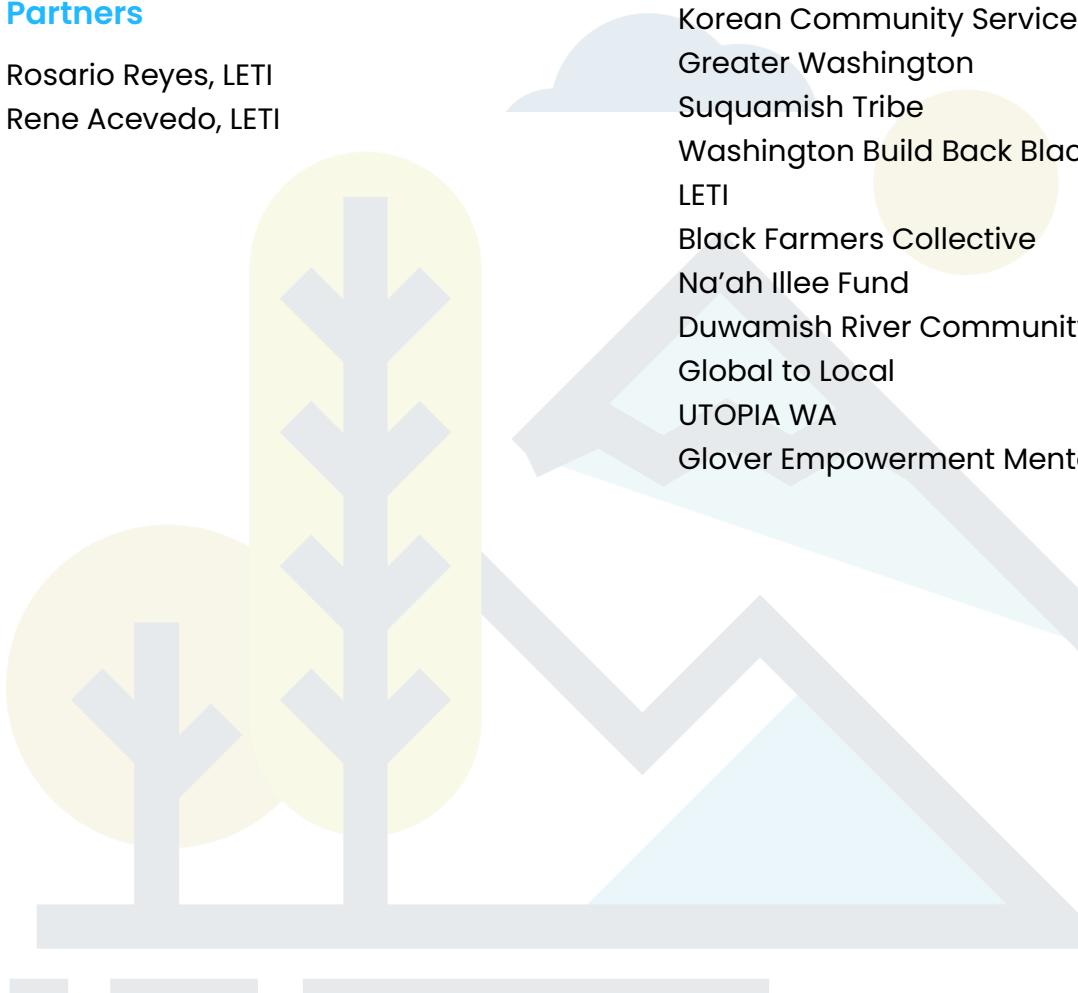
Community-Based Organization Partners

Rosario Reyes, LETI
Rene Acevedo, LETI

Puget Sound Clean Air Agency Advisory Council Members

Listening Session Community-Based Organizations

Sustainable Seattle
Korean Community Services Center of Greater Washington
Suquamish Tribe
Washington Build Back Black Alliance
LETI
Black Farmers Collective
Na'ah Illee Fund
Duwamish River Community Coalition
Global to Local
UTOPIA WA
Glover Empowerment Mentoring



Appendix A. Workshop Summary Reports

Phase 1 Workshops Summary

Introduction

The Puget Sound Clean Air Agency is in the process of updating their Strategic Plan, which will chart a course for the Agency to improve air quality, address climate change, and engage with communities across their jurisdiction. One of the key components of the Agency's community engagement process is two sets of community workshops. The following summary report synthesizes the feedback from the first four community workshops.

Workshop Objectives

- Provide background about the Agency's overall mission and targeted work
- Introduce and explain the Strategic Plan process to community members
- Update on progress and where we are now
- Inform participants on opportunities to participate (and how their input will be used)
- Gather insights, comments, and opinions that will help inform the Strategic Plan and issues ideation

Workshop Overview

The Puget Sound Clean Air Agency (the Agency) and Cascadia Consulting Group (Cascadia) hosted four virtual workshops during the week of February 28, 2022. Each workshop was focused on one of the counties within the Agency's jurisdiction: King, Kitsap, Pierce, and Snohomish. Workshops were 1.5 hours long and held on Zoom.

County of Focus	Date	Time
Pierce	Tuesday 3/1/2022	5:30 – 7:00 PM
Snohomish	Wednesday 3/2/2022	1:30 – 3:00 PM
King	Thursday 3/3/2022	1:00 – 2:30 PM
Kitsap	Thursday 3/3/2022	5:30 – 7:00 PM

Methodology and Process

Cascadia led the planning process for the four community workshops, which took place over January and February 2022. To prepare for the workshops, Cascadia

developed a workback plan, workshop and promotional content, managed registration, and organized translation and interpretation. Cascadia and the Agency jointly promoted the workshops, and both facilitated during the workshops.

REGISTRATION

- Registration was run through EventBrite.com. The team developed one registration page per workshop.
- All registration questions and information were translated to Spanish, Vietnamese, Simplified Chinese, Traditional Chinese, and Korean, and included on the registration pages.
- Each workshop had 35 spots available, and once filled, had a waitlist. Waitlisted registrants also had the option of signing up for a different county's workshop instead.
- Before each workshop, reminder emails were provided to all individuals that registered.

LANGUAGE SERVICES

- All workshop materials, including the agenda, discussion guide, PowerPoint deck, and MURAL board, were translated into Spanish, Vietnamese, Simplified Chinese, Traditional Chinese, and Korean.
- The in-language workshop materials were sent to participants who requested interpretation approximately one week before the workshops happened.
- Live interpretation in Spanish, Vietnamese, Mandarin, Cantonese, and Korean was offered for all four workshops, and participants could select the language they preferred during registration.
- For each workshop, Cascadia hired professional interpreters for the languages that participants selected during registration, who interpreted the workshops live for participants.
- During breakout rooms for each workshop, each language had its own breakout room(s), with both a facilitator and a notetaker who were fluent in that language, to allow in-language participants discuss in the language they preferred.
- After the workshops were completed, all notes and MURAL board sticky notes that were in-language were back-translated to English to ensure in-language feedback was included in the Agency's list of feedback received.
- After the workshops were completed, the in-language workshop materials were posted on the project's website.

PROMOTION

- **Targeted Promotion:** The Agency, Cascadia, and the project's community consulting partners first promoted the workshops through community-based organizations (CBOs) in all four counties by emailing the CBO a "promotional toolkit" that included written content and flyers, so the CBO could send the information out to their community. The project team's primary focus during this part of the promotion was connecting with CBOs who focused on underserved communities.
- **Broad Promotion:** After the targeted promotion described above, the Agency, Cascadia, and the Agency's Board of Directors and Advisory Council promoted the workshops more broadly by posting to Instagram, Facebook, and the Agency website. CBOs from the first round of promotion received social media posts for their own promotional channels.

COMPENSATION

- A stipend of \$50 was sent to every participant after the workshops were completed.

Attendance and Participation

Attendance

- Pierce County workshop: **23** (35 registrants; 9 waitlisted)
- Snohomish County workshop: **26** (33 registrants; 3 waitlisted)
- King County workshop: **30** (35 registrants; 28 waitlisted)
- Kitsap County workshop: **23** (30 registrants)

Demographic Summary

Table 1. Race and ethnicity of all workshop participants.

Ethnicity	Participants
White or Caucasian	42
Black or African American	6
Hispanic, Latino, Latina, or Latinx	12
Asian or Asian American	26
Multiracial	1

Ethnicity	Participants
White or Caucasian and Asian or Asian American	1
Black or African American Multiracial	1
Native American, American Indian, or Alaska Native	1
White or Caucasian Native American, American Indian or Alaska Native Multiracial	1
Other	1
I prefer not to say	6
Blank	2

Table 2. Languages spoken at home by all workshop participants.

Languages Spoken at Home	Participants
English	66
Cantonese Chinese	18
Mandarin Chinese	7
Spanish	11
Korean	3
Tagalog	1
Other	5

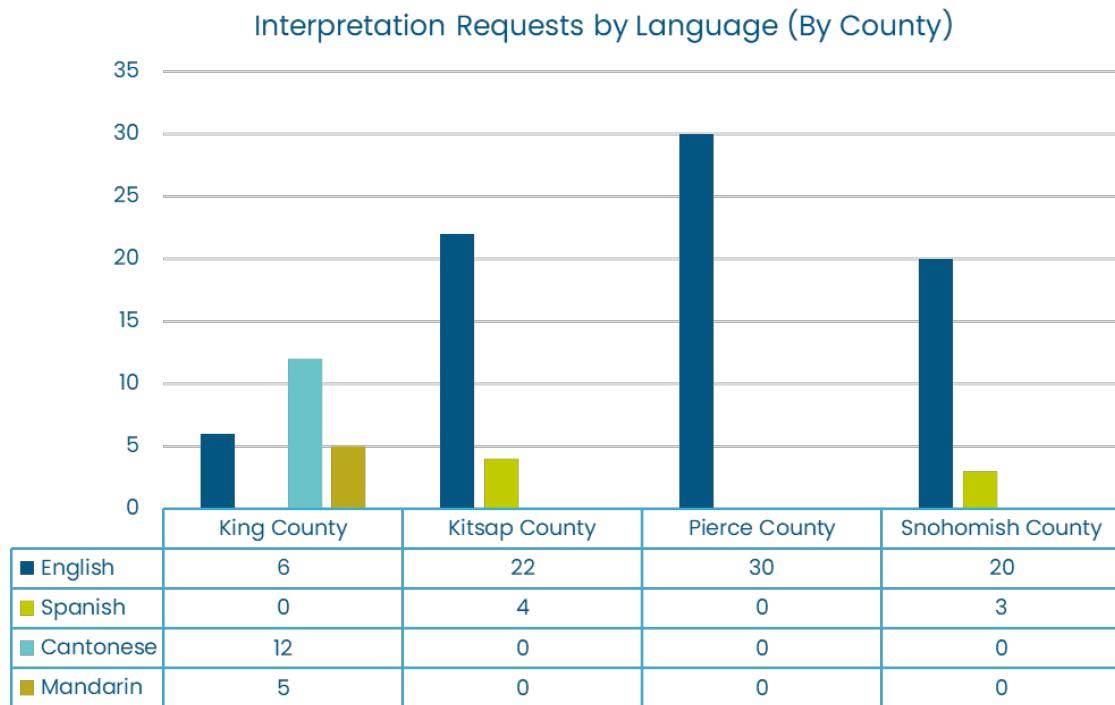
Table 3. Gender identity of all workshop participants.

Gender	Participants
Female	68
Male	26
I prefer not to say	2

Table 4. Age (by decade) of all workshop participants.

Decade Born	Age Range	Participants
1940 - 1949	73 - 82	9
1950 - 1959	63 - 72	18
1960 - 1969	53 - 62	21
1970 - 1979	43 - 52	11
1980 - 1989	33 - 42	21
1990 - 1999	23 - 32	8
2000 - 2009	13 - 22	4

Figure 8. Languages requested for live interpretation for each workshop.



Note: An attendee who did not request interpretation (default English) attended both Kitsap and Pierce County Workshops.

Geographic Breakdown by County

Table 5. Counties represented across all workshop participants (based on zip code).

County	Number of People
King County	36
Kitsap County	13
Pierce County	28
Snohomish County	23
Unknown	1

Key Themes

- Vision for healthy, safe, communities, with clean, breathable air
- Vision for reduced air and noise pollution from cars, trucks, and planes, particularly diesel vehicles
- Importance of transitioning to electrified transportation (both public transit and electric vehicles) and ensuring electric options are affordable
- Desire for communities with more gathering spaces, trees and greenery, and safe walkability/bike-ability
- Active and engaged communities that care about where they live are a strength across all counties
- Diesel emissions, automobile emissions, and idling vehicles are some of the most critical air quality issues across all counties
- Wildfire smoke is a predominate and widespread air quality threat/issue
- Apathy and/or ignorance of air quality and climate change issues within the general population can be a threat
- Agency is encouraged to partner with, engage, and educate communities about air quality and climate change, particularly youth and any at-risk populations
- Support for stronger air quality regulation, monitoring, and enforcement, particularly for industrial facilities and businesses

Workshop Outcomes

Note: Most participants in each workshop lived in the focus county of that workshop, but not all. For example, we could have a King County resident participate in the Snohomish County workshop.

King County

- Community safety is both a priority and a major concern
- High vehicle emissions and noise pollution from nearby freeways
- The air often smells bad – marijuana, car emissions, or other sources
- Desire for increased education and community engagement around air quality
- Transportation options are convenient, but there are still too many cars on the road. More transportation options needed on the Eastside

Kitsap County

- Increased public education about air quality and emissions sources
- Vision: a more walkable, connected community with greenery and street trees
- Increased enforcement of air and noise pollution regulations, like burn bans
- Waste is a key issue – recycling or composting is not offered, litter is increasing, there are few affordable places to drop off trash
- Need for monetary and/or policy-based incentives for people to make changes, like switching heating sources

Pierce County

- Clean electrification of cars, vehicles, and public transit
- Increased education and awareness about clean air, climate change, and environmental justice
- Holding industrial facilities accountable to the community, with increased monitoring and enforcement
- The public is rarely engaged or included (and sometimes even ignored) in policy or decision-making, desire for a better connection between people and government
- Impacts of climate change and fossil fuel industry are both significant threats

Snohomish County

- Vision: safe and healthy communities with ample green space
- Transition to clean, electric transportation and home heating options
- Stronger regulation of businesses and industry
- Lack of education around air pollution and air quality is a weakness

- Rapid population growth, increasing cost of living, and worsening traffic are all interrelated threats
- Increase public transportation options to decrease single-occupancy vehicle use

Phase 2 Workshop Summary

Introduction

The Puget Sound Clean Air Agency (the Agency) is updating its Strategic Plan, which will chart a course for the Agency to improve air quality, address climate change, and engage with communities across their jurisdiction. One of the key components of the Agency's community engagement process is two sets of community workshops. The following summary report synthesizes the feedback from the second set of community workshops.

Workshop Objectives

- Provide background about the Agency's mission and work
- Update on Strategic Plan progress and where we are now
- Identify air quality priorities and issues
- Gather communities' priorities to inform the Agency's Strategic Plan process

Workshop Overview

The Agency and Cascadia Consulting Group (Cascadia) hosted four virtual workshops over the weeks of May 23rd and May 30th. Each workshop was focused on one of the counties within the Agency's jurisdiction: King, Kitsap, Pierce, and Snohomish. Workshops were 1.5 hours long and held on Zoom.

County of Focus	Date	Time
Pierce	Tuesday 5/24/2022	2:00 – 3:30 PM
Snohomish	Wednesday 5/25/2022	6:00 – 7:30 PM
King	Wednesday 6/1/2022	11:30 AM – 1:00 PM
Kitsap	Thursday 6/2/2022	5:30 – 7:00 PM

Methodology and Process

Cascadia led the planning process for the four community workshops, which took place between March and May 2022. To prepare for the workshops, Cascadia developed a workback plan, workshop and promotional content, managed

registration, and organized live interpretation and in-language facilitation. Cascadia and the Agency jointly coordinated written translations, promoted the workshops, and facilitated during the workshops.

Registration

- Registration was run through EventBrite.com. The team developed one registration page per workshop.
- All registration questions and information were translated to Spanish, Vietnamese, Simplified Chinese, Traditional Chinese, and Korean, and included on the registration pages.
- Each workshop had 45 spots available, and once filled, had a waitlist. Waitlisted registrants also had the option of signing up for a different county's workshop instead.
- Before each workshop, reminder emails were provided to all individuals that registered.

Language Access Services

- All workshop materials, including the agenda, discussion guide, PowerPoint deck, and MURAL board, were translated into Spanish, Vietnamese, Simplified Chinese, Traditional Chinese, and Korean.
- The in-language workshop materials were sent to participants who requested interpretation approximately one week before the workshops happened.
- Live interpretation in Spanish, Vietnamese, Mandarin, Cantonese, and Korean was offered for all four workshops, and participants could select the language they preferred during registration.
- For each workshop, Cascadia hired professional interpreters for the languages that participants selected during registration. The interpreters interpreted the workshops simultaneously.
- During breakout rooms for each workshop, each language had its own breakout room(s), with both a facilitator and a notetaker who were fluent in that language, to allow in-language participants to discuss in the language they preferred.
- After the workshops were completed, all notes and MURAL board sticky notes that were in-language were back-translated to English to ensure in-language feedback was included in the Agency's list of feedback received.
- After the workshops were completed, the English and in-language workshop materials were posted on the project's website.

Promotion

- **Targeted Promotion:** The Agency, Cascadia, and the project’s community consulting partners started by promoting the workshops through community-based organizations (CBOs) in all four counties. During targeted promotion, the team prioritized outreach to Black and Native-led CBOs to ensure there was as much time as possible for information about the workshops to reach Black, Indigenous, and People of Color (BIPOC) communities. This was based on feedback we heard from community leaders and participants from the first phase of workshops, to better involve communities who have historically been underrepresented in the Agency’s decision-making process. CBOs received a “promotional toolkit” that included flyers, social media posts, and written content, so the CBO could send the information out to their community.
- **Broad Promotion:** After the targeted promotion described above, the Agency, Cascadia, and the Agency’s Board of Directors and Advisory Council promoted the workshops more broadly by posting to Instagram, Facebook, and the Agency’s website. The Agency also contacted their county partners, like fire and utility departments.

Compensation

- A stipend of \$50 was sent to every participant after the workshops were completed.

Attendance and Participation

Attendance

- Pierce County workshop: **31** (44 registrants; 15 waitlisted)
- Snohomish County workshop: **25** (45 registrants; 7 waitlisted)
- King County workshop: **39** (48 registrants; 29 waitlisted)
- Kitsap County workshop: **35** (49 registrants; 2 waitlisted)

Demographic Summary

Demographic questions were optional during registration, so numbers below may not equal full attendance.

Table 6. Race and ethnicity of all workshop participants.

Ethnicity	Number of People
White or Caucasian	62
Black or African American	3
Hispanic, Latino, Latina, or Latinx	30
Hispanic, Latino, Latina, or Latinx Multiracial	1
Asian or Asian American	15
Middle Eastern, North African, or Arab American	1
Native American, American Indian, or Alaska Native	1
Native Hawaiian or other Pacific Islander	1
White or Caucasian Asian or Asian American	1
White or Caucasian Black or African American	1
White or Caucasian Hispanic, Latino, Latina, or Latinx	1
Other	1
I prefer not to say	9
Blank	4

Table 7. Languages spoken at home by all workshop participants.

Languages Spoken at Home	Number of People
English	93
Cantonese Chinese	8
Mandarin Chinese	6
Spanish	30
Russian	2
Korean	1
Other	12

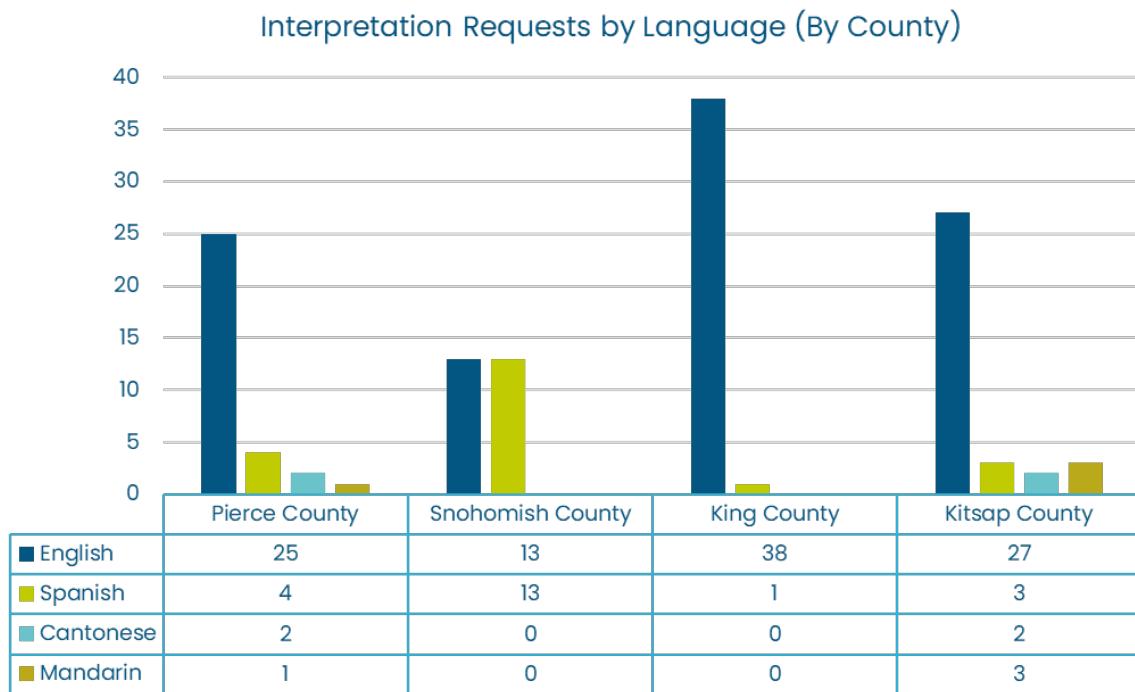
Table 8. Gender identity of all workshop participants.

Gender	Number of People
Female	82
Male	32
I prefer not to say	10
Non-binary or non-conforming	1
Agender	1

Table 9. Age (by decade) of all workshop participants.

Decade	Age Range	Number of People
1930 - 1939	83 - 92	2
1940 - 1949	73 - 82	12
1950 - 1959	63 - 72	23
1960 - 1969	53 - 62	22
1970 - 1979	43 - 52	20
1980 - 1989	33 - 42	28
1990 - 1999	23 - 32	12
2000 - 2009	13 - 22	5
Blank		7

Figure 9. Languages requested for live interpretation for each workshop.



Geographic Breakdown by County

Table 10. Counties represented across all workshop participants (based on zip code).

County	Number of People
Pierce County	25
Snohomish County	22
King County	60
Kitsap County	17
Other	4
Unknown	3

Key Themes

The findings below are comments and feedback that was present across all four workshops. Findings from each specific workshop are included in the **Workshop Outcomes** section.

Transportation

- The public transit network and walking/biking infrastructure needs to expand to make both a viable and efficient alternative to car travel
- Idling vehicles are a common concern, and need to be regulated and reduced
- Desire to electrify ferries, diesel trucks, and buses (as well as cars)

Wood and Wildfire Smoke

- Beyond wood stoves, wood-burning fireplaces and backyard fire pits contribute to neighborhood air pollution
- Need for education about safe burning practices at home, as well as health and environmental impacts of wood burning
- Upgrading a wood stove can be too expensive for many households

Equity and Engagement

- Need more awareness about Agency's services and role
- Air quality information must be accessible and easy to understand, both for kids and adults
- Need more culturally responsive engagement and education, particularly about health impacts
- Concern about pollution from industry, particularly in frontline and low-income communities
- Concern about high levels of litter and garbage

Priority Actions

The three actions below are the top actions, as voted by participants, for the Agency to prioritize in their Strategic Plan. During breakout room discussions, participants were asked to choose one action as their preferred priority for each discussion topic. See **Action Prioritization** for the full prioritization exercise.

Topic	Top Action
Transportation	Make it easier to get around in clean air-friendly ways (such as transit, walking, and cycling).
Wood and Wildfire Smoke	Help people remove old, polluting wood stoves (used for home heating) to reduce pollution in our communities.
Equity and Engagement	Make air quality information readily available and accessible to all audiences (such as through community events, website, social media, etc.).

Workshop Outcomes

Below are common themes from each county's workshop, organized by the three discussion topics—Transportation, Wood and Wildfire Smoke, and Equity and Engagement. Some themes were unique to in-language discussions, and these are denoted by a parenthesis that shows the language speakers that discussed this theme.

Most participants in each workshop lived in the focus county of that workshop, but not all. For example, we could have a King County resident participate in the Snohomish County workshop.

King County

TRANSPORTATION

- Need more capacity and first/last mile connections in the public transit system to make it a practical alternative to driving
- Desire to convert car space to bike lanes and sidewalks
- Idling cars, delivery trucks, and buses are a concern
- Electric vehicles continue to be too expensive; need more methods for financial support
- Ensure that the disability community is included in public transit solutions

WOOD AND WILDFIRE SMOKE

- Wood-burning fireplace and chimney smoke is an issue; desire for more monitoring and replacement of fireplaces, not just wood stoves
- Concern about smoke from backyard fire pits
- Need for more education and awareness about at-home burning—what material should be burned in fireplaces, fire pits, barbeques, and what should not

- Ensure that wood stove replacement is equitable, as many low-income homes use wood stoves

EQUITY AND ENGAGEMENT

- Desire for a landing page that outlines the Agency's spectrum of services so people can better see how to be involved
- Interest in the Agency's previous partners and engagement work
- Desire for cell phone alerts about air pollution and wildfire smoke events

Kitsap County

TRANSPORTATION

- Desire to electrify the ferry fleet, reduce ferry diesel use, and make ferries less expensive and more reliable
- Need for safe bike lanes and expanded public transportation infrastructure
- Public transportation wait times are too long to be efficient for travel (Cantonese)
- Increase carpool options; many people need to drive into work but could coordinate with other employees (Spanish)
- Odors (oil, laundry, buses, construction) are a concern (Mandarin)

WOOD AND WILDFIRE SMOKE

- Wood burning for heat and outdoor burning is common; many people have asthma and other respiratory impacts
- Due to frequent power outages and the high cost of electric heating, people often have wood stoves as backup
- Need more education about wood stove alternatives and the emissions from wood stoves
- Concern about backyard fire pits and lack of awareness about safe burning techniques
- Desire for more financial assistance to update wood stoves, particularly for low-income communities
- Improve outreach to renters and landlords; landlords should educate tenants about wood burning
- Concern about pollution from companies and industry, particularly in low-income areas (Spanish)

EQUITY AND ENGAGEMENT

- Kitsap is not represented within the focus areas; feels like there is often less engagement effort in Kitsap
- Need to expand transportation options for Kitsap, especially bike lanes
- Need more air quality education and engagement for kids and in schools

Pierce County

TRANSPORTATION

- Very few safe walking and biking routes, particularly along major roadways
- Pierce County continues to be a car-dominated landscape, desire to see non-car options elevated and made accessible
- Desire to reduce and/or regulate idling vehicles
- Need to take diesel trucks off the road and increase enforcement for vehicle emissions
- The presence and smell of garbage on the street is an issue (Spanish)
- Agreement that cars are the top contributor to air pollution (Spanish, Cantonese)

WOOD AND WILDFIRE SMOKE

- Illegal burning is common and there is a need for increased enforcement
- In unincorporated Pierce County and rural areas, wood smoke pollution is worst in winter
- Often people need back-up heat sources, but it's difficult to rely on natural gas
- Wildfire smoke has had a big impact
- Electric heating is expensive; there is a financial barrier to switching from wood heating (Spanish, English)

EQUITY AND ENGAGEMENT

- Need more culturally responsive engagement and education, particularly about health impacts
- Desire for increased enforcement and monitoring in areas with highest pollution levels
- Chinatown has high pollution from cars and restaurants (Cantonese)
- Strong odors from garbage and burning garbage (Spanish)

Snohomish County

TRANSPORTATION

- Need to address train and airplane-based air pollution
- Many trails and roads do not feel safe enough to bike on
- Need for more education and information-sharing, both about the Agency itself and about pollution from transportation (Spanish)
- Concern about pollution from construction, industry, and garbage (Spanish)

WOOD AND WILDFIRE SMOKE

- Many people are still reliant on wood burning heat sources, and it is often expensive to switch
- Outdoor burning has impacted neighborhood air quality
- Desire for increased inspection and ability to respond to air quality complaints
- Concern about wood-burning fireplaces and chimneys (Spanish)
- Need for more education about health impacts from wood smoke (Spanish)

EQUITY AND ENGAGEMENT

- Many have experienced high levels of air pollution in Seattle, Chinatown, and along the 1-5 corridor
- Concern about toxic chemical pollution and pollution from industrial sources
- Concern about litter and pollution around unhoused communities (Spanish)
- Increase awareness about Agency and make information accessible by utilizing non-computer-based methods (English, Spanish)

Action Prioritization

Breakout group discussions included a prioritization exercise. For each of the three discussion topics, the Agency prepared a list of three to four actions that could be included in the Strategic Plan. Participants were asked “what should the Agency consider prioritizing in their next Strategic Plan?” and chose one action as their preferred priority. The tables below show the total votes each action received across all the workshops.

Transportation Actions

Table II. Total number of votes for the Transportation actions across all workshops. The top action is highlighted in light blue.

		Action 1	Action 2	Action 3	Action 4
Workshop	Language Community				
		Reduce harmful diesel pollution affecting neighborhoods.	Help people change from fossil-fueled vehicles to zero-emission vehicles, especially in communities experiencing disparities compounded by racism and economic disadvantages.	Help people understand the health and climate impacts of transportation.	Make it easier to get around in clean air-friendly ways (such as transit, walking, and cycling).
Pierce	English	6	6	3	4
	Spanish	0	2	1	0
	Cantonese	0	1	0	2
Snohomish	English	2	0	5	4
	Spanish	0	5	4	0
King	English	12	13	5	14
	Spanish	0	0	1	0
Kitsap	English	4	4	3	18
	Spanish	0	2	1	0
	Cantonese	0	0	0	1
	Mandarin	3	0	0	0
Total		27	33	23	43

Wood and Wildfire Smoke Actions

Table 12. Total number of votes for the Wood and Wildfire Smoke actions across all workshops. The top action is highlighted in light blue.

Workshop	Language Community	Action 1	Action 2	Action 3
		Help people remove old, polluting wood stoves (used for home heating) to reduce pollution in our communities.	Share information more broadly on health risks of wood smoke from home heating and wildfire smoke; and what people can do to improve air quality and protect their health.	Help people in our most impacted communities understand and obtain tools to reduce community and individual health risk (such as filter fan kits).
Pierce	English	6	2	7
	Spanish	0	3	0
	Cantonese	0	2	1
Snohomish	English	6	1	2
	Spanish	3	10	1
King	English	15	9	11
	Spanish	0	1	1
Kitsap	English	5	2	8
	Spanish	0	2	0
	Cantonese	0	2	0
	Mandarin	2	1	0
Total		37	35	31

Equity and Engagement Actions

Table 13. Total number of votes for the Equity and Engagement actions across all workshops. The top action is highlighted in light blue.

		Action 1	Action 2	Action 3	Action 4
Workshop	Language Community				
		Expand engagement and outreach efforts in communities experiencing disparities compounded by racism and economic disadvantages.	Make air quality information readily available and accessible to all audiences (such as through community events, website, social media, etc.).	Prioritize inspections in the Agency's focus communities.	Increase emission reduction efforts and mitigation tools in the Agency's focus communities.
Pierce	English	2	2	2	6
	Spanish	1	5	0	0
	Cantonese	0	2	0	0
Snohomish	English	0	1	2	7
	Spanish	1	11	0	0
King	English	3	6	2	8
	Spanish	0	0	0	1
Kitsap	English	1	9	4	10
	Spanish	1	0	0	0
	Cantonese	2	1	0	2
	Mandarin	0	0	1	0
Total		11	37	11	34

Appendix: Poll Results

After the breakout room discussions, participants responded to a Zoom poll that asked, "What most impacts you and your community?" Participants were asked to select their top two issues, but based on the capabilities of Zoom, were not forced to only pick two.

Table 14. Results of the in-meeting poll. There was not 100% participation in the poll, so counts do not represent the total number of participants in each workshop.

What most impacts you and your community?

Issues	Pierce	Snohomish	King	Kitsap	Total
Wildfire smoke pollution	2	10	9	14	35
Pollution from transportation (cars, trucks, buses, ships, rail, planes)	10	9	17	13	49
Climate change/greenhouse gas pollution	4	2	11	10	27
Pollution from outdoor fires and illegal burning	0	3	3	0	6
Pollution from wood burning stoves in winter	1	5	2	2	10
Pollution from industry	2	3	6	1	12
Indoor air pollution	1	1	4	0	6
Environmental injustice and disproportionate impacts from air pollution	5	0	0	3	8
Other?	3	0	1	3	7

Top 3 Issues

Based on the results of the poll, the following issues are the most impactful to participants:

- 1 Pollution from transportation (cars, trucks, buses, ships, rail, planes)
- 2 Wildfire smoke pollution
- 3 Climate change/greenhouse gas pollution

Appendix B. Listening Session Summary Reports

Phase 1 Pre-Workshop Listening Session Summary

Session Goals

- Share project background with community leaders
- Gather input to shape community workshop agenda
- Develop or strengthen relationships with community leaders

Meeting Roles

Name	Affiliation	Role
Sully Moreno	Cascadia Team	Facilitator
Cynthia Wang	PSCAA	Presenter
Alejandro Paredes	Cascadia Team	Support
Saba Rahman	PSCAA	Presenter/ Support
Alexandra Brown-Law	Cascadia Team	Tech/Notetaking

Agenda Overview

Meeting Length: 1-1.5 hours

Duration	Item
10 min	Welcome and introductions
10 min	Project overview and objectives
5 min	Workshop description
30-60 min	Discussion
5 min	Closing & other ways to engage

Attendees

Name	Affiliation
Em Piro	Sustainable Seattle
Natalie Garcia	Sustainable Seattle
Hyun Son Shin	Korean Community Service Center
Paul Williams	Squamish Tribe
Paula Sardinas	WA Build Back Black Alliance
Cristina Mateo	WA Build Back Black Alliance

Key Takeaways

Key Insights

- Communities need support from agencies (like PSCAA) to navigate complicated government systems, like grant funding.
- We are in a trust deficit—people are exhausted and tired of constantly advocating for themselves without anything changing.
- Meet communities where they are, slow down and take the time to learn the needs and preferences of that specific community (build trust). Engagement efforts often ask for so much from community members without giving anything in return.
- Communities do understand the connection between their top issues and the environment/clean air.
- Take action, rather than undertaking more studies.
- Health is at the nexus of many issues for CBOs and community members alike.
- Address issues like indoor air quality and digital equity divide.

Suggestions for Workshops / Convening

- Food!
- Fun and joyful icebreaker
- Music, DJ, spoken word to welcome people
- Incorporating live entertainment, performance, and artists
- Playing games

Appendix B. Listening Session Summary Reports

- Provide different incentives for example things that people need but are difficult to obtain like a COVID test
- Building in time to “do the homework” during the session, rather than before the session
- Land acknowledgements; grounding the meeting with intentional acknowledgement
- No long PowerPoint presentations with a lot of bullets
- Build in time for the discussion to take needed directions; being flexible with the meeting agenda
- Provide resources and support for communities to navigate and apply for government funding; support advocacy on how community could get involved

Phase 1 Post-Workshop Listening Session Summary

Meeting Goals

- Share how CBO input helped shaped the first set of community workshops
- Share summary of key takeaways from first set of community workshops
- Hear reflections from CBO partners
- Discuss which communities CBO partners recommend focusing on for the second set of workshops

Meeting Roles

Name	Affiliation	Role
Sully Moreno	Cascadia Team	Facilitator
Cynthia Wang	PSCAA	Presenter
Saba/Joanna	PSCAA	Presenter
Dinah Wilson	PSCAA	Presenter
Alejandro Paredes	Cascadia Team	Presenter

Agenda Overview

Meeting Length: 1.5 hours

Duration	Item
10 min	Welcome and check in
15 min	Overview of first set of community workshops
30 min	Reflections
25 min	Second set of community workshops
10 min	Closing & open comment period

Attendees

- 1 Rene Acevedo (LETI)
- 2 Bryant Gilcrease (Washington Build Back Black Alliance)
- 3 Paul Williams (Suquamish Tribe)
- 4 Cristina Mateo (Washington Build Back Black Alliance)
- 5 Ali Lee (Eco Infinity – community consultant)
- 6 Tere Carral (BridgeLatino – community consultant)

Key Themes

- Many community members have limited time/capacity to engage about air quality, but are aware of how issues can be interconnected
- There is a need for increased community education about the Agency's role
- Communities and CBOs are interested in the Agency's monitoring, enforcement, and reporting role
- Workshop attendees did not bring up indoor air quality very often—but many still have wood-based heating systems
- Surprise about workshop attendees' willingness to dive right into detailed air quality issues

Phase 2 Pre-Listening Sessions (1 & 2)

Session 1: Friday, 4/29/2022 (Black Farmers Collective, Na'ah Illee Fund, DRCC, Global to Local)

Session 2: Tuesday, 5/10/2022 (UTOPIA WA, Glover Empowerment Mentoring)

Meeting Goals

- Share project background with community leaders
- Gather input to shape community workshop agenda
- Strengthen relationships with community leaders

Meeting Roles

Name	Affiliation	Role
Alejandro Paredes	Cascadia Team	Facilitator
Joanna Gangi	PSCAA	Presenter
Saba Rahman	PSCAA	Presenter/Notetaking
Dinah Wilson	PSCAA	Presenter
Alexandra Brown-Law	Cascadia Team	Support/Notetaking

Meeting Attendees

- **Hannah Wilson** (they/them) – Black Farmers Collective, Yes Farm Manager
- **Cece Hoffman** (they/she) – Na’ah Illee Fund, Environmental Justice Coordinator
- **Adrienne Hampton-Clarridge** (she/her) – Duwamish River Community Coalition, Climate Policy and Engagement Organizer
- **Jill Kong** (she/her) – Global to Local, Healthy Communities Organizer
- **Del Tunupopo** (she/her) – UTOPIA WA, Cultural Program Coordinator, Community Care & Civic Leadership
- **Everly-Moey Faleafine** (she/her) – UTOPIA WA, Cultural Program Coordinator, QTPI BIPOC community members
- **Kendrick Glover** – Glover Empower Mentoring, Executive Director

Agenda Overview

Meeting Length: 1.5 hours

Duration	Item
15 min	Welcome and introductions (check-in question)
20 min	Project overview and objectives
45 min	Discussion: How the community thinks about the workshop focus topics
10 min	Closing

Key Takeaways

Transportation

- The communities that are next to highways, airports, and major roads cannot escape air and noise pollution
- Fence-line and industrial communities do not have adequate access to fast and reliable public transportation, or walking and biking facilities
- The transportation system needs to connect people to green spaces and culturally important spaces
- Electric vehicles are still not affordable for most families—how will the new laws impact people who cannot afford EVs?

Wood and wildfire smoke

- The Agency needs to consider and protect laborers, people who work outside, and people who cannot stay inside during smoke events
- Build community resilience by teaching people how to take care of themselves during smoke events and providing filtration tools, food, water, compensation for missing work
- Build a strategic plan centered on intersectionality – health disparities, car-centric transportation, and air pollution are interlocking issues

Equity, education, and outreach

- Provide the funding and support to build community members', organizations', and leaders' capacity, time, energy, and resources
- Tension between the compliance side of PSCAA and community engagement – communities identifying polluters, only to be told they're within their limits
- Goal of community engagement should be self-determination, to give communities the tools and resources to determine their own future
- Need flexible, accessible, multilingual engagement that provides communities with multiple ways, times, and options for participating

Appendix C. Example Spreadsheet of Workshop Feedback

1	A	B	C	D
2	County	Language	Source	Comment
1 Transportation Focus Theme - How does this information compare to your lived experience? Are there any issues or ideas from your own experience that did not show up in this representation?				
2	Pierce	English	MURAL	Living in South Hill - we have very few safe walking routes, and almost 0 safe biking routes
3	Pierce	English	MURAL	Would love to use alternate transportation more often, but not safe for us.
4	Pierce	English	MURAL	Talking to students - many walk to school along the roads (no sidewalks), and don't feel safe.
5	Pierce	English	MURAL	Highways on 3 sides - elevated levels of air pollution, car-dominated landscape.
6	Pierce	English	MURAL	Would love to see resources and infrastructure built for non-car options
7	Pierce	English	MURAL	Need more affordability of different modes of transportation - train is expensive, but bus takes too long
8	Pierce	English	MURAL	Employers providing free transportation for employees (ORCA cards)
9	Pierce	English	MURAL	Move Ahead WA
10	Pierce	English	MURAL	I think the agency would be most effective in educating people about the health impacts of gas/diesel transportation. A lot of folks drive diesel trucks and of course a lot of diesel in heavy transportation modes.
11	Pierce	English	MURAL	Increase in hit and runs, in Tacoma, there is an issue with hit and runs in communities and with youth
12	Pierce	English	MURAL	Expansion of roadways - Canyon Road, for example, influenced by Port and rail/diesel traffic
13	Pierce	English	MURAL	Concern about safety around new business & warehouse districts along roadways.
14	Pierce	English	MURAL	I would like to see short landscaping between ped traffic and vehicle transit.
15	Pierce	English	MURAL	Some plants consume air particles.
16	Pierce	English	MURAL	One of my pet peeves is seeing people idling their vehicles unnecessarily. Has the agency thought about advocating for a law that would regulate that?
17	Pierce	English	MURAL	I second that! No idling rule! They have that elsewhere! And ban drive-throughs, please!
18	Pierce	English	MURAL	People are getting mixed messages - if it is OK for corp to use Diesel why people has to change - our puny efforts will be dwarfed by Diesel users
19	Pierce	English	MURAL	Diesel. For whatever reason, my nose is extremely sensitive to diesel smoke more so than gas emissions. The diesel technology is getting better, but it is still very dirty by comparison.
20	Pierce	English	MURAL	We can do so much better with conservation efforts
21	Pierce	Spanish	MURAL	According to the percentages, vehicles have the greatest impact on pollution.
22	Pierce	Spanish	MURAL	Using cars a lot needs to be reduced to avoid pollution. Walking to pick up the kids from school sometimes to prevent pollution.
23	Pierce	Spanish	MURAL	I also believe that the use of cars is the main problem
24	Pierce	Spanish	MURAL	The trash on the street, outside of stores
25	Pierce	Spanish	MURAL	The smell of drugs, marijuana
26	Pierce	Spanish	MURAL	When there are a lot of children in the community, it's not good
27	Pierce	Spanish	MURAL	Correct, I think it's the smell of garbage
28	Pierce	Cantonese	Notetaking Doc	I agree with it
29	Pierce	Cantonese	Notetaking Doc	I think from my lived experience, I can see car emission being at the top or the main reason for greenhouse gas emission
30	Pierce	Cantonese	Notetaking Doc	Car emission is the top cause of air pollution
31	Pierce	Cantonese	Notetaking Doc	Fine particles emission from diesel cars/trucks are even worst, they worsen air quality the most
32	Snohomish	English	MURAL	Cycling in the area I live - helps me avoid fossil fuels
33	Snohomish	English	MURAL	A problem in my area - a lot of trails or roads are not safe, need more maintenance. Riding to school, my wheel popped due to the trail condition. Add more focus to fixing biking lanes/roads to incentivize other people to use bikes
34	Snohomish	English	MURAL	By the BG trail; take the bus to school, so that's how I get to other places, but I often walk to work
35	Snohomish	English	MURAL	Airplanes are a major source
36	Snohomish	English	MURAL	We have some activities, but our circle of influence is smaller for airplanes. New grant to install air pollution monitor close to SeaTac
37	Snohomish	English	MURAL	What about rail?
38	Snohomish	English	MURAL	Trains and rail are often very close to residential neighborhoods
39	Snohomish	English	MURAL	Agency needs to include rail that goes through communities throughout entire jurisdiction
40	Snohomish	English	MURAL	Is light rail included in trains, or because of electric, is it not included?
41	Snohomish	English	MURAL	Light rail is trivial. Trains are more like BNSFs.

Transportation | Transportation Vote | Smoke | Smoke Vote | Equity | Equity Vote | Poll | Q&A | +

To view the full spreadsheets with all workshop feedback, see <https://www.pscleanair.gov/230/Strategic-Plan>.

Appendix D. Example MURAL Boards

Phase 1 Workshops

Puget Sound Clean Air Agency Community Workshop - Snohomish County

Phase 1: Visioning March 2, 2022

March 2, 2022

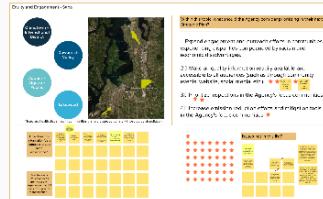
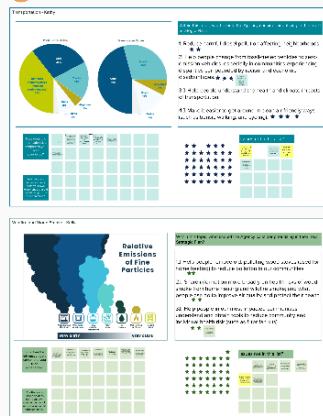
Phase 2 Workshops

Puget Sound Clean Air Agency Community Workshop 2 - Kitsap County

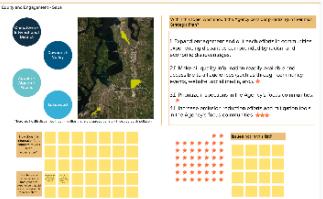
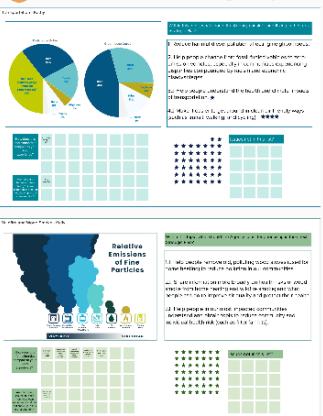
Phase 2: Design

June 2, 5:30 - 7:00 PM

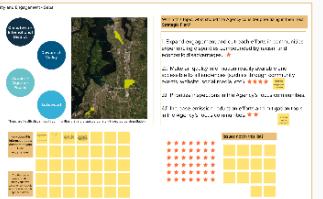
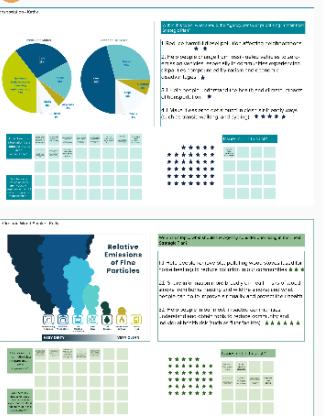
1 Breakout Room 1 - English (Alle)



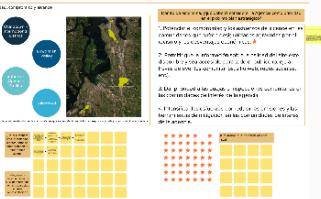
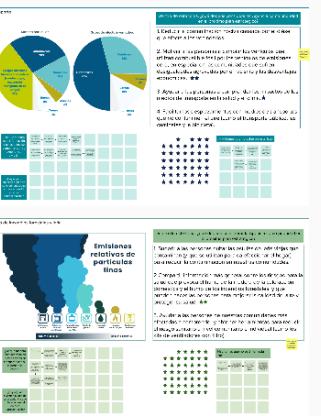
2 Breakout Room 2 - English (Chloe)



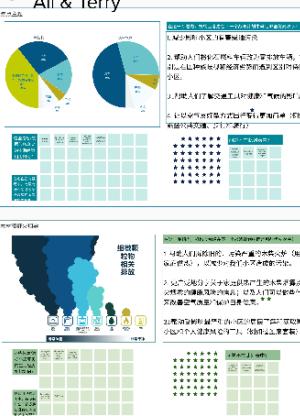
3 Breakout Room 3 - English (Tere)



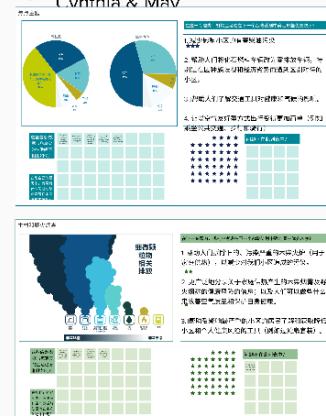
4 La sala de reuniones 4 - Español Alejandro y Sully



5 分组讨论室 - Cantonese Ali & Terry



6 分组讨论室 - Mandarin Cynthia & Mav



Appendix E. Example Translated Promotional Materials



How should we address air quality in the future?

Virtual Community Workshop

PIERCE Tues 5/24 2 - 3:30 PM	SNOHOMISH Weds 5/25 6 - 7:30 PM	KING Weds 6/1 11:30 AM - 1 PM	KITSAP Thurs 6/2 5:30 - 7 PM
------------------------------------	---------------------------------------	-------------------------------------	------------------------------------

\$50 stipend for participants.*
Please only register for one workshop.



앞으로 공기의 질 문제를 어떻게 해결해야 할까요?

가상 커뮤니티 워크숍

PIERCE 5/24, 화요일 2 - 3:30 PM	SNOHOMISH 5/25, 수요일 6 - 7:30 PM	KING 6/1, 수요일 11:30 AM - 1 PM	KITSAP 6/2, 목요일 5:30 - 7 PM
------------------------------------	---------------------------------------	-------------------------------------	-----------------------------------

참가자 한 명당 \$50의 참가료
하나의 워크숍만 등록해 주십시오.



Chúng ta nên giải quyết vấn đề chất lượng không khí như thế nào trong tương lai?

Hội Thảo Cộng Đồng Trực Tuyến

PIERCE Thứ Ba, ngày 24 tháng Năm 2 - 3:30 CH	SNOHOMISH Thứ Tư, ngày 25 tháng Năm 6 - 7:30 CH	KING Thứ Tư, ngày 1 tháng Sáu 11:30 SA - 1:00 CH	KITSAP Thứ Năm, ngày 2 tháng Sáu 5:30 - 7:00 CH
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Trợ cấp \$50 cho mỗi người tham gia.
Vui lòng chỉ đăng ký một hội thảo.



¿Cómo debemos abordar la calidad del aire en el futuro?

Taller comunitario virtual

PIERCE Martes 24 de mayo De 2:00 pm a 3:30 pm	SNOHOMISH Miércoles 25 de mayo De 6 pm a 7:30 pm	KING Miércoles 1 de junio De 11:30 am a 1 pm	KITSAP Jueves 2 de junio De 5:30 pm a 7:00 pm
--	---	---	--

Estipendio de 50 dólares para los participantes.
Por favor, inscríbase en un solo taller.



未来我们应该如何解决空气质量问题?

虚拟小区研讨会

PIERCE 周二 5/24 下午 2 - 3:30 点	SNOHOMISH 周三 5/25 下午 6 - 7:30 点	KING 周三 6/1 上午 11:30-1 点	KITSAP 周四 6/2 下午 5:30 - 7 点
------------------------------------	---------------------------------------	--------------------------------	-----------------------------------

每位参与者将获得 50 美元的津贴。
请您仅登记一场研讨会。



未來我們應該如何解決空氣質量問題?

虛擬社區研討會

PIERCE 週二 5/24 下午 2 - 3:30 點	SNOHOMISH 週三 5/25 下午 6 - 7:30 點	KING 週三 6/1 上午 11:30 - 1 點	KITSAP 週四 6/2 下午 5:30 - 7 點
------------------------------------	---------------------------------------	----------------------------------	-----------------------------------

每位參與者將獲得 50 美元的津貼。
請您僅登記一場研討會。

Appendix F. Comment Letters Received During Online Open House

See next page.



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

November 18, 2022

Puget Sound Clean Air Agency
Submitted via strategicplan@pscleanair.gov

RE: Puget Sound Clean Air Agency (PSCAA) Draft 2030 Strategic Plan

Dear Members of the Puget Sound Clean Air Agency 2030 Strategic Planning Committee,

Thank you for the opportunity to provide comment on the PSCAA Draft Strategic Plan.

Duwamish River Community Coalition (DRCC) and Duwamish Valley neighbors have long been community stewards for environmental justice in the Duwamish Valley, which is one of the most polluted areas in the entire Pacific Northwest following 100 years of industrial dumping and release of toxic waste. DRCC has worked tirelessly alongside community groups and neighbors for 21 years to clean up the water, land and air while fighting to eliminate ongoing industrial pollution that makes our communities among the least healthy in the region.

The Duwamish Valley is a PSCAA designated Focus Area, our comments regarding the draft strategy plan highlight the ways in which PSCAA must challenge the status quo and transform its policies, processes and governance to move beyond air monitoring and forever heal years of harms caused by toxic air pollution in the community and beyond.

Background

Bounded by the mainlines of the BNSF Railway and Union Pacific Railroad, Boeing Field, manufacturing facilities, major roadways, and the Duwamish River Superfund Site flowing through the middle, the communities of the Duwamish Valley is disproportionately impacted by hubs of transportation, industry, and residential spaces.¹

Dating back to the early beginnings of Seattle, the Duwamish Valley was intentionally zoned for industrial activity by early leaders against the wishes of the community. This industrial designation led to the influx of industry and extensive pollution of the Valleys air, lands and waters in which the community remains in close proximity today. Chronic exposure to waste

¹ <https://pscleanair.gov/385/Duwamish-Valley>



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

hazardous, toxic air pollution, maritime, and industrial activity has resulted in devastating generational health disparities that persist to this day despite existing codes and regulations in which PSCAA is responsible.²

As a special purpose, regional government agency chartered by state law in 1967 under the Washington Clean Air Act, PSCAA is held responsible for the protection of public health, improvement of neighborhood air quality and the reduction of our region's contribution to climate change.³ Nevertheless, in the 55 years of PSCAA governance, the health disparities among Duwamish Valley Neighbors remain unchanged. This is a reality that should not be acceptable to any of us.

Residents of the Duwamish Valley are disproportionately exposed to contamination compared to wealthier communities in the City of Seattle. People who live in Georgetown and South Park have some of the highest health differences in the City of Seattle and therefore are overburdened by air pollution. Childhood asthma hospitalization rates are the highest in the City. Heart disease death rates are 1.5 times higher than the rest of Seattle and King County. Life expectancy is 13 years shorter when compared to wealthier neighborhoods and 8 years shorter when compared to the Seattle and King County average.⁴

To sharpen the PSCAA draft strategic plan (the plan), we recommend PSCAA challenge the status quo of its governance, priorities and enforcement in the following ways (in accordance to the Draft Strategic Plan 2030 Table of Contents):

Introduction

We applaud PSCAA's acknowledgement of equity, growing risks of air pollution, disproportionate impacts of health risks, threat of climate change, tracking of progress through set targets and community engagement process in the introduction of the plan.

More so, PSCAA directly states that even greater pollution reductions are required to adequately protect public health is proven by new and emerging research. The introduction goes on to express the anticipation of new policy frameworks and increased funds which will aid PSCAA

² <https://www.eopugetsound.org/magazine/18/diverse-populations-benefit>

³ <https://pscleanair.gov/35/About-Us>

⁴ <https://deohs.washington.edu/health-impact-assessment-duwamish-cleanup-plan>



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

three key goals of air quality, equity and climate at the state and federal levels.⁵ Even for this, the plan does not state the new policy frameworks which PSCAA will establish and thus we are concerned that PSCAA has not fully addressed this very necessary component, new policy frameworks for PSCCA, in the plan.

The goal of meeting minimum standards of air quality ignores the continued health disparities experienced by PSCAA focus areas and/or environmental justice communities like South Park and Georgetown. While the plan identifies the potential for more protective standards by the Environmental Project Agency (EPA), PSCAA should not wait for such a high level authority and instead, leverage its authority and power to address root cause of air pollution in the short term through means of strengthening permitting, rules, regulations, inspections, and determination of compliance standards to match the necessary health reductions in order to eliminate health disparities in communities with cumulative impacts like the Duwamish Valley.⁶

In addition, an acknowledgment of PSCAA focus area and/or environmental justice communities would be greatly appreciated in this section, highlighting the on-going community and youth-led programs that complement PSCAA key goals.

Nevertheless, without clear regulations, enforcement and permitting changes, we fear the status quo of today will be upheld till 2030. Current air quality standards have proven to be insufficient when compared to health data and thus PSCAA must reevaluate its governance to protect the health of the community and environment to reflect the realities communities like the Duwamish Valley face today.

Planning Process

The Duwamish Valley needs short term and immediate action to cap and control air and toxic pollutants, in the form of an emissions limit corridor, stricter permitting decisions as well as policies that will protect community health where standards are currently missing, inadequate, and/or lack sufficient cumulative impact analysis.

Overall, is it not clear what analysis PSCAA aims to include to ensure air pollution reduction from transportation, wildfire smoke and climate forcing emissions results.⁷

⁵ Page 7 of the plan

⁶ <https://pscleanair.gov/219/PSCAA-Regulations>

⁷ Page 8 of the plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

1. Section One - Protect and Improve Air Quality and Public Health, Reduce Air pollution Disparities, and Protect our Climate

The plan names fine particulate pollution as the greatest public health threat from air pollution, yet does not include a comprehensive guide which demonstrates this conclusion, especially for anthropogenic sources of particulate metals.⁸ While we agree fine particulate matter is a threat to human, environmental and climate health, we recommend PSCAA include a comprehensive table which shows the correlation between the various air pollutants and toxics (such lead and additional non-criteria pollutants), specifically the most toxic PM 2.5 components, including PM10 components.

We worry that if fine particulate matter is lumped all together, the unequal airborne exposure to toxic metals and other airborne hazardous substances associated with race, ethnicity and segregation in the USA will continue to go unchecked.⁹

For example, there are many metal recycling facilities in the Duwamish Valley. DRCC recently completed a study of airborne heavy metal concentrations through an analysis of moss samples in Georgetown and South Park. Conducted with National Forest Service scientists and led by local youth from the Duwamish Valley Youth Corps (DVYC), the analysis showed significantly higher concentrations of dangerous metals (arsenic, chromium, cobalt, lead and cadmium) in areas near the Ardagh Glass facility.

Additionally, leaded aviation fuel, known as "avgas," is used in mainly piston-engine smaller aircraft, yet remains the largest single source of lead emissions in the United States. About 80% of regional ambient lead originates from the aviation sector. King County International Airport, operating in the Duwamish Valley, is a user of avgas. EPA has issued its long-awaited proposed finding that lead in aviation fuel likely "endangers public health and welfare," a measure that will trigger regulation to limit lead, but the prospects for an eventual phaseout of the fuel remain unclear amid uncertainty over the "scope, applicability, timing, and nature of any subsequent rulemakings."¹⁰

By including a table, PSCAA will increase transparency of the concentrations of fine particulate metals proven to be highly elevated in environmental justice communities and provide safeguards as communities await federal and state action.

⁸ Page 10 of the plan

⁹ <https://www.nature.com/articles/s41467-022-33372-z>

¹⁰<https://www.epa.gov/newsreleases/epa-proposes-endangerment-finding-lead-emissions-aircraft-engines-operate-leaded-fuel>



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

Regional Draft Targets

Regional draft targets present an opportunity for PSCAA to set targets much higher than what has been done before. We champion section 1 regional draft targets, yet strongly urge PSCAA to include specific language and proposed mechanisms to ensure reductions are felt in “hot-spot” areas where air pollution is highly elevated compared to other geographical locations in the region.¹¹ Without these specifics, PSCAA will fall short in its protective aims, and uphold benchmarks that protect the status quo.

- Respect, learn from, and engage with Tribes and Indigenous Peoples: Respect the rights of Tribes and First Nations and learn from the experience and expertise of Tribes and Indigenous Peoples; strengthen partnerships between Tribes and Indigenous Peoples and state, provincial, and local governments to deliver solutions.
- By including “air pollution drops overall” with no equitable safeguard or assurance additive for PSCAA focus areas and/or environmental justice communities, our communities cannot trust that air pollution reductions will result in our “hot-spot” locations. In this target, stating the “where” is important as PSCAA seeks to “protect” impacted communities.
- In this way, we applaud the target for reduction in socioeconomic disparities, yet PSCAA will need to ensure gentrification and displacement are not a leading factor in this reduction. This point reflect the intersectional realities communities face and it is so important PSCAA focus areas and/or environmental justice communities remain in place to enjoy fair access to clean air.
- In addition to greenhouse gas emission in the region, we encourage PSCAA to set additional targets for black carbon, a fine particulate and major forcing agent of the climate crisis.

A seven year plan that does not address the whole suite of health disparities experienced in the Duwamish Valley and similar communities is an act of institutional environmental injustice, essentially guaranteeing persistent inequitable disparities for communities based on their race, immigration status, class, gender and orientation.

1.1. Meet the EPA's health-based national ambient air quality standards

In December 2020 under the Trump Administration, the EPA issued a final rule refusing to update the NAAQS for PM, despite significant scientific evidence that the current standards are inadequate to protect public health. Multiple coalitions of environmental organizations and states have now sued EPA challenging this rule. In June 2021 under the Biden Administration,

¹¹ Page 11 of the plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

EPA announced it was beginning the process of reconsidering and in summer 2022 the EPA sent its proposed PM NAAQS rule to the Office of Management and Budget (OMB) for inter-agency review, with plans to promulgate final rules before 2024.¹²

We include the recent history of NAAQS in this section to state the way in which NAAQS has a cascading effect on air quality policies and programs across the country. We remain concerned many vulnerable populations are not well accounted for or represented by existing data sets and thus the PSCAA assumes air quality monitoring is accurately and adequate representing air quality conditions even when rulemaking falls short.

More so, we urge PSCAA to include in this section the ways in which PSCAA can leverage its authority to ensure and advocate for more stringent standards that go further to protect public health in the event federal guidelines fail to protect public health.

Moreover, compliance with NAAQS standards is assessed using a network of monitoring stations that measure average air pollution concentrations at “representative” locations. One shortcoming of this approach is that the network of ambient air quality monitors is sparse. The problem is that regionally representative monitor measurement can mask enormous differences in air quality across neighborhoods within the region. Thus, there are communities in areas that the EPA deems in “attainment” that regularly experience pollution levels above the regulatory standard. Another shortcoming of the NAAQS program lies in the EPA’s limited ability to force compliance with air quality standards. Currently, air quality reporting averages the air quality of places like Georgetown and South Park with communities in places like Beacon Hill that consistently have higher air quality, which obfuscates the true scope of the burden borne by people living in the Duwamish Valley. The most effective means of bringing an area into compliance involves imposing various sanctions on states, but this option is rarely invoked.¹³

In this way, the draft targets included in this section do not go beyond the status quo.¹⁴ In addition to the focus maintenance, we recommend PSCAA state advocacy actions that will specifically address the following issues where air pollution laws are falling short:

¹² <https://eelp.law.harvard.edu/2022/09/national-ambient-air-quality-standards-for-particulate-matter/>

¹³ <https://www.brookings.edu/wp-content/uploads/2020/10/ES-10.14.20-Fowlie-Walker-Wooley.pdf>

¹⁴ Page 12 in the plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

- Increased collection of disaggregated data in focus areas and/or environmental justice communities like the Duwamish Valley.
- Implement Community Emissions Reduction Plans.
- Recommend place-based policies aimed to guarantee local air quality improvements.
- Add a cumulative impact analysis in this endeavor.

In order to better understand the cumulative effects of air pollution, we need a comprehensive approach to air quality monitoring in places like the Duwamish Valley. While proximity to these emissions sources is certainly correlated with exposures, it has been difficult to comprehensively measure disparities in pollution exposure given the sparseness of the air pollution monitoring network. We look forward to PSCAA new EPA grant for mobile air monitoring as well as air toxic study results as a step towards increased disaggregated data.

- 1.2. Measure, analyze, and communicate air quality risk throughout the region through science with active public participation, especially in overburdened communities

In this section, we appreciate PSCAA's aim to ensure that overburdened communities have opportunities to gather their own air quality information.¹⁵ In addition, we recommend the following additions:

- Launch a cumulative and collaborative impact assessment of air pollution and related hazards for focus areas and/or environmental justice communities like the Duwamish Valley with support of emerging tools developed by federal agencies such as the Environmental Justice Index (EJI) cumulative impact tool.¹⁶
- Release ready-to-go air pollution risk information and how to reduce exposure in multiple languages in a short time frame, between 2022-2024.
- Improve public notification and develop communication tools for climate events that track smoke and extreme heat events and alert communities.
- Diversify the types of monitors included in an expanded air monitoring network to reflect the full experience and suite of air pollutant compounds living in a focus area/environmental justice community like the Duwamish Valley.

¹⁵ Page 13 in the plan

¹⁶ <https://www.atsdr.cdc.gov/placeandhealth/eji/index.html>



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

- Center and practice on-going community decision making. Greatly expand the ability of overburdened communities to be engaged and empowered in how investments are determined, programs are developed and implemented, and how access to investments, programs and policy can best ensure equitable participation.
- Advocate for the critical need to go beyond funding for cumulative impact tools and pass legislation that takes a cumulative reduction approach on air pollutants and air toxics control similar to Oregon State's Cleaner Air Oregon Program which regulates emissions of toxic air contaminants from industrial and commercial facilities based on local risks to health.¹⁷

In addition to funding, mapping, education, partnerships, and an expanded air monitoring network, the region is in critical need of stricter environmental laws more closely aligned with new World Organization (WHO) guidelines to cut dangerous air pollutants like particulate matter in half by 2030.¹⁸ In addition, we believe PSCAA focus areas and/or environmental justice communities like the Duwamish Valley deserve provisions for people to seek compensation in the case of a breach of air quality rules.

1.3. Prevent, reduce, and control emissions and exposure from stationary sources and other regulated activities

In this section, we echo comments and recommendations stated previously in this letter.¹⁹ In addition, we add our reflection that this section reads as highly aspirational with little to no accountability mechanisms in regard to the responsibility within the PSCAA and/or leadership to bring these aspirations into realized goals. For example, it remains unclear how meeting EPA delegated obligations, agency regulations or increasing public knowledge of the permitting and regulatory process will achieve the goals of prevention, reduction and control.

Communities like the Duwamish Valley have long advocated for more stringent measures in regard to permitting, inspection and enforcement resources. We highly recommend PSCAA leadership launch a review of its permitting, inspection, and enforcement resources to ensure its

¹⁷ <https://www.oregon.gov/deq/aq/cao/Pages/default.aspx>

¹⁸

<https://www.who.int/news-room/detail/22-09-2021-new-who-global-air-quality-guidelines-aim-to-save-millions-of-lives-from-air-pollution>

¹⁹ Page 17 of the plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

methods reflect the best available approaches to reduce air pollution, and address root causes to protect communities. More so, PSCAA must question and introduce accountability measures to reduce air pollution even in the event that compliance conditions are met. As shown in health data, gaps remain in these processes and PSCAA has to take steps to ensure its regulation is leading to realized positive health outcomes as the livelihoods of PSCAA focus area and/or environmental justice communities like the Duwamish depend on this action.

In addition, these concerns are emerging across the county in connections to departments, investigations allege departments have violated Title VI of the Civil Rights Act of 1964 and EPA's nondiscrimination regulations at 40 C.F.R. Parts 5 and 7. Title VI prohibits intentional discrimination and acts that have a disparate impact on the basis of race, color, or national origin.²⁰

1.4. Reduce inequities in air pollution emissions and exposure and effectively engage on air quality topics

For this section, we uplift comments for PSCAA to state a holistic, cumulative and comprehensive set of actions to account for the intersectional nature of the actions this plan seeks to advance.

The 2030 PSCAA Strategic Plan's draft targets are presented as individual issues of pollution and air quality, described without addressing the full lived experience and operational context required to understand the cumulative threat posed to the environment and human health.²¹ For example, PSCAA could advance its work in action which hold "co-benefits" such as advocacy for green infrastructure, housing quality, health care access, and mental health.

In the highlighted "equity" section of this plan, we recommend PSCAA list specific equity outcomes it seeks to advance and/or heal by 2030 to best align department wide actions which aim to make adjustments that eliminate the imbalances in which the plan infers. In this way, PSCAA can adopt a "verb, noun, so what" approach so that PSCAA focus areas and/or environmental justice communities like the Duwamish Valley can best understand and support PSCAA in partnership. It is an imperative PSCAA leadership set and requires a "high-bar" for success which is reflective of community demands in this regard, run parallel to the HEAL Act

²⁰<https://www.bdlaw.com/publications/epa-letter-of-concern-cements-use-of-title-vi-environmental-justice-a-s-permit-challenge-tool/>

²¹ Page 19 of the plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

and additional environmental justice standards set by impacted communities. We see some goals reflected in the new vision, yet these goals need to be reinforced in the mission to make it consistent with the protection of environmental justice communities.

1.5. Reduce harmful diesel pollution and exposure

We agree that efforts to reduce diesel emissions will require working collaboratively with partners to collectively address diesel pollution in the places that need it most.²² In this way, PSCAA must aim to stay in regular communication with near-port community groups, the Port of Seattle, Northwest Seaport Alliance, city, state and county governments. We also champion PSCAA's goal to half on-road diesel pollution by 2030.

The Duwamish Valley is disproportionately impacted by diesel pollution because it is a high traffic transportation corridor. Three freeways border the Duwamish Valley: Interstate 5, Highway 509, and the West Seattle Bridge. During the two years that the West Seattle Bridge has been closed for repairs, an average of 100,000 vehicles per day have been rerouted through the Duwamish Valley. Numerous major trucking routes pass through Georgetown and South Park, carrying freight from the Port of Seattle, and nearby industry, roughly 5,000 drayage trucks are estimated to operate in the area.

Exposure to particulate matter from vehicle exhaust in the Duwamish Valley has been linked to asthma, early mortality, birth defects, and a wide range of other illnesses, and is especially hazardous for children even with early 2000's updates. Air pollution emitted from trucks contributes to major health issues such as lung and heart disease, increased risk of cancer, asthma, more frequent hospital admissions, and even premature mortality. These ramifications can also span across multiple generations.²³

For decades, the Duwamish Valley community has raised issues with the noise disturbance, smell, public safety and visible combustion pollution of heavy-duty dirty diesel trucks which continue to travel back and forth, through the Duwamish Valley neighborhoods. DRCC has also sought to address pollution from multi-modal freight movement that transits through the Duwamish Valley through community led decision making.

²² Page 24 in the plan

²³

<https://www.epa.gov/community-port-collaboration/environmental-justice-primer-ports-impacts-port-operations-and-goods>



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

While we applaud many action in this section, we recommend the following so that PSCAA can continue to be a leader in this regard:

- We request a comprehensive timeline that outlines how PSCAA will tackle air pollution in the Duwamish Valley to eliminate the severity of health-related impacts caused by freight movement, specifically heavy duty vehicles.
- The plan must include strategy and positive health outcomes and/or performance metric(s) on how PSCAA intends to minimize and address existing air pollution, and mitigate future air pollution impacts freight movement. Further, fewer negative health outcomes must be a condition for success in the plan.
- We request PSCAA recommend the way in which freight movement and parking can be transformed so that trucks are less frequent throughout near port communities.
- Remain mindful of infrastructure placement for heavy duty trucks to avoid active transportation conflicts.

The Duwamish Valley community and alike deserve real commitments to eliminating pollution that contributes to high rates of asthma in our neighborhoods. To address the long-lasting, cumulative impacts of pollution and systemic disinvestment in communities like the Duwamish Valley, it is essential for PSCAA to prioritize racial equity as it develops programs and policies to transform the state into a just transportation sector.

2. *Section One - Protect and Improve Air Quality and Public Health, Reduce Air pollution Disparities, and Protect our Climate*
 - 2.1. Develop and sustain a culture that embeds equity principles in our day-to-day work and decisions

Leadership buy-in to center racial equity outcomes in this plan will be critical to the success of the actions PSCAA seeks to advance.

In this section, we recommend specific actions and stated commitments by PSCAA leadership.²⁴

So often, the advancement of racial equity works falls to one individual staff member or department and worse, implementation plans fall short due to the lack of structure and coordination or encouragement from leadership at the top. For PSCAA staff to be most

²⁴ Page 35 in plan



Elevating the voices of those impacted by the Duwamish River pollution and other environmental injustices to advocate for a clean, healthy, and equitable environment for people and wildlife. Promoting place-keeping and prioritizing community capacity and resilience.

effective, we highlight opportunities for PSCAA leaders, such as the Executive Director, to support PSCAA staff in delivering objectives:

- Consult the equity and engagement team as well as the focus community teams on a recurring basis to learn updates and emerging priorities as well as the needs of focus communities.
- Continue to uplift the work fostered by the equity and engagement team as well as the focus community teams throughout agency trainings and resource groups.
- Lower barriers for the equity and engagement team as well as the focus community teams so that they can effectively resolve, report back and provide transparency to their focus area point of contacts.
- Grant higher levels of leadership authority to the equity and engagement team as well as the focus community teams to uplift community-led decision making in PSCAA planning, programs, and additional areas of service.

In closing, we are left wondering what PSCAA means exactly when it speaks to effective protection. Deadly pollutants in our air and water should not be acceptable to any of us.

Overburdened communities must be protected by stricter regulations on polluters and decision making that holistically heals and addresses the needs in overburdened communities.

Our health and well being is dependent on healthy air, water, and soil -- this should be universally available and not dependent on race/ethnicity, income, language, or zip code. It is time for this harmful legacy to stop.

Sincerely,

A handwritten signature in black ink, appearing to read "Christian Poulsen".

Christian Poulsen (he/him)
Communications and Policy Analyst
Duwamish River Community Coalition
christian@drcc.org

A handwritten signature in black ink, appearing to read "Adrienne Hampton".

Adrienne Hampton (she/her)
Climate Policy Manager
Duwamish River Community Coalition
adrienne@drcc.org



November 20, 2022

Kathy Strange
Puget Sound Clean Air Agency
1904 Third Avenue, Suite 105
Seattle, WA 98101

Re: Draft 2030 Strategic Plan

Dear Puget Sound Clean Air Agency Board Members and Staff:

Thank you for the opportunity to provide comments on Puget Sound Clean Air Agency's Draft 2030 Strategic Plan. As a statewide advocacy organization, Washington Environmental Council works to develop, advocate, and defend policies that ensure environmental progress and justice by centering and amplifying the voices of the most impacted communities. We appreciate PSCAA's work to date to invite public engagement and offer the following comments to strengthen the plan's ability to improve air quality and reduce greenhouse gas emissions in King, Kitsap, Pierce, and Snohomish counties.

Consultation with Tribal Nations

The 2030 plan must include updated language requiring consultation with Tribal Nations and incorporating the agency's existing obligations to proactively and meaningfully engage and consult with federally recognized tribes, with sufficient time and information made available.

Reduction of Disparities in Overburdened Communities

Section 1.4, *Reduce Inequities in Air Pollution Emissions and Exposure and Effectively Engage on Air Quality Topics*, is a critical element of the draft plan. It must be strengthened to include more specific, measurable targets and benchmarks. Additionally, the plan must detail how PSCAA will coordinate with the Washington Department of Ecology in the implementation of RCW 70A.65.020, through the "Improving Air Quality in Overburdened Communities Initiative."

Necessary elements of coordination include identification of overburdened communities; expansion of air monitoring networks; determination of high priority emitters; reviews to determine levels of criteria pollutants and greenhouse gas emissions and health impacts related to criteria pollution; establishment of air quality targets; achievement of those targets through emission control strategies or other methods, such as targeted grantmaking; and other elements required for Environmental Justice Review under the Climate Commitment Act.¹

¹ [RCW 70A.65.020](#)



Climate Action

- **Update climate targets to align with state greenhouse gas emission limits and specify targets for diesel pollution.** PSCAA's 2030 target to reduce greenhouse gas (GHG) emissions by 50% compared to 1990 levels adheres to Washington's statutory greenhouse gas emissions limits; however, its 2050 target of 80% below 1990 levels does not.² PSCAA should update its climate targets to align with the state's 2040 limit (70% below 1990 levels) and 2050 limit (95% below 1990 levels and net-zero GHG emissions). The draft plan should also include a baseline for diesel pollution targets and specify how the agency will track and assess whether the plan is working to reduce emissions from diesel.
- **Broaden the scope of GHG reduction actions to address emissions from off-road transportation and residential and commercial buildings.** The draft plan primarily focuses on on-road transportation to reduce GHG emissions. This scope should be expanded to address aviation, marine, rail, and off-road equipment. The plan should also address GHG emissions from burning fossil fuels for space heating, water heating, clothes drying, and cooking in residential and commercial buildings. Statewide, direct emissions from residential and commercial buildings are responsible for approximately 11 percent of GHG emissions.
- **Support programs and projects that leverage and build on federal and state climate action.** PSCAA should build on federal and state programs and incentives to maximize local benefits. For example, zero-emission technology rebates offered by the Inflation Reduction Act include tax credits for electric vehicles and heat pumps, as well as direct subsidy options for heat pumps for households under 150% area median income (AMI). While this assistance is significant, it will not be sufficient for many households to replace their climate polluting appliances and vehicles. PSCAA should build on these programs to ensure they are implemented equitably and reach more residents.

Residential and Commercial Buildings

- **Identify policy options to phase out the use of gas in buildings and halt PSCAA programs that incentivize the use of gas in buildings.** In addition to GHG emissions, gas appliances are responsible for indoor *and* outdoor air pollution. In September, the California Air Resources Board (CARB) adopted a strategy for its State Implementation Plan to achieve statewide attainment of the federal National Ambient Air Quality Standards (NAAQs) for ground-level ozone that includes development of a rule to adopt a zero-emission standard for space and water heaters by 2030. In California, natural gas combustion in residential and commercial buildings is responsible for approximately 5 percent of statewide NOx

² [RCW 70A.45.020](#)



emissions. Furthermore, California's buildings emit about 66 tpd of NOx to the ambient outdoor air, which is approximately four times the emissions from electric utilities and nearly two-thirds the emissions from light-duty vehicles statewide³. Investigations in other states have reached similar conclusions about the outdoor air quality impacts of burning natural gas indoors.

PSCAA should explore approaches to phase out the use of gas in buildings, combined with an equity analysis to explore complementary policies that assist low- and medium-income households in purchasing high-efficiency electric appliances.

As part of this effort, PSCAA should end subsidies for gas equipment, including its woodstove replacement program that currently incentivizes the use of gas appliances by offering a range of rebates in Snohomish County.

- **Prioritize and promote the use of clean, safe, highly-efficient electric heat pumps.** Heat pumps take advantage of the Puget Sound region's clean electricity and provide cooling for residents during hot summer months. PSCAA can do more than simply partner with other organizations and agencies who incentivize heat pump adoption and installation; PSCAA should help provide rebates and financial support to shift towards all-electric buildings, particularly for low- and middle-income households and buildings in communities vulnerable to climate and air pollution.

Transportation

- **Incentivize zero-emission transportation technology for new vehicles.** Several draft actions in the plan allude to options that are "cleaner", such as "replace diesel with cleaner diesel or other cleaner options when zero-emission options do not yet exist or are not feasible." While using renewable diesel and similar options as drop-in fuels for existing vehicles may offer opportunities to reduce emissions in the short-term, we should not lock in further pollution with *new* vehicles powered by gas and diesel.
- **Replace all diesel yard trucks with zero-emission yard trucks by 2035 at the latest.** The plan has a draft target of replacing 50% of diesel yard trucks with electric yard trucks near overburdened communities but does not identify a timeline. We urge PSCAA to eliminate diesel yard trucks by 2035.
- **Complete an electric drayage pilot project by 2025.** Diesel pollution from port drayage is harming our climate and impacting the health of near-port communities now. PSCAA has a record of strong action on drayage trucks and should build on that record by continuing to

³ https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_State_SIP_Strategy.pdf



lead on zero-emission drayage operations.

Thank you for your consideration of these comments and your ongoing work to finalize a 2030 Strategic Plan.

Sincerely,

Caitlin Krenn
Climate and Clean Energy Campaign Manager
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November 15, 2022

Re: Climate Solutions comments on Draft 2030 Strategic Plan

Puget Sound Clean Air Agency (PSCAA) Board Members and Staff,

Climate Solutions thanks you for the opportunity to submit comments on the proposed update to PSCAA's Draft 2030 Strategic Plan. Climate Solutions is a clean energy nonprofit organization working to accelerate solutions to the climate crisis. The Northwest has emerged as a hub of climate action, and Climate Solutions is at the center of the movement as a catalyst and advocate.

The Strategic Plan's regional draft targets for carbon emissions are to reduce greenhouse gas (GHG) emissions in the Puget Sound region by 50% compared to 1990 levels by 2030. The plan's GHG reduction section focuses solely on transportation emissions "because it is the single largest contributing sector to greenhouse gas (GHG) emissions in our region, at almost 40 percent" (page 27). However, the draft actions for transportation predominantly refer to on-road vehicles, effectively addressing only 25% of the region's emissions. **PSCAA is missing an opportunity to address the 31% of emissions from the built environment, as well as emissions from aviation, marine, rail, and off-road equipment, to meet the 2030 GHG reduction target.**

Climate pollution targets

We support PSCAA's goal to reduce greenhouse gas emissions by 50% compared to 1990 levels by 2030. Additionally, **we recommend that the climate mitigation goals be updated to match the state's statutory targets of reaching 70% reductions by 2040, and achieving a 95% reduction in carbon emissions compared to 1990 levels by 2050** (RCW 70A.45.020). These state targets are legally-binding; thus, it is inconsistent for a public agency such as PSCAA to have less protective climate goals that are not in compliance with the state.

Buildings

Buildings are Washington's fastest-growing source of carbon emissions, largely due to the use of gas for space and water heating and cooling¹. The Puget Sound region's electricity is among the cleanest in the nation and will only become cleaner with the implementation of 2019's Clean Energy Transformation Act, which requires that Washington's electricity be free of GHG emissions by 2045. **It is crucial that we take advantage of our clean electricity to electrify our buildings, using highly efficient heat pumps that provide both heating and cooling.**

¹ Washington Department of Ecology, "Washington State Greenhouse Gas Emissions Inventory: 1990-2015," (December 2018). <https://apps.ecology.wa.gov/publications/documents/1802043.pdf>.

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The continued use of gas in homes and buildings is a risk to public health. Not only does gas combustion contribute to carbon emissions, but gas use in buildings also increases both indoor and outdoor air pollution, making tackling gas use even more crucial for PSCAA's mandate. The state's buildings emit more than twice as much outdoor NOx as all of Washington's power plants combined. In 2017, outdoor emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs) cost Washington state an estimated \$278 million and \$222 million in health impact costs respectively².

The Strategic Plan states that "natural gas stoves virtually eliminate fine particle pollution" (page 21), but it does not acknowledge that NOx emitted by gas appliances is a crucial precursor to particle pollution. Additionally, gas stoves are associated with high levels of indoor air pollution – a UCLA study found that after one hour of cooking on a gas stove, 90% of homes have indoor air quality that violates federal ambient air quality standards, meaning that those levels would be illegal outside³. Indoor air pollution from gas cooking appliances has severe health risks – living in a home with gas cooking increases a child's chance of experiencing asthma symptoms by 42%⁴. Gas stoves also release unburned methane through leaks even when they are off; research shows that yearly leaks from all gas stoves in the U.S. could have as much of a climate impact as emissions from 500,000 passenger vehicles⁵.

Gas use in buildings also poses safety risks to communities due to the potential for gas leaks and pipeline explosions. Over the past five years, an "accident or incident" has occurred on the U.S. gas distribution systems on average every six days, causing dozens of fatalities, hundreds of injuries, and millions of dollars in property damage⁶. In Seattle, a 911 call is made on average every three days related to a suspected gas leak or odor – which does not include any calls made to the gas utility reporting suspected leaks.

All-electric buildings can be the solution. Not only will we move away from polluting gas appliances, but as we continue to see peak temperatures rise in the northwest, more and more people will need

² RMI, "What is the health impact of buildings in your state? Washington," accessed 4 November 2022.

<https://rmi.org/health-air-quality-impacts-of-buildings-emissions#WA>.

³ Yifang Zhu, Rachel Connolly, Yan Lin, Timothy Mathews, and Zemin Wang, "Effect of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California," *UCLA Fielding School of Public Health* (April 2020).

<https://ucla.app.box.com/s/xyzt8jc1ixnetiv0269qe704wu0ihf7>.

⁴ Weiwei Lin, Bert Brunekreef, Ulrike Gehring, "Meta-analysis of the effects of indoor nitrogen dioxide and gas cooking on asthma and wheeze in children," *International Journal of Epidemiology*, 42, 6 (December 2013), 1724–1737.

<https://doi.org/10.1093/ije/dyt150>.

⁵ Eric Lebel, Colin J. Finnegan, Zutao Ouyang, and Robert B. Jackson, "Methane and NOx Emissions from Natural Gas Stoves, Cooktops, and Ovens in Residential Homes," *Environmental Science & Technology*, 56, 4 (27 January 2022), 2529-2539.

<https://doi.org/10.1021/acs.est.1c04707>.

⁶ U.S Department of Transportation Pipeline and Hazardous Materials Safety Administration, "Distribution, Transmission & Gathering, LNG, and Liquid Accident and Incident Data", accessed 15 November 2022. <https://www.phmsa.dot.gov/data-and-statistics/pipeline/distribution-transmission-gathering-lng-and-liquid-accident-and-incident-data>.



air conditioning to cope with heat-related health impacts – or to adequately cool their homes while they are shut inside due to wildfire smoke. Highly efficient heat pumps provide these cooling benefits along with heating. And by phasing out gas in homes and buildings, the state can invest more financial resources in maintaining and expanding its electricity grid—rather than pouring billions into maintaining polluting gas pipelines.

As such, Washington's 2021 State Energy Strategy determined that electrifying buildings will be the lowest-cost pathway to meeting the state's climate goals⁷. Accordingly, policies are being implemented at all levels of government in Washington to phase out gas, including the Washington state commercial and residential energy codes that will require the use of heat pumps in most new buildings beginning in 2023, and Seattle's carbon-based building performance standards policy that will, once implemented, work to reduce emissions from the city's largest existing buildings. The Utilities and Transportation Commission (UTC) has also opened a docket on the Future of Gas, as our continued use of fossil fuels is incompatible with our statutory requirements to reduce GHGs.

We urge PSCAA to conduct a comprehensive wedge analysis to recommend policy options to reduce gas use in buildings. Just as PSCAA did years ago with transportation emissions, PSCAA should treat emissions from buildings as a key piece of its climate mandate. As an air agency, PSCAA has broad authority to implement and enforce measures to protect air quality and reduce greenhouse gas emissions. For instance, air agencies in California have set standards requiring zero-NOx and zero-GHG appliances. PSCAA should explore similar approaches, combined with an equity analysis to explore complementary policies that assist low- and medium-income households in purchasing electric appliances. **PSCAA should also commit to advocating at the state legislature and to other government bodies to accelerate the transition off of gas in a way that prioritizes equity.**

PSCAA currently also contributes to the continued use of gas: PSCAA's woodstove replacement program incentivizes the use of gas appliances by offering a range of rebates in Snohomish County to replace wood-burning appliances, including \$1,500 for a natural gas or propane furnace, \$1,500 for a natural gas or propane boiler, and/or \$1,500 for a pellet, natural gas, or propane stove or insert⁸. Subsidizing gas appliances not only increases carbon and air pollution, but also locks those residents into dependence on fossil fuel appliances as our state transitions away from their use. This will particularly impact low- and middle-income households for whom PSCAA's \$2,000 heat pump rebate may not be sufficient to choose all-electric appliances. As more and more people move off gas, the vulnerable households left on the system will hold the bill for stranded assets and higher gas rates.

⁷ Washington State Department of Commerce, "Washington 2021 State Energy Strategy: Transitioning to an Equitable Clean Energy Future" (December 2020). <https://www.commerce.wa.gov/growing-the-economy/energy/2021-state-energy-strategy/>

⁸ Puget Sound Clean Air Agency, "Puget Sound Wood Stove Program," accessed 4 November 2022. <https://pscleanair.gov/409/Wood-Stove-Program>.



We strongly encourage PSCAA to stop offering rebates for gas appliances and instead shift to incentivizing only electric heat pumps. As the plan correctly states on page 21, “heat pumps are the cleanest for both fine particle and greenhouse gas pollution”. However, the only draft action that mentions heat pumps is on page 22: “Coordinate wood stove efforts with utilities and others who provide home weatherization and energy efficiency services, promoting heat pumps as a year-round clean air solution for heating and cooking”. PSCAA can do more than simply partner with others who incentivize heat pump installation, if reduction of natural gas use is centered as a key part of PSCAA’s strategies moving forward. For instance, PSCAA could leverage and build on the tax credits and rebates for heat pumps offered by the Inflation Reduction Act (IRA) to make heat pumps affordable, as discussed in more detail below in the “Cross-Sector” section.

Transportation

As the plan notes, the transportation sector is responsible for the largest share of GHG emissions in our region, as well as health-harming criteria pollutants. Diesel in particular is impacting the health of residents, particularly those who live near ports, freight corridors, and trucking depots. We are excited to see PSCAA’s focus on cleaning up medium- and heavy-duty vehicles, and we offer the following in order to strengthen the plan.

We urge PSCAA to commit to *substantial* and *specific* reductions in diesel pollution. The plan currently includes a draft target of decreasing diesel pollution by 50% by 2030 *but does not list a baseline*. Nor does the draft plan specify whether it is referring to particulate pollution, air toxics, or GHG emissions from diesel. To make this goal meaningful, the agency should be more specific. Measuring against a baseline is critical and is illustrated by the fact that in Washington State, GHG emissions from on-road diesel use have more than doubled since 1990.⁹

Given this substantial increase in diesel pollution and its impact on the climate and our health, we appreciate that PSCAA is focusing on medium- and heavy-duty vehicles. However, **we encourage more ambition in the plan to ensure PSCAA’s actions lead to progress above the status quo.** For example, the plan includes a draft target of 70% of new light-duty vehicles sold in the region are electric. Washington is adopting Advanced Clean Cars II, which requires 68% of passenger vehicle sales be zero-emission in model year 2030. This sets PSCAA’s target only slightly above what is law if we assume zero-emission sales levels are consistent across the state—but they are not. The vast majority of EV registrations in Washington are currently located in PSCAA’s territory.¹⁰ This draft target, therefore, does not represent meaningful progress above and beyond current policy.

⁹ Washington State Department of Ecology, “Washington State Greenhouse Gas Emissions Inventory: 1990-2018” (January 2021). <https://apps.ecology.wa.gov/publications/documents/2002020.pdf>

¹⁰ Data.WA.Gov, “Electric Vehicles by County,” accessed 8 November 2022. <https://data.wa.gov/Demographics/Electric-Vehicles-By-County/smxa-ttv3>.



We strongly encourage PSCAA to accelerate timelines and increase ambitions for its draft actions related to transportation and diesel emissions. We are very supportive of an electric drayage project; however, a 2030 completion target is too slow and is not aligned with our climate goals, nor is it aligned with likely state policy. Washington is following California's vehicle emissions standards, and included in this suite of policy is the Advanced Clean Fleets rule, which is currently in draft form and will likely be adopted. This rule is structured around ensuring that trucks and fleets are zero-emission by 2045, which aligns well with Washington's own climate goals. The draft policy requires that all new trucks that will be performing drayage operations are zero-emission starting January 1, 2024, and all trucks performing drayage must be zero-emission beginning January 1, 2035. Not only will Washington be poised to adopt this rule after it is finalized, but there is no reason why Washington should lag so far behind when diesel pollution from port drayage is harming our climate and impacting the health of near-port communities right now.

PSCAA has a record of strong action on drayage trucks. Between 2014 and 2017, PSCAA helped scrap and replace 412 trucks with pre-2007 engines.¹¹ **We ask that PSCAA commit to completing an electric drayage pilot by 2025.** As a part of ensuring its success, PSCAA should also commit to advocating to the state legislature to invest ample funding toward medium- and heavy-duty electrification and charging, including for port drayage.

Another example where ambition should be heightened is the draft target of replacing 50% of diesel yard trucks with electric yard trucks near overburdened communities; this draft target does not specify *by when*. Given that yard trucks are a fantastic application for electric vehicles and the cost quickly pencils out even *without incentives*¹², this goal should be ambitious: assuming a vehicle lifetime of twelve years, **we should expect all yard trucks to be zero-emission by 2035 at the latest.** By committing to this target, PSCAA should also list concrete actions for how it will support it. Current actions include advocacy, collaboration, and monitoring developments; while these are important steps, they are all high-level that do not necessarily ensure change occurs. For this target and others, **we encourage PSCAA to detail actions within its purview that will lead to progress**, such as launching incentive and/or scrap programs.

PSCAA should focus on incentivizing zero-emission technology. Several draft actions allude to options that are “cleaner”, such as “replace diesel with cleaner diesel or other cleaner options when zero-emission options do not yet exist or are not feasible.” While we support, for example, using renewable diesel as a drop-in fuel for *existing* vehicles to reduce pollution, when it comes to incentivizing *new* vehicles and equipment, the technology should be zero-emission. Otherwise, we are effectively locking

¹¹ Puget Sound Clean Air Agency, “State of the Airshed” (March 2022).

<https://www.pscleanair.gov/DocumentCenter/View/4646/State-of-the-Airshed?bidId=>

¹² Zack Ruderman, “Do Electric Yard Trucks Deliver Fleets Lower Total Cost Of Ownership?” *Fleet Equipment Magazine* (29 April 2022). <https://www.fleetequipmentmag.com/electric-yard-trucks-cost/>.



in further pollution over the lifetime of that asset. Further, “not feasible” is often used as a justification to not pursue options that may currently be more expensive or take more effort but are technologically possible. We need to achieve our climate goals and cut pollution drastically, which precludes almost all emitting vehicles and vessels from operating within a relatively short time frame. We ask that PSCAA is clear about supporting zero-emission technologies, and that any “cleaner” options are limited to fuel use for currently-operating equipment rather than incentivizing new equipment that would still emit over its lifetime. Additionally, the focus should be on bolstering new, zero-emission technology, which is critical and needs support.

The plan should include actions that address emissions from rail, marine, aviation, and off-road transportation. Together, these amount to 15% of GHG emissions. Significantly, these sectors cause pollution that is not accounted for under our inventory protocol--for example, only landing and take-off emissions are counted from SeaTac airport, but a consumption-based inventory approach would increase accounted-for emissions by a factor of 6.8.¹³ Similarly, marine emissions from ocean-going vessels only accounted for maneuvering and hoteling at ports. This is not to suggest a different account methodology, but to acknowledge that unaccounted-for emissions nonetheless contribute to the climate crisis and to establish that these sectors must be decarbonized.

The plan includes a draft target that “at least 10% of the diesel-powered switcher and short-line locomotives in our region are replaced with cleaner engines by 2030” but includes no actions specific to this goal. Some of the actions may broadly include this, such as “pursue funding and support partners that pursue funding opportunities to reduce diesel pollution from heavy-duty vehicles and equipment” and “collaborate with government partners, local businesses, and others to accelerate the adoption of medium- and heavy-duty zero-emissions vehicles and equipment” but no actions specify plans to support clean locomotives specifically. Regarding other off-road sectors, such as marine vessels, there are no specific targets or actions. We would like to see more substance in this regard.

Cross-Sector

To spur meaningful action, PSCAA should support programs and projects that leverage and build on federal and state action. This should include not only providing information on the benefits of zero-emission vehicles (as mentioned in the goal “conduct focused outreach to high-mileage drivers...and rural commuters about the benefits of riving EVs”), or electric heat pumps, but also information on how people can access EVs and heat pumps through existing programs. PSCAA should leverage these programs and expand access to those who need extra support to participate. For example, under the Inflation Reduction Act, qualified commercial clean vehicles will be eligible for a tax credit that is capped at \$40,000 which may not be enough of an incentive for independent owner-operators to be able to afford to switch from diesel vehicles to zero-emission. Similarly, the general federal tax credit

¹³ Cascadia Consulting Group. “Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory.” Revised June 2018. <https://pscleanair.gov/DocumentCenter/View/3328/PSCAA-GHG-Emissions-Inventory>.



for heat pumps under the IRA is \$2,000, which is significant but may not be sufficient for many households that need to make upgrades to their electrical panels or other changes to support heat pump installation. Even for the low- and middle-income households that would receive direct-pay subsidies for heat pump appliances and weatherization improvements for homes under the IRA, but the maximum rebates allowed for those homes is \$14,000, which for many homes is only a part of the upgrades that would be required to become all-electric and energy efficient.

Assistance on top of these amounts could change that and make a significant difference. For this reason, **we encourage PSCAA to monitor and vigorously support policies and investments at other levels of government, which it can build upon.** On this note, we ask that PSCAA better reflect the current Washington State climate and transportation policies listed on page 31 of the draft plan. The list is missing the Advanced Clean Truck Rule, which is of particular importance given the focus on larger vehicles. The trajectory listed for the Clean Fuel Standard should align with the final rule which is not yet released but will likely require a reduction in the carbon intensity of fuels of 20% *in 2034*.

Finally, we would like to note that on page 25 of the draft plan, hydrogen is described as a “non-electric, low-carbon fuel.” There are many different types of hydrogen, some of which are not “low-carbon”, such as hydrogen generated from steam methane reformation, or “grey hydrogen.” **PSCAA should only support electrolytic hydrogen**, which will be low- or no-carbon, thanks to Washington’s clean electricity grid. It is also important to note, therefore, that hydrogen is not a “non-electric” fuel, but rather a different way of storing that energy (as opposed to battery electric).

Climate Solutions urges PSCAA to revise the Draft 2030 Strategic Plan with these additional goals and draft actions to ensure that PSCAA’s long-term strategies are aligned with the agency’s greenhouse gas and air pollution reduction goals. We would be happy to work with PSCAA on expanding and refining these goals and actions in the Draft 2030 Strategic Plan.

Sincerely,

Deepa Sivarajan
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Climate Solutions

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November 30, 2022

Ms. Christine Cooley
Executive Director
Puget Sound Clean Air Agency
1904 3rd Avenue #105
Seattle, WA 98101

Dear Executive Director Cooley:

We appreciate the opportunity to review and comment on the Puget Sound Clean Air Agency's (PSCAA) Draft 2030 Strategic Plan (dated October 2022). Overall, we support the draft plan, which aligns with the 2020 Northwest Ports Clean Air Strategy (NWPCAS) and the associated port-specific implementation plans that all three of our ports adopted. We appreciate our long-standing partnership with PSCAA and celebrate the significant, measurable, progress we have made together on seaport-related clean air and climate solutions. The actions proposed in the PSCAA draft strategy will create many opportunities for continued partnership on regional clean air and climate solutions related to seaport activities; the ports look forward to strengthening our collaboration under this new strategy, and in that spirit, offer the following comments:

- **We appreciate that the draft strategy strongly emphasizes a racial equity-based approach.** Over the past two years of the COVID 19 pandemic and increasingly intense wildfire seasons, it has become clear that the inequitable distribution of air quality impacts across the region is worsening. Barriers to accessing health resources, information about air quality hazards and ways to mitigate impacts continue to exacerbate harms in low-income communities of color. PSCAA's Strategic Plan should center on a racial equity-based approach. While the ports work within our jurisdiction to reduce climate and air emissions in near-port communities related to our operations, the PSCAA can and should leverage its authority to positively impact neighborhoods most affected by private and industrial pollution. For example, an equity lens would help PSCAA shift away from complaint-based responses to a cumulative health approach. In addition, an equity approach can help influence how PSCAA can more effectively enforce regulations in neighborhoods most impacted by private industry pollution. These are just two examples of different strategies that PSCAA could explore if the entire strategy, not just a single section (Objective 1.4), is imbued with a racial equity approach. We encourage PSCAA to lean into this important and proactive work through this plan.
- **PSCAA's Strategic Plan should set ambitious, timebound and measurable actions** – To provide accountability and insight into the timelines for action, the plan should include measurable

outcomes and metrics, especially for objectives 1.2, 1.3, and 1.4, and to the extent possible, align with other government plans and ambition levels.

- **We believe there is value in a coordinated approach across government entities to reducing climate and air emissions** – Our port authorities, the cities of Seattle and Tacoma, the PSCAA, Washington Department of Ecology, and many others, are working to identify and better serve “overburdened communities” in our region. As a result, there are multiple, overlapping efforts underway to define and identify “overburdened communities,” which, while well intentioned and individually important, strains community and government resources and causes confusion. We recommend local and state governmental entities—in close coordination with community stakeholders—take a coordinated approach to helping address environmental health disparities and environmental inequities. PSCAA, through this strategic plan, should be an important voice in helping establish this coordinated approach.
- **PSCAA should play a stronger role in helping Puget Sound residents understand relative sources of emissions in the region, especially related to diesel particulate matter** – We would like PSCAA take on the role as the regional public information broker for air emission information and serve as a centralized resource to help educate the public and address questions about regional trends and emission sources.
- **There is growing community interest in additional air quality monitoring in our region** – We believe PSCAA, given its mandate, geographic scope, and technical capabilities, should identify what air quality monitoring network is necessary to guide clean air solutions in the region and take responsibility for designing, implementing, and managing that network as well as communicating to the public about the network and its findings.

Thank you again for your ongoing leadership and partnership, and we welcome the opportunity to further discuss any of our comments or how we can better work together in the future to achieve our shared goals. Following this letter, we have included an addendum with detailed comments by section on the Draft 2030 Strategic Plan.

Sincerely,


Sarah Ogier (Dec 8, 2022 12:56 PST)

Sarah Ogier, Director
Maritime Environment and Sustainability
Port of Seattle


Jason Jordan (Dec 8, 2022 13:29 PST)

Jason Jordan, Director
Environmental and Planning
Port of Tacoma and Northwest Seaport Alliance

ADDENDUM: Detailed Comments on draft PSCAA 2030 Strategic Plan from Port of Seattle, Port of Tacoma, and Northwest Seaport Alliance

Regional Draft Targets

- There are confusing differences between the way the first two draft targets are articulated in the narrative and the way the methodologies for measuring progress against those targets are described in the footnotes:
 - The first draft target calls for PSCAA to reduce air pollution by 20% between 2022 to 2030, but the measurement is limited to fine particulate matter, not including wildfire smoke events. Should the target be updated to say, “Reduce fine particulate matter (not including wildfire smoke events) by 20% from 2022 to 2030.”?
 - The second draft target is to reduce cancer risk from toxic air pollutants by 50% from 2022 to 2030, but the measurement appears to focus on diesel particulate pollution from on-road vehicles, which excludes other diesel particulate pollution (e.g., from non-road vehicles and equipment) and the 30% of cancer risk from toxic air pollutants that is not associated with diesel particulate pollution.
- Should PSCAA have a draft target related to wildfire smoke, given its emergence in recent years as a major air quality and public health concern?

1.2: Measure, analyze, and communicate air quality risk...

- We suggest PSCAA add a specific action focused on improving the region’s understanding of relative contributions of air and climate pollution across major sources. PSCAA is in a unique position to help Puget Sound residents better understand not only our region’s air quality overall, but also where air and climate pollution and associated risks come from –that is, the main sources and the relative contributions across those sources. PSCAA is a credible messenger to generate and share this kind of information.
- We suggest adding metrics and timelines for tracking progress toward actions.
- We suggest adding an action to coordinate with others who are also conducting climate and air inventories and modelling to provide consistent and uniform messaging about air quality and sources of air pollution in the region.
- We suggest adding an action to coordinate community engagement on climate and air quality with other jurisdictions undertaking similar activities to provide more effective delivery of information, avoid duplication of effort, and reduce burdens on target communities.
- Action B6: We suggest adding an educational component to community air monitoring to improve the value and relevance of data collected.
- Action B7: Please add ports to the list of entities cited.
- Wildfire smoke is underemphasized and not sufficiently addressed in the draft strategy. While we understand that the sources of this pollution are outside of the Agency’s jurisdiction, and that the Agency has limited control over those sources, exposure to wildfire smoke in the Puget Sound region has emerged as a major air pollution and public health threat. As such, we believe there should be a stand-alone objective and metric focused on wildfire smoke in the strategy. This

objective could be focused on helping residents understand and manage the threat, and identify what actions, if any, the Agency could take to be more directly involved in efforts to reduce wildfire smoke and related exposure over time.

1.3: Prevent, reduce, and control emissions from stationary sources

- We suggest adding metrics and timelines for tracking progress toward actions.
- We suggest adding an action to explain to the public the emission sources that are covered under the agency's jurisdiction and how to report issues to the agency for investigation.

1.4: Reduce inequities in air pollution emission and exposure...

- We believe a common definition and map of “overburdened communities” is necessary to maximize the impact of efforts across multiple governments and agencies to better serve these communities.
- We recommend that PSCAA, through this strategic plan, is an important voice in helping establish a coordinated approach to action and resource allocation decisions that help address environmental health disparities and environmental inequities in the region.
- The ports would appreciate the opportunity to partner on development of PSCAA's proposed community engagement guide. We ask that PSCAA recognize and coordinate with the ports and other jurisdictions who have related efforts underway to ensure efforts are not duplicated.
- We suggest PSCAA consult national best practices on community engagement, such as those developed by PolicyLink, Groundworks USA, and other national NGOs in development of the proposed community engagement guide.
- The second target listed on p. 19 needs additional detail and metrics. For regions with excellent air quality, there may be very little improvement. We suggest PSCAA quantify the magnitude of improvement intended for overburdened communities.
- We suggest PSCAA add an additional action to provide community-focused education about the sources of air pollution and the abilities and limitations of air monitoring.

1.5: Reduce wood smoke pollution and outdoor burning activities

- The pie chart on pg. 23 identifies “port/maritime” as a source of winter fine particle pollution, but we are not able to review the source of that information, as the 2020 Kotchenruther study is not publicly accessible. Please provide background information to the ports on this metric and its significance.

1.6: Reduce harmful diesel pollution and exposure

- We appreciate the focus on reducing emissions from yard trucks, which aligns with the NWPCAS. We suggest changing the term, “electric” to “zero emissions.” Please provide details on the inventory and map that PSCAA is using to set the target of replacing 50% of the yard trucks near overburdened communities. PSCAA must coordinate closely with the ports in development of this target and related actions.
- Please identify the baseline year for the draft target for on-road diesel pollution, which calls for a 50% reduction by 2030.

- The strategy should be clearer vis-à-vis what role (if any), the PSCAA anticipates biofuels other cleaner fuels playing in reducing air emission loads on overburdened communities?
- We appreciate the Agency's continued focus on reducing emissions from locomotives.
- Action A1: We suggest changing the language in this action to "zero-emission or near zero-emission equipment"
- Action B: We suggest adding a sub-bullet specific to ports
- Action C: We would like to see PSCAA do more to increase public understanding of the relative contributions to regional air emissions.
- P. 26 Chart: Potential cancer risk contribution from air toxics
 - Diesel exhaust (noted in the legend as black) does not appear in the chart.
- We appreciate the focus on the Northwest Ports Clean Air Strategy (NWPCAS) on p. 26. Please consider the following edit of the call-out box:

"The [Northwest Ports Clean Air Strategy](#) (NWPCAS), first adopted in 2008, is a collaboration among the Northwest Seaport Alliance, the ports of Seattle and Tacoma, Washington, and the port of Vancouver, British Columbia. The voluntary strategy seeks to reduce air pollution and greenhouse gas emissions that contribute to climate change from seaport activity in the shared Puget Sound-Georgia Basin Airshed. The seaport sources covered by the NWPCAS include ocean-going vessels, drayage trucks, cargo-handling equipment, harbor vessels, rail locomotives, and port administration and tenant facilities. In 2021, the ports released an updated NWPCAS with a vision to phase out emissions from seaport-related activities by 2050. The Agency played a significant role in the creation of the NWPCAS and continues to partner with the local port members to implement emission reduction projects, conduct periodic inventories of regional maritime emissions, and provide updates on progress."

- In addition, we would like to see other collaborations to reduce diesel pollution included in a call-out. With only the NWPCAS mentioned, and with the current location of the call-out under a chart about cancer risk from the contribution of air toxics, it could be misconstrued that ports are the only source of diesel pollution and associated health risk.

1.7: Reduce GHG emissions...

- We suggest PSCAA set a goal of zero greenhouse emissions by 2050 to align with local partners (including the ports) and the international Paris Climate Agreement.
- Draft Target #3 (third bullet): We suggest increasing the level of ambition in second bullet to at least five pilot projects completed by Agency and/or partners. The NWSA will have at least two projects by the end of 2025 (one on drayage trucks and one with cargo-handling equipment), and the City of Seattle is planning one focused on drayage trucks.
- Action A: We appreciate the focus on infrastructure planning and development. This is a much-needed and appropriate role for PSCAA.
- Action A2: We urge the PSCAA and the PSRC to include heavy-duty vehicles in the REV initiative, and to actively engage the ports in the effort.
- Action B: We appreciate the focus on funding and look forward to continuing to coordinate closely with the PSCAA as state and federal funding opportunities become available.
- Action B1: We suggest expanding this action to include shore power infrastructure for ships.

- Action B3: We suggest including workplace charging stations.
- Action E: We suggest PSCAA more clearly articulate the type(s) of rulemaking or legislation referenced.
- We suggest adding metrics and timelines for tracking progress toward actions, where appropriate.

For questions and additional discussion of the ports' comments, please contact the following people:

Port of Tacoma and the Northwest Seaport Alliance: Steve Nicholas, snicholas@nwseaportalliance.com

Port of Seattle: Alex Adams, adams.a@portseattle.org

From: David Perk <davidperk@350seattle.org>
Sent: Thursday, November 17, 2022 12:33 PM
To: Kathy Strange
Subject: PSCAA Draft 2030 Strategic Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Puget Sound Clean Air Agency (PSCAA) Board Members and Staff,

We are grateful for your service and vigilance in protecting our communities. Thank you for the opportunity to comment on the PSCAA Draft 2030 Strategic Plan.

350 Seattle works toward climate justice by organizing people to make deep system change: resisting fossil fuels; building momentum for healthy alternatives; and fostering resilient, just, and welcoming communities.

As a large and deeply committed group, thousands strong, we urge PSCAA to strengthen the scope of the goals and draft actions identified in this plan to better tackle greenhouse gas emissions and air emissions in the Puget Sound region. While our core community members are in King County, we have close partnerships with 350 Everett and 350 Tacoma as well as members in Kitsap County. We feel that our request honors the intentions of so many community members within our networks and beyond, having been deeply engaged with them at the local, regional and state level on myriad policies and programs to reduce our greenhouse gas levels to sustainable levels. Our membership includes community members from all walks of life, from teachers to nurses to grandparents, reverends, politicians, and computer programmers. We believe that you have a powerful opportunity to reflect the values of your community in enhancing the goals of your strategic plan. Thank you for your consideration of the following recommendations.

Cross-Sector

- **Align draft targets for greenhouse gas (GHG) emissions with Washington state's goals, and specify targets for diesel pollution.** Currently PSCAA's only identified carbon target is to reduce GHG emissions by 50% compared to 1990 levels; the climate mitigation goals should be updated to match the state's statutory targets of reaching 70% reductions by 2040, and achieving a 95% reduction in carbon emissions compared to 1990 levels by 2050 (1). The draft plan also does not include a baseline for diesel pollution targets, nor does it specify whether the plan is working to reduce particulate pollution, air toxics, and/or GHG emissions from diesel.
- **Broaden the scope of actions to address GHG emissions and air pollution from the built environment and from off-road transportation.** The draft plan predominantly includes actions to reduce GHG emissions from on-road vehicles, effectively addressing only 25% of the region's emissions. Emissions from homes and buildings in Washington are growing at a faster rate than any other sector (2), and on-road diesel pollution has doubled since 1990 (3). PSCAA is missing an opportunity to address the 31% of emissions from the built environment, as well as emissions from aviation, marine, rail, and off-road equipment, to meet the 2030 GHG reduction target.
- **Support programs and projects that leverage and build on federal and state action.** PSCAA should advocate for stronger policies at other levels of government including the state legislature, and should build on federal and state programs. For example, zero-emission technology rebates offered by the Inflation Reduction Act include tax credits for electric vehicles and heat pumps, as well as direct subsidy options for heat pumps for households under 150% area median income (AMI). While this assistance is significant, it will not be sufficient for many households to replace their climate polluting appliances and vehicles. PSCAA should build on these programs to ensure that these programs are accessible to a wider range of Puget Sound residents.

Buildings

- **Conduct a comprehensive wedge analysis to identify policy options to phase out the use of gas for space heating/cooling, water heating, drying, and cooking in buildings.** Gas appliances cause indoor and outdoor air pollution as well as contributing to carbon pollution: outdoor emissions of nitrogen oxides (NOx) in Washington buildings are more than twice as much as outdoor NOx from all of Washington's power plants combined (4). PSCAA should explore approaches to phase out the use of gas in buildings, combined with an equity analysis to explore complementary policies that assist low- and medium-income households in purchasing high-efficiency electric appliances.
- **Halt PSCAA programs that incentivize the use of gas in buildings.** PSCAA's woodstove replacement program currently incentivizes the use of gas appliances by offering a range of rebates in Snohomish County to replace wood-burning appliances. The draft strategic plan states that "natural gas stoves virtually eliminate fine particle pollution" (p. 21) but does not acknowledge that NOx emitted by gas appliances is a crucial precursor to particle pollution. Additionally, gas stoves are actually associated with high levels of indoor air pollution – a UCLA study found that after one hour of cooking on a gas stove, 90% of homes have indoor air quality that violates federal ambient air quality standards, meaning that those levels would be illegal outside (5). To protect our health and climate, PSCAA should end subsidies for gas equipment.
- **Prioritize and promote the use of clean, safe, highly-efficient electric heat pumps.** Heat pumps take advantage of the Puget Sound region's clean electricity and provide cooling for residents during hot summer months. PSCAA can do more than simply partner with other organizations and agencies who incentivize heat pump adoption and installation; PSCAA should help provide rebates and financial support to shift towards all-electric buildings, particularly for low- and middle-income households and buildings in communities vulnerable to climate and air pollution.

Transportation

- **Complete an electric drayage pilot project by 2025.** Diesel pollution from port drayage is harming our climate and impacting the health of near-port communities now. PSCAA has a record of strong action on drayage trucks: between 2014 and 2017, PSCAA helped scrap and replace 412 trucks with pre-2007 engines (6). PSCAA should take that experience forward in leading the way on zero-emission drayage operations.
- **Replace all diesel yard trucks with zero-emission yard trucks by 2035 at the latest.** Yard trucks are a fantastic application for electric vehicles and the cost quickly pencils out even *without incentives* (7). The plan has a draft target of replacing 50% of diesel yard trucks with electric yard trucks near overburdened communities but does not identify a timeline; PSCAA should both be more ambitious and accelerate action to eliminate diesel yard trucks by 2035.
- **Focus on incentivizing zero-emission transportation technology for new vehicles.** Several draft actions in the plan allude to options that are "cleaner", such as "replace diesel with cleaner diesel or other cleaner options when zero-emission options do not yet exist or are not feasible." While using renewable diesel and similar options as drop-in fuels for existing vehicles are good strategies to reduce emissions in the short-term, we should not lock in further pollution with *new* vehicles.
- **Include draft actions to address emissions from rail, marine, aviation, and off-road transportation.** Together, these amount to 15% of the Puget Sound's GHG emissions. Significantly, these sectors cause pollution that is not accounted for under our current inventory protocol. For example, only landing and take-off emissions are counted from SeaTac airport, but a consumption-based inventory approach would increase accounted-for emissions by a factor of 6.8 (8). Similarly, marine emissions from ocean-going vessels only accounted for maneuvering and hoteling at ports.

We would be happy to work with PSCAA on expanding and refining these goals and actions in the Draft 2030 Strategic Plan.

Sincerely,

David Perk

Footnotes:

- (1) Revised Code of Washington, "RCW 70A.45.020: Greenhouse gas emissions reductions - Report requirements," accessed 14 November 2022. <https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.45.020>
- (2) Washington Department of Ecology, "Washington State Greenhouse Gas Emissions Inventory: 1990-2015" (December 2018). <https://apps.ecology.wa.gov/publications/documents/1802043.pdf>.
- (3) Washington State Department of Ecology, "Washington State Greenhouse Gas Emissions Inventory: 1990-2018" (January 2021). <https://apps.ecology.wa.gov/publications/documents/2002020.pdf>
- (4) RMI, "What is the health impact of buildings in your state? Washington," accessed 4 November 2022. <https://rmi.org/health-air-quality-impacts-of-buildings-emissions#WA>.
- (5) Yifang Zhu, Rachel Connolly, Yan Lin, Timothy Mathews, and Zemin Wang, "Effect of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California," UCLA Fielding School of Public Health (April 2020). <https://ucla.app.box.com/s/xyzt8jc1ixnetiv0269qe704wu0ihif7>.
- (6) Puget Sound Clean Air Agency, "State of the Airshed," accessed March 2022. <https://www.pscleanair.gov/DocumentCenter/View/4646/State-of-the-Airshed?bidId=>.
- (7) Zack Ruderman, "Do Electric Yard Trucks Deliver Fleets Lower Total Cost Of Ownership?" Fleet Equipment Magazine (29 April 2022). <https://www.fleetequipmentmag.com/electric-yard-trucks-cost/>.
- (8) Cascadia Consulting Group, "Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory" (revised June 2018). <https://pscleanair.gov/DocumentCenter/View/3328/PSCAA-GHG-Emissions-Inventory>.



November 20, 2022

Kathy Strange
Air Quality Programs Director
Puget Sound Clean Air Agency
1904 Third Avenue, Suite 105
Seattle, WA 98101

Re: Comments on PSCAA Draft 2030 Strategic Plan

Dear Puget Sound Clean Air Agency Board Members and Staff:

Thank you for the opportunity provide comments on the Puget Sound Clean Air Agency's Draft 2030 Strategic Plan. Sierra Club urges PSCAA to address the significant emissions of greenhouse gases and health-harming ambient pollution from fossil fuel combustion in buildings. Because buildings emit over 30% of all greenhouse gases (GHGs) and 7% of all nitrogen oxides (NOx) in PSCAA jurisdiction, and most fine particle pollution (PM_{2.5}) is formed from NOx and other precursors, addressing building emissions is key to achieving the objectives set forth in the Draft Plan.¹ Sierra Club recommends that the final Plan commit to, and outline a roadmap for:

1. Ending incentives for gas-burning appliances through PSCAA's wood stove changeout program,
2. Launching incentive programs for zero-emission electric heat pumps that leverage funding sources like Inflation Reduction Act (IRA), and
3. Developing emission standards that ramp up to require 100% new appliance sales to be zero-emitting by 2030.

I. PSCAA must address building emissions to achieve the objectives in the Draft Strategic Plan

Sierra Club strongly supports the objectives for reducing GHG emissions, PM_{2.5} and other health-harming pollutants, and disparities in pollution exposure set forth in the Draft Plan. The Draft Plan identifies some key targets and actions for making progress toward these objectives,

¹ See *infra* notes 3-11 and accompanying text.

such as measures focused on emissions from transportation, diesel equipment, and wood burning. However, these measures alone will not be enough to meet GHG targets, air quality standards, and environmental justice goals. To achieve these goals, PSCAA must address all significant sources of air pollution, including buildings. And because fossil fuel appliances installed in buildings will continue to pollute throughout their lifetimes, which can exceed 10-15 years,² near-term action will be needed to meet both short- and long-term pollution reduction goals.

Residential and commercial buildings account for over 30% of the Puget Sound's GHG emissions,³ and emissions from Washington's residential-commercial-industrial sector are growing faster than any other sector.⁴ It will be impossible to achieve PSCAA's 2030 target of reducing emissions by 50% below 1990 levels, or position the region to meet longer-term targets, without substantially reducing building emissions. But the Draft Plan fails to address these emissions, instead setting GHG targets and actions only for the transportation sector, with most of these measures focused on the 25% of emissions from on-road vehicles.⁵ While it makes sense to focus on transportation-sector emissions, this focus cannot come at the expense of taking immediate action in other sectors.⁶ PSCAA simply will not be able to achieve its economy-wide climate targets in 2030 and beyond through a "one sector at a time" approach. Buildings represent one of the highest-impact opportunities to broaden PSCAA's targets and actions because they represent a significant portion of region-wide GHG emissions that, unlike transportation emissions, have not yet been meaningfully addressed by PSCAA or other air quality agencies.

Burning fossil fuels in buildings is also a significant source of health-harming ambient air pollution, including particulate-forming NOx. Fossil fuel appliances emit over 5,100 tons of

² The average lifetime of a gas furnace is 18 years, and the average lifetime of a gas water heater is 13 years. Energy and Environmental Economics, Inc., *Residential Building Electrification in California* 41 (Apr. 2019) (citing assumed equipment lifetimes from data supporting the U.S. Energy Information Administration's National Energy Modeling System), https://www.ethree.com/wp-content/uploads/2019/04/E3_Residential_Building_Electrification_in_California_April_2019.pdf.

³ Draft Plan at 30.

⁴ Washington Department of Ecology, *Washington State Greenhouse Gas Emissions Inventory: 1990-2018* at 13 (showing an 18% increase in emissions from the residential-commercial-industrial sector from 2010 to 2018) (December 2020), <https://apps.ecology.wa.gov/publications/documents/2002020.pdf>.

⁵ Draft Plan at 28-30.

⁶ The Draft Plan recognizes that PSCAA will need to "track economywide progress on climate targets and adapt our objectives and strategies as needed." Draft Plan at 10; *see also id.* at 27. What it fails to recognize is that the currently-proposed objectives and strategies are facially insufficient to meet economywide targets, so the time to broaden PSCAA's focus is now.

NOx per year in PSCAA jurisdiction.⁷ This represents 7% of all NOx emissions in the region—more than all industrial emissions and nearly half as much as all on-road heavy duty vehicles.⁸

Reducing NOx emissions from buildings is important to achieving PSCAA’s goals related to reducing fine particle pollution (PM_{2.5}),⁹ because most PM_{2.5} is formed from NOx and other precursors.¹⁰ Analysis using EPA’s COBRA tool indicates that reductions in particulate matter from eliminating all fossil fuel appliance emissions in PSCAA jurisdiction could avoid more than 11 premature deaths, hundreds of respiratory symptoms, and 750 work loss days per year, producing \$55 million to \$124 million in annual monetized health benefits.¹¹

PSCAA cannot afford to delay in pursuing these health benefits and addressing this important source of PM_{2.5} precursors. The Draft Plan recognizes “the potential for EPA to issue a tighter fine particle national ambient air quality standard,” and includes a draft action to “identify and implement ‘early action’ projects to prevent new nonattainment areas” as needed.¹² These early action projects should take advantage of PSCAA’s untapped potential to address building emissions through the measures recommended in Section III below. Several participants in EPA’s Advance Program, which is designed to help areas remain in NAAQS attainment, have incorporated building-related measures such as heat pump installations and incentives in their Partner Plans.¹³ And EPA has recently indicated that failure to consider and adopt appropriate measures for reducing NOx emissions from buildings is grounds for disapproval of a state’s Best Available Control Measure determinations for PM_{2.5} nonattainment areas, suggesting that

⁷ Emissions data for King, Kitsap, Pierce, and Snohomish Counties from EPA 2017 National Emissions Inventory. <https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data>. Appliance emission estimates include residential and commercial emissions for the gas, oil, and other fuel categories. Some commercial source classification codes have been excluded to avoid counting certain non-appliance sources like pipeline compressor stations and industrial-size boilers. All commercial nonpoint source emissions are included, and commercial point source emissions are included if they have input heat capacities less than 10 MMBtu/hr or if they are classified as space heaters.

⁸ Emissions data for King, Kitsap, Pierce, and Snohomish Counties from EPA 2017 National Emissions Inventory. <https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data>.

⁹ These goals include reducing PM_{2.5} levels 20% by 2030, remaining in attainment of EPA’s National Ambient Air Quality Standard (NAAQS) for PM_{2.5}, and achieving PSCAA’s daily health goal of 25µg/m³ of PM_{2.5}. Draft Plan at 11-12, 23.

¹⁰ EPA, Particulate Matter (PM) Basics (“Most particles form in the atmosphere as a result of complex reactions of chemicals such as sulfur dioxide and nitrogen oxides, which are pollutants emitted from power plants, industries and automobiles.”), <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics>.

¹¹ Analysis using EPA COBRA Web Edition, <https://cobra.epa.gov/>. The analyzed scenario reduced 2023 emissions of all pollutants from non-wood residential fuel combustion and commercial/institutional gas and oil combustion in King, Kitsap, Pierce, and Snohomish Counties by 100%, and monetized the health benefits using a 3% discount rate.

¹² Draft Plan at 12, 21.

¹³ See, e.g., Delaware Department of Natural Resources and Environmental Control, *Delaware Particulate Matter (PM) Advance Program Year 4 Summary & Year 5 Plan* at 11-15, (Sept. 2020), <https://www.epa.gov/system/files/documents/2022-07/DE%20State%202020%20Update.pdf>.

PSCAA must address building emissions if a strengthened PM_{2.5} NAAQS results in nonattainment in the region.¹⁴

Finally, fossil fuel appliances are a significant source of benzene and other toxic air pollutants, which the Draft Plan prioritizes.¹⁵ A recent peer-reviewed study found residential gas appliances in California emit over 1,500 pounds of benzene per year, in addition to emissions from the gas transmission and distribution system, as well as emissions of other hazardous air pollutants.¹⁶ The study also found that these appliances can produce indoor benzene concentrations similar to those associated with secondhand smoke.¹⁷ Addressing building emissions will help PSCAA achieve its goal of reducing exposure to toxic pollutants and other forms of air pollution.

II. Electrification can eliminate direct building emissions and advance Washington State policy

A large and growing body of research shows that replacing polluting fossil fuel appliances with efficient, zero-emitting alternatives like electric heat pumps can successfully address the pollution, health, and climate impacts described above.¹⁸ And with appropriate policy support electrification can be accessible and affordable to all Washingtonians while creating high-road jobs.¹⁹

Washington State policy is increasingly focused on building electrification, and PSCAA should adopt strategies that complement and advance state electrification policies. Washington’s 2021 State Energy Strategy states that “decarbonizing the building sector requires the state to

¹⁴ EPA, 87 Fed. Reg. 60,494, 60,511 (Oct. 5, 2022), <https://www.govinfo.gov/content/pkg/FR-2022-10-05/pdf/2022-21492.pdf>.

¹⁵ Draft Plan at 11, 24.

¹⁶ Eric Lebel et. al., Composition, Emissions, and Air Quality Impacts of Hazardous Air Pollutants in Unburned Natural Gas from Residential Stoves in California, 56 Envtl. Sci. & Tech. 15828, 15833 (Oct. 2022) (estimating combined residential-sector benzene emissions from gas combustion and unburned leaks to be 690 kg/yr, which equals 1,521 lbs/yr), <https://doi.org/10.1021/acs.est.2c02581>.

¹⁷ *Id.* at 15835.

¹⁸ See, e.g., Jim Dennison, Leah Louis-Prescott & Talor Gruenwald, *How Air Agencies Can Help End Fossil Fuel Pollution from Buildings*, RMI (2021), <https://rmi.org/insight/outdoor-air-quality-brief/>; Yifang Zhu et al., *Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California*, UCLA Fielding School of Public Health (Apr. 2020), <https://ucla.app.box.com/s/xyzt8jc1ixnetiv0269qe704wu0ihif7>.

¹⁹ See, e.g., Greenlining Institute and Energy Efficiency for All, *Equitable Building Electrification: A Framework for Powering Resilient Communities* (2019), <https://greenlining.org/publications/reports/2019/equitable-building-electrification-a-framework-for-powering-resilient-communities/>; Ruth Ann Norton et al., *Leading with Equity and Justice in the Clean Energy Transition: Getting to the Starting Line for Residential Building Electrification*, Green and Healthy Homes Initiative (2021), https://www.greenandhealthyhomes.org/wp-content/uploads/2021-GHHI-Leading-with-equity_wp_Final.pdf; Emerald Cities Collaborative and PODER, *Climate Equity and Community Engagement in Building Electrification: A Toolkit* (2020), https://emeraldcities.org/wp-content/uploads/2021/05/Climate-Equity-and-Community-Engagement-Toolkit_Nov102020.pdf; Yu Ann Tan & Bomee Jung, *Decarbonizing Homes: Improving Health in Low-Income Communities through Beneficial Electrification*, RMI (Oct. 2021), <https://rmi.org/insight/decarbonizing-homes/>.

maximize electrification,” which is the least-cost way to achieve decarbonization goals.²⁰ Recognizing this imperative, the State Building Codes Council recently enacted statewide commercial and residential building codes that require heat pumps for space and water heating in new construction, as well as improved ventilation requirements for any homes built with gas cooking equipment.²¹ This will drive the transition to emission-free new homes and buildings, but Washington must now turn its attention to affordably and equitably electrifying existing buildings. PSCAA can play a key role in this effort, as discussed below.

III. Recommendations

To advance electrification and reduce building emissions in support of PSCAA’s objectives, Sierra Club recommends that the Final Strategic Plan commit to the following measures:

- 1. End incentives for gas-burning appliances** through PSCAA’s wood stove changeout program

PSCAA currently offers \$1,500 rebates for Snohomish County residents to replace old wood stoves with gas or propane furnaces, boilers, stoves, or fireplace inserts.²² Although these appliances emit less PM_{2.5} than wood stoves, it simply does not make sense to encourage residents to buy them when zero-emission heat pumps are available. PSCAA seems to recognize as much by offering a higher \$2,000 rebate to replace wood stoves with electric heat pumps. Incentivizing new fossil fuel appliances when PSCAA’s climate and air quality goals require them to be rapidly phased out will only serve to lock in emissions, create sunk costs, and make the electrification transition more difficult than it needs to be. By ending these incentives and focusing the wood stove program on heat pump replacements, PSCAA can take a simple but important first step toward reducing emissions from fossil fuel appliances.

- 2. Launch incentive programs for zero-emission electric heat pumps** that leverage funding sources like the IRA

As noted in the Draft Plan, the new funding and policy frameworks in the IRA, Infrastructure Investment and Jobs Act, and Climate Commitment Act are creating unprecedented opportunities

²⁰ Washington State Department of Commerce, *Washington 2021 State Energy Strategy* at 15,46, 66 (Dec. 2020), (cleaned up) <https://www.commerce.wa.gov/wp-content/uploads/2020/12/Washington-2021-State-Energy-Strategy-December-2020.pdf>.

²¹ Sierra Club, Press Release: *Washington State Will Build New Homes with Heat Pumps to Cut Energy Costs and Climate Pollution, Protect Health* (Nov. 4, 2022), <https://www.sierraclub.org/press-releases/2022/11/washington-state-will-build-new-homes-heat-pumps-cut-energy-costs-and>; Sierra Club, Press Release: *Washington State Takes Strongest Clean Commercial Building Action in the Nation* (April 22, 2022), <https://www.sierraclub.org/press-releases/2022/04/washington-state-takes-strongest-clean-commercial-building-action-nation>.

²² PSCAA, *Puget Sound Wood Stove Program*, <https://pscleanair.gov/409/Wood-Stove-Program>.

for PSCAA and its partners to reduce pollution and invest in overburdened communities.²³ These developments present a major opportunity to support low- and middle-income residents in adopting zero-emission electric heat pumps. For example, the IRA invests billions of dollars that can be used to electrify buildings, including rebates and tax credits for heat pumps, Greenhouse Gas Reduction Fund grants, and Environmental and Climate Justice Block Grants.²⁴

Air agencies like the Minnesota Pollution Control Agency are leveraging these and other funding sources for programs that help businesses and communities reduce their emissions.²⁵ PSCAA can look to these examples in developing an electrification incentive program that leverages and complements the newly-available funding sources. The South Coast Air Quality Management District offers another model, where heat pump rebates are funded by manufacturer penalties for noncompliance with the district's appliance emission standards, and a portion of these rebates are reserved for low-income customers.²⁶ A PSCAA incentive program will help reduce emissions, grow the Puget Sound's heat pump market, and ensure that low-income residents are not left behind in the transition.

3. Develop emission standards that ramp up to require 100% new appliance sales to be zero-emitting by 2030

A growing number of analyses have concluded that meeting decarbonization and air quality targets will require all or nearly all new appliances to be electric by 2030.²⁷ Washington provides a simple and powerful illustration: Because new appliances can last more than 15 years, nearly every new appliance sold statewide must be zero-emitting by 2030 to meet the statutory target of reducing GHG emissions 95% by 2050.²⁸

Air quality agencies like PSCAA can support building electrification on the timeline needed to meet climate and air quality targets by enacting zero-emission standards for new appliances.²⁹

²³ Draft Plan at 7.

²⁴ Rewiring America, *The Electric Explainer: Key programs in the Inflation Reduction Act and What They Mean for Americans* (July 2022), <https://www.rewiringamerica.org/policy/inflation-reduction-act>; Sierra Club, *Real-World Benefits of the Inflation Reduction Act's Historic Climate Investments*, https://www.sierraclub.org/sites/www.sierraclub.org/files/program/documents/Real%20Benefits%20IRA_web.pdf.

²⁵ See Minnesota Pollution Control Agency, *Federal Funding Opportunities*, <https://www.pca.state.mn.us/business-with-us/federal-funding-opportunities>; Minnesota Pollution Control Agency, *Grants and Loans*, <https://www.pca.state.mn.us/business-with-us/grants-and-loans>.

²⁶ SCAQMD, *CLEANair Furnace Rebate Program*, <https://www.cleanairfurnacerebate.com/>; see also Dennison et al., *supra*, at 17 (describing SCAQMD's program).

²⁷ See, e.g., Robbie Orvis & Megan Mahajan, *A 1.5°C NDC For Climate Leadership By the United States* at 5, Energy Innovation (April 2021), https://energyinnovation.org/wp-content/uploads/2021/04/A-1.5-C-Pathway-to-Climate-Leadership-for-The-United-States_NDC-update-2.pdf; International Energy Agency, *Net Zero by 2050: A Roadmap for the Global Energy Sector* at 99, 146 (2021), www.iea.org/reports/net-zero-by-2050.

²⁸ RCW 70A.45.020.

²⁹ Jack Lienke et al., *Regulating New Fossil-Fuel Appliances Under Section 111(b) of the Clean Air Act*, NYU School of Law Institute for Policy Integrity (Oct. 2021),

The authority for these standards is well-established: low-NOx standards for gas appliances have been in effect for years or decades in California, Utah, and Texas, and EPA has set emission standards for residential wood stoves since 1988.³⁰ Now, several agencies across the country are taking action to adopt zero-emission new appliance standards. The California Air Resources Board recently finalized a State Implementation Plan committing the agency to develop a rule that would require zero-GHG new space and water heating equipment by 2030.³¹ One regional air district in California is close to finalizing zero-NOx standards that would take effect as early as 2027,³² and another has proposed to develop zero-NOx standards in its air quality management plan.³³ New York State is considering zero-GHG standards in its Climate Action Plan,³⁴ and New Jersey's Department of Environmental Protection has proposed to require that new 1-5 MMBtu/hr boilers be zero-GHG starting in 2025.³⁵

It is essential to design a zero-emission appliance standard in a way that promotes an equitable, affordable transition to electrification.³⁶ The standards that have been proposed by other agencies provide several examples that can guide PSCAA in developing its own standards. But no matter what specific policy design PSCAA pursues, it should commit to enacting a zero-emission standard by 2030 in this Strategic Plan. This will allow time for the necessary stakeholder engagement, development of standards and equity-focused complementary policies, and lead-time or ramp-up period that will send a market signal and drive down implementation costs before the standards go fully into effect.

Thank you for the opportunity to comment. We would be more than happy to discuss the recommendations in these comments.

https://policyintegrity.org/files/publications/Gas_Appliances_Report_v3.pdf; Heather Dadashi, Cara Horowitz & Julia Stein, *How Air Districts Can End NOx Pollution from Household Appliances*, UCLA School of Law Emmett Institute on Climate Change & the Environment (Mar. 2022),

https://law.ucla.edu/sites/default/files/PDFs/Publications/Emmett%20Institute/PritzkerBrief_NOx.pdf; Dennison et al., *supra*, at 18.

³⁰ Dennison et al., *supra*, at 18.

³¹ CARB, 2022 *State Strategy for the State Implementation Plan* at 102-103 (Sept. 2022), https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_State_SIP_Strategy.pdf.

³² Bay Area Air Quality Management District, *Rules 9-4 and 9-6 Building Appliances*, <https://www.baaqmd.gov/rules-and-compliance/rule-development/building-appliances>.

³³ South Coast Air Quality Management District, 2022 *Draft Air Quality Management Plan* at 4-2, 4-13 to 4-15 (May 2022), <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-qualitymanagement-plan/draft2022aqmp.pdf?sfvrsn=12>.

³⁴ New York Climate Action Council Draft Scoping Plan at 129 (Dec. 2021), <https://climate.ny.gov/Our-Climate-Act/Draft-Scoping-Plan>.

³⁵ NJDEP, *Proposed Rule: Control and Prohibition of Carbon Dioxide Emissions* www.nj.gov/dep/rules/proposals/20211206a.pdf.

³⁶ Dennison et al., *supra*, at 15-18; Sierra Club et al., *Petition for Rulemaking to List Heating Appliances as a Source Category Under Section 111(b)(1)(A) of the Clean Air Act and to Issue New Source Performance Standards for that Category under Section 111(b)(1)(B)* at 34-35,

<https://www.sierraclub.org/sites/default/files/Sierra%20Club%20Heating%20Appliance%20Rulemaking%20Petition.pdf>.

Sincerely,

Jim Dennison
Associate Attorney
Sierra Club
(435) 232-5784
jim.dennison@sierraclub.org

Dear Puget Sound Clean Air Agency (PSCAA) Board Members and Staff,

Thank you for the opportunity to comment on the PSCAA Draft 2030 Strategic Plan. As climate and public health advocates, we urge PSCAA to strengthen the scope of the goals and draft actions identified in this plan to better tackle greenhouse gas emissions and air pollution in the Puget Sound region.

Cross-Sector

- **Align draft targets for greenhouse gas (GHG) emissions with Washington state's goals, and specify targets for diesel pollution.** Currently PSCAA's only identified carbon target is to reduce GHG emissions by 50% compared to 1990 levels; the climate mitigation goals should be updated to match the state's statutory targets of reaching 70% reductions by 2040, and achieving a 95% reduction in carbon emissions compared to 1990 levels by 2050¹. The draft plan also does not include a baseline for diesel pollution targets, nor does it specify whether the plan would effectively reduce particulate pollution, other toxins, and/or GHG emissions from diesel fuel.
- **Broaden the scope of actions to address GHG emissions and air pollution from the built environment and from off-road transportation.** The draft plan predominantly includes actions to reduce GHG emissions from on-road vehicles, effectively addressing only 25% of the region's emissions. Emissions from homes and buildings in Washington are growing at a faster rate than any other sector², and on-road diesel pollution has doubled since 1990³. PSCAA is missing an opportunity to address the 31% of emissions from the built environment, as well as emissions from aviation, marine, rail, and off-road equipment, to meet the 2030 GHG reduction target.
- **Support programs and projects that leverage and build on federal and state action.** PSCAA should advocate for stronger policies at other levels of government including the state legislature, and should build on federal and state programs. For example, zero-emission technology rebates offered by the Inflation Reduction Act include tax credits for electric vehicles and heat pumps, as well as direct subsidy options for heat pumps for households under 150% area median income (AMI). While this assistance is significant, it will not be sufficient for many households to replace their climate polluting appliances and vehicles. PSCAA should build on these programs to ensure that these programs are accessible to a wider range of Puget Sound residents.

Buildings

- **Conduct a comprehensive wedge analysis to identify policy options to phase out the use of gas for space heating/cooling, water heating, drying, and cooking in buildings.**

¹ Revised Code of Washington, “RCW 70A.45.020: Greenhouse gas emissions reductions - Report requirements,” accessed 14 November 2022. <https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.45.020>

² Washington Department of Ecology, “Washington State Greenhouse Gas Emissions Inventory: 1990-2015” (December 2018). <https://apps.ecology.wa.gov/publications/documents/1802043.pdf>.

³ Washington State Department of Ecology, “Washington State Greenhouse Gas Emissions Inventory: 1990-2018” (January 2021). <https://apps.ecology.wa.gov/publications/documents/2002020.pdf>

Gas appliances cause indoor and outdoor air pollution as well as contributing to carbon pollution: outdoor emissions of nitrogen oxides (NOx) in Washington buildings are more than twice as much as outdoor NOx from all of Washington's power plants combined⁴. PSCAA should explore approaches to phase out the use of gas in buildings, combined with an equity analysis to explore complementary policies that assist low- and medium-income households in purchasing high-efficiency electric appliances.

- **Halt PSCAA programs that incentivize the use of gas in buildings.** PSCAA's wood stove replacement program currently incentivizes the use of gas appliances by offering a range of rebates in Snohomish County to replace wood-burning appliances. The draft strategic plan states that "natural gas stoves virtually eliminate fine particle pollution" (p. 21) but does not acknowledge that NOx emitted by gas appliances is a crucial precursor to particle pollution. NOx is also associated with increased risk of asthma in children, as well as heart attack and stroke in adults.. Additionally, gas stoves are actually associated with high levels of indoor air pollution – a UCLA study found that after one hour of cooking on a gas stove, 90% of homes have indoor air quality that violates federal ambient air quality standards, meaning that those levels would be illegal outside⁵. To protect our health and climate, PSCAA should end subsidies for gas equipment that is detrimental to human health both indoors and outdoors.
- **Prioritize and promote the use of clean, safe, highly-efficient electric heat pumps.** Heat pumps take advantage of the Puget Sound region's clean electricity and provide cooling for residents during hot summer months and clean, efficient heating during the cold winter months for both space and water heating. PSCAA can do more than simply partner with other organizations and agencies who incentivize heat pump adoption and installation; PSCAA should help provide rebates and financial support to shift towards all-electric buildings, particularly for low- and middle-income households and buildings in communities vulnerable to climate and air pollution.

Transportation

- **Complete an electric drayage pilot project by 2025.** Diesel pollution from port drayage is harming our climate and impacting the health of near-port communities. PSCAA has a record of strong action on drayage trucks: between 2014 and 2017, PSCAA helped scrap and replace 412 trucks with pre-2007 engines⁶. PSCAA should take that experience forward in leading the way on zero-emission drayage operations.
- **Replace all diesel yard trucks with zero-emission yard trucks by 2035 at the latest.** Yard trucks are a fantastic application for electric vehicles and the cost quickly equalizes *even without incentives*⁷. The plan has a draft target of replacing 50% of diesel yard trucks

⁴ RMI, "What is the health impact of buildings in your state? Washington," accessed 4 November 2022.

<https://rmi.org/health-air-quality-impacts-of-buildings-emissions#WA>.

⁵ Yifang Zhu, Rachel Connolly, Yan Lin, Timothy Mathews, and Zemin Wang, "Effect of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California," *UCLA Fielding School of Public Health* (April 2020). <https://ucla.app.box.com/s/xyzt8jc1xnetiv0269qe704wu0ihif7>.

⁶ Puget Sound Clean Air Agency, "State of the Airshed," accessed March 2022.

<https://www.pscleanair.gov/DocumentCenter/View/4646/State-of-the-Airshed?bidId=>.

with electric yard trucks near overburdened communities but does not identify a timeline; PSCAA should both be more ambitious and accelerate action to eliminate diesel yard trucks by 2035.

- **Focus on incentivizing zero-emission transportation technology for new vehicles.** Several draft actions in the plan allude to options that are “cleaner”, such as “replace diesel with cleaner diesel or other cleaner options when zero-emission options do not yet exist or are not feasible.” While using renewable diesel and similar options as drop-in fuels for existing vehicles are good strategies to reduce emissions in the short-term, we should not lock in further pollution with *new* vehicles.
- **Include draft actions to address emissions from rail, marine, aviation, and off-road transportation.** Together, these amount to 15% of the Puget Sound’s GHG emissions. Significantly, these sectors cause pollution that is not accounted for under our current inventory protocol. For example, only landing and take-off emissions are counted from SeaTac airport, but a consumption-based inventory approach would increase accounted-for emissions by a factor of 6.8⁸. Similarly, marine emissions from ocean-going vessels only accounted for maneuvering and hoteling at ports.

Thank you for providing an opportunity to submit comments on this draft strategic plan.

Sincerely,

Washington Physicians for Social Responsibility
Mark Vossler, MD, President
Max Savishinsky, Executive Director
Riley Lynch, Climate & Health Program Manager

⁷ Zack Ruderman, “Do Electric Yard Trucks Deliver Fleets Lower Total Cost Of Ownership?” *Fleet Equipment Magazine* (29 April 2022). <https://www.fleetequipmentmag.com/electric-yard-trucks-cost/>.

⁸ Cascadia Consulting Group, “Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory” (revised June 2018). <https://pscleanair.gov/DocumentCenter/View/3328/PSCAA-GHG-Emissions-Inventory>.

Appendix G. Online Open House with Comments

See next page.

Draft 2030 Strategic Plan

October 2022



PUGET SOUND
Clean Air Agency

#001

Posted by **silly clown** on **10/24/2022 at 10:29am** [Comment ID: 7] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I love this plan

#002

Posted by **Louise Kelly** on **10/25/2022 at 5:19pm** [Comment ID: 41] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Would like to have all wood burning stoves illegal if the home has another source of heat to be utilized. Wood burning stoves can be used during power outages only.

#003

Posted by **Geff Ratcheson** on **10/26/2022 at 1:07pm** [Comment ID: 62] - [Link](#)

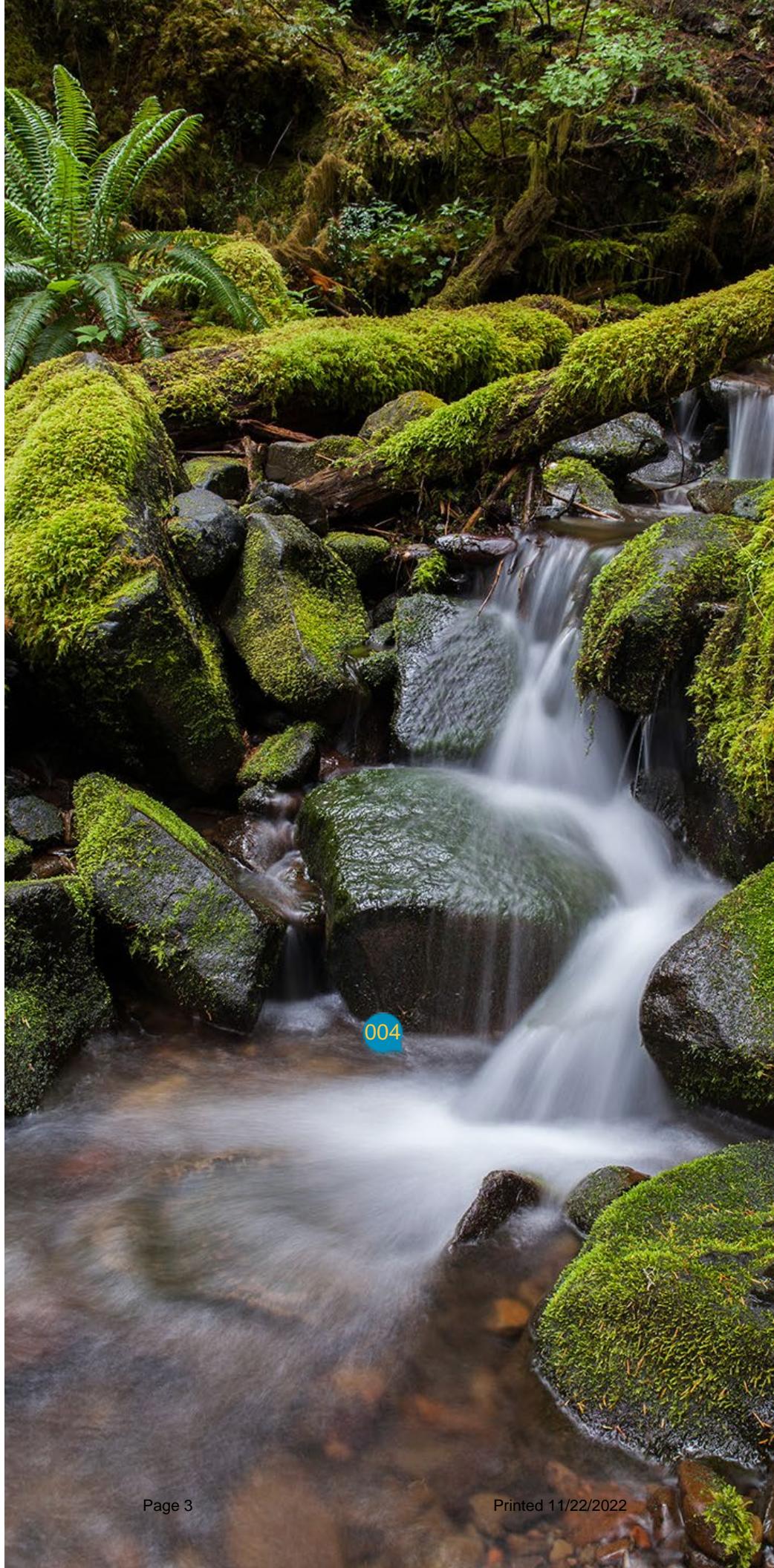
Type: Suggestion

Agree: 0, Disagree: 0

Washington State has a history of unenforced mandates. What ever you do, there needs to be potential penalties/Consequences.

Ban ALL fires & Wood Stoves. Force the car manufacturers to make electric cars affordable for low income people. Catch & try the catalytic convertor thieves. Fine the oil companies Extremely high amounts for aquatic oil spills.

Arrest & imprison people who start wildfires.



#004

Posted by **Tori Gamble** on **11/16/2022 at 11:21am** [Comment ID: 84] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

When posting these beautiful photos, noting where they are is a great edition especially if from the area.



About Us

The Puget Sound Clean Air Agency is a special-purpose, regional government agency chartered by state law in 1967. Our jurisdiction covers King, Kitsap, Pierce and Snohomish counties, home to approximately half of the state's population.

The Agency enforces the mandates of the federal and state Clean Air Acts as well as our own local air quality regulations. We also conduct education and outreach, monitor and analyze air quality, and secure funds to incentivize air pollution reduction projects. Collectively, our actions help us to improve air quality and protect public health, 005 reduce air pollution disparities, and reduce our contribution to climate change by reducing greenhouse gas emissions.

Our Board of Directors is composed of elected officials from each of the four counties in our jurisdiction, along with a representative from the largest city in each county, and one member representing the public-at-large.

#005

Posted by **Nayiri Haroutunian** on **11/18/2022 at 4:02pm** [Comment ID: 131] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If the Agency has any aspirations to center environmental justice in their strategic planning, this should be called out clearly in your About section.

Draft Strategic Plan 2030

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Introduction

The Puget Sound region is blessed with some of the most scenic landscapes in the country, from the glaciers atop Mount Rainier to the inlets of the Sound – and everything in between. A significant aspect of our region's natural beauty is the clean air we collectively breathe.

Since the Puget Sound Clean Air Agency was founded in 1967, we strive to keep this fundamental concept – keeping our air healthy for all of us to enjoy – at the forefront of the work we do every day. As we chart the course of the Puget Sound Clean Air Agency's future, we must anticipate both the substantial challenges and opportunities the next 008 years will bring.

Overall, our region's air quality has steadily improved over time, even as our population grows. These improvements are made possible primarily through technology changes that make less-polluting engines, fuels, and processes available. While these improvements are encouraging, our knowledge of air pollution and its health risks also continues to grow. Newer studies continue to highlight the need for even greater pollution reductions to adequately protect public health. As we write this, EPA is considering a more protective health-based standard for fine particle pollution. Wildfire smoke events, increasingly common in recent years and anticipated to continue, pose additional 009-term health risk.

Many communities in our region do not experience the same air quality as other communities. These differences often fall along socioeconomic lines like race and income, meaning that overburdened communities are often more likely to be near sources of air pollution. Our understanding of cumulative impacts – where air pollution exposure is one of many socioeconomic and environmental stressors – is evolving.

The immediate threat of climate change continues to grow as greenhouse gas emissions rise. Our region will likely see increased temperatures, declining snowpack, more wildfires, and greater impacts to our built infrastructure.¹ Without concerted and urgent action to reduce climate pollution, we run the risk of exceeding 1.5 degrees Celsius of global warming, triggering severe impacts to people and our natural environment, particularly the most vulnerable among us.²

¹ US Global Change Research Program (USGCRP), 2018. Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, 1515 pp. doi: 10.7930/NCA4.2018. <https://nca2018.globalchange.gov/>.

² Intergovernmental Panel on Climate Change (IPCC). Climate Change 2022: Impacts, Adaptation and Vulnerability. Working Group II Contribution to the IPCC Sixth Assessment Report. www.ipcc.ch/report/sixth-assessment-report-working-group-ii/.

#006

Posted by **Indy Hurt** on **11/20/2022 at 10:03pm** [Comment ID: 162] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Why did emissions tests for vehicles end in 2019? If population is growing, that may also mean more cars on the road, contributing to air quality issues.

#007

Posted by **Nayiri Haroutunian** on **11/18/2022 at 4:14pm** [Comment ID: 132] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There might be some conflation here between socioeconomic status and association. Socioeconomic factors include occupation, education, income, wealth and where someone lives. Race and ethnicity often determine a person's socioeconomic status.

#008

Posted by **Nayiri Haroutunian** on **11/18/2022 at 3:56pm** [Comment ID: 130] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Why only seven years?

#009

Posted by **Libby** on **11/17/2022 at 7:53am** [Comment ID: 99] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Correction: replace "short-term health risk" with "short and medium term exposure with accrue and long term health risks"

#010

Posted by **Sully Moreno** on **11/18/2022 at 4:20pm** [Comment ID: 133] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This statement about socioeconomic status and race is confusing. These are two separate characteristics. I would recommend more clearly stating "BIPOC and low-income residents are often disproportionately impacted by these issues." I would also recommend spelling out that the root causes of these impacts are systemic racism and colonialism.

#011

Posted by **Libby** on **11/17/2022 at 7:43am** [Comment ID: 96] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Correction: while overall air quality has improved, extreme poor air quality days have worsened

We expect to see continued population growth across our four-county jurisdiction of King, Kitsap, Pierce, and Snohomish counties. As more people move to our region we anticipate the need for cleaner transportation choices across the region, particularly as more housing is developed near dense transportation corridors and existing industries.

Advancements in technology bring both hope for needed change and unforeseen challenges. Zero-emission vehicles, such as electric cars, trucks, and buses, continue to become less expensive and more available. As our region installs more charging infrastructure and manufacturers provide more zero emission vehicles, our transportation system is on the verge of transformational change. However, much work remains in the coming years to both inform our region's residents of the benefits of zero-emission vehicles and to make this technology more available and accessible.

Ways to monitor our air quality are changing too. Small, low-cost handheld air sensors are becoming increasingly more accurate for some pollutants and offer new ways to measure the air around us. Ensuring our region's residents have the air quality information they seek will be an ongoing challenge and opportunity.

Last, we anticipate substantial new policy frameworks and increased funding that address our three key goals of air quality, equity, and climate at the state and federal level. The Infrastructure Investment and Jobs Act, Inflation Reduction Act, Climate Commitment Act, and Clean Fuel Standard all are likely to bring opportunities for the Agency to work with government partners and community-based organizations to take major steps towards reducing pollution and investing in overburdened communities.

#012

Posted by **Tania Guzman** on **11/10/2022 at 2:58pm** [Comment ID: 77] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I'd like the government and car makers and dealers would start an incentive program too buy an electric car either new or preowned for a low income families.

#013

Posted by **Tania Guzman** on **11/10/2022 at 3:05pm** [Comment ID: 78] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Is there a way the different electricity providers, CAA and other government agencies could start an incentive program to acquire an air purifier for a low income families. Also promote for landlords and new homes builders to include air purifiers within the appliances for apartments and houses.

#014

Posted by **Libby** on **11/17/2022 at 7:48am** [Comment ID: 97] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Zero emission vehicles are the next extractive resource problem. They address air quality issues, but not noise pollution, congestion, pedestrian safety, nor overall resource extraction.

This section needs more emphasis on non extractive solutions that solve multiple problems at once, e.g., bicycling and bicycling infrastructure, walkable, resource dense neighborhoods, public transportation, etc.

Planning Process

The Agency conducted community engagement throughout 2022 to better understand community concerns, involve communities in our planning process, and inform our strategic plan. We held multiple interactive [community workshops](#) and listening sessions with community-based organizations. So far, the input we have received has highlighted our communities' interests in reducing pollution from transportation sources, their increasing concerns about wildfire smoke, and a strong desire to address climate change by reducing greenhouse gas emissions.

This draft plan, which draws upon that early input, is now ready to be shared for additional community engagement via an online open house, which will provide opportunities for broader public input. The Agency will capture, summarize, and consider that input as we further refine and finalize the plan.

Draft Plan Format, with a Note on Equity

Our draft plan contains two main sections. Section One defines the external work we seek to accomplish through high-level objectives and actions, with targets to track progress. Its three overarching goals, each of which is reflected in Section One's objectives, are:

- Protect and improve air quality and public health
- Reduce air pollution disparities
- Protect our climate by reducing our contribution to GHG emissions

Many objectives in Section One address multiple overarching goals. We will track our accomplishments relative to these overarching goals using four targets; we'll also track progress toward the individual objectives with objective-specific targets.

The second, more inwardly focused section, describes how we will be able to achieve this work as a public agency. Section Two's overarching goal is Excellence in Action and has objective-specific targets against which we will track our progress.

015

When it comes to equity, we took a "yes and" approach with this draft plan, with equity embedded within almost every objective, as well as separate external and internal objectives for emphasis (Objectives 1.4 and 2.3).

#015

Posted by **Nayiri Haroutunian** on **11/18/2022 at 5:03pm** [Comment ID: 150] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

This section is a bit jargon-y. What is Excellence in Action? What is a "yes and" approach to equity?

#016

Posted by **Anonymous** on **10/25/2022 at 3:03pm** [Comment ID: 28] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

What does GHG stand for? Please spell it out in first use in the document with the abbreviation in parentheses to introduce readers to the abbreviation.

Review and Adaptive Management

Over the course of the plan, the Agency will review, summarize, and share our progress on goals and objectives annually. Based on that review, we will flag areas for potential adjustment based on changing conditions (e.g., new scientific information, new standards or regulations, or new major funding opportunities that align with our objectives).

Although our intent is to write the plan broadly enough to be ~~017~~ergreen for the next seven years, there may be significant changes with enough impact on these goals and objectives that our Board of Directors will direct us to adjust our course. Should that happen, we will share these adjustments along with the plan and annual reviews.

#017

Posted by **Ron Stuart** on **11/16/2022 at 10:09am** [Comment ID: 81] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The use of the term evergreen as a verb may be eloquent, but not common. I suggest plain language to convey the idea.

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

To be successful, the Agency will need to effectively protect and improve air quality and public health, reduce air pollution disparities, and protect our climate by reducing our contribution to GHG emissions. The individual objectives within this section describe high level strategies that, when implemented, will do just that.

Over the next seven years, we anticipate continued growth in the Puget Sound region, with more residents, and more diverse residents. We will need to continue to focus on reducing emissions of the air pollutants that present the greatest health risk to our residents, while staying abreast of any emerging threats. Currently, our greatest public health threat from air pollution comes from particle pollution, linked with a host of adverse heart and lung health impacts and more. Fine particle pollution carries these health risks, as well as additional potential cancer risk. Our priority is to reduce the levels and exposures to these pollutants to reduce public health risk.

While there have been improvements, the health impacts from many sources of air pollution are not borne equally, or equitably. We will both refine our metrics to track equitable (and inequitable) outcomes, and increase our ability to communicate effectively. This means taking actions like increasing language access, seeking input from stakeholders and communities, and seeking innovative solutions to meet our air quality and climate mandates and improve public health.

The urgency to take action on climate change grows greater, and the Puget Sound region will continue to see worsening impacts of a changing climate. Although our Objective 1.7 focuses primarily on the transportation sector, both as the main regional contributor of greenhouse gas emissions as well as other harmful pollutants, we will continue to track economywide progress on climate targets and adapt our objectives and strategies as needed. We will write this draft plan at a time of substantial and transformative state and federal climate action and will closely track these nascent actions to adapt our priorities as needed.

#018

Posted by **Maia** on **10/26/2022 at 1:01pm** [Comment ID: 60] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Huh/what? What's diesel pollution and why introduce here - please start with higher level (vehicle pollution but also Fires and the occasional smog/inversion effect also significantly impact air quality for anyone with breathing-related health issues)

Need to define "diesel" pollution (but move it down first)

#019

Posted by **Judy A Hart** on **10/25/2022 at 7:02pm** [Comment ID: 42] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I STRONGLY urge more help for low income households to convert to solar energy. Help putting the expensive systems in place would help us all. Just saying "do away with wood burning" DOESN'T help low income families who are struggling to just get by in these times.

Reply by **Judy A Hart** on **10/25/2022 at 7:04pm** [Comment ID: 43] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I did not mean to leave out all but low income people in the help to convert to solar energy. It should be available to all with interest free loans as long as graduating amounts are paid.

#020

Posted by **Carolyn Vares** on **10/26/2022 at 9:46am** [Comment ID: 52] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Not everyone can benefit from solar. My property has too many trees and trees also contribute to oxygen. This is a catch 22. I hope other cost effective ways are in the works.

#021

Posted by **Karen Carnot** on **10/26/2022 at 10:13am** [Comment ID: 55] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Greatest air pollution comes from wildfire smoke. WA State needs to put more forces on quickly extinguishing fires.

#022

Posted by **Maia** on **10/26/2022 at 12:59pm** [Comment ID: 59] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

break this into a new paragraph

Need to emphasize CURRENT situation isn't good. (Content above this seems to say we're OK now, but watch out in the future.)

... That's incorrect: Both are at stake. It's already bad for anyone with health issues.

#023

Posted by **Maia** on **10/26/2022 at 12:58pm** [Comment ID: 58] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

typo - should be: comes

#024

Posted by **Carolyn Vares** on **10/26/2022 at 9:52am** [Comment ID: 53] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The main source of pollution this past year was from forest fires. More needs to be done to manage the forests to eliminate the threat of wildfires. Banning wood fires in homes greatly increases the cost of heating your home with other fuels. Further, natural gas has been known to be a clean burning fuel. There are areas where solar is not effective.

#025

Posted by **Kriss Erickson** on **10/25/2022 at 6:52am** [Comment ID: 14] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

The worst air quality issues over the past few years have been because of wildfires. Is there a way to manage our forests better and also monitor human interaction with the environment to lessen the occurrence of wildfires?

SECTION 1 REGIONAL DRAFT TARGETS

- Air pollution overall drops by 028¹ from 2022 to 2030¹, and the annual economic impact of air pollution health effects drops by \$500 million -\$1 billion from 2022 to 2030²
- Cancer risk from toxic air pollutants reduces by 50% from 2022 to 2030³
- Socioeconomic disparities in air pollu027⁴ exposure decrease from 2022 to 2030⁴
- In 2030, greenhouse gas emissions in the Puget Sound region are 50% less overall than 1990 levels

026

¹ Estimated from current fine particle trends and national EPA emission inventory estimates for fine particles for our four counties using EPA COBRA through 2030. Does not include wildfire smoke events.

² Estimated health value benefit from EPA COBRA from reducing fine particle pollution by 20%. Does not include wildfire smoke events.

³ Based on forecast for expected diesel particle pollution reductions from on-road vehicles.

⁴ Tracked through comparisons of updated versions of our Community Air Tool over time.

#026

Posted by **John Lester** on **10/25/2022 at 1:11pm** [Comment ID: 16] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Twice in the previous two weeks, we have had the dirtiest air on the planet. Forest fires must become an emergency rather than a tolerated "natural" event. What are your plans for these annual events?

Why use a captcha?

#027

Posted by **Stephen Gerritson** on **10/25/2022 at 3:52pm** [Comment ID: 31] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Do you have data measuring current and historical discrepancies? Can you put a target by which to reduce the discrepancy?

#028

Posted by **Sean Moore** on **11/20/2022 at 9:05pm** [Comment ID: 159] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Would like to see a more ambitious target here. From my observations, there are a relatively small number of gross polluters creating large scale wood-smoke problems and diesel pollution problems. I don't understand how they are allowed to continue polluting year after year.

Objectives

1.1 MEET THE EPA'S HEALTH-BASED NATIONAL AMBIENT AIR QUALITY STANDARDS

Draft Target

- The Puget Sound region attains the National Ambient Air Quality Standards

The U.S. Environmental Protection Agency establishes health-based limits on air pollution called National Ambient Air Quality Standards (NAAQS). Our agency is mandated to meet these standards, established in the federal [Clean Air Act](#), to protect and provide clean air for the health of our residents. In addition to our health, attaining the standards benefits our natural environment and our region's economy.

Our entire jurisdiction has been in "attainment" for the NAAQS since 2015. Moving forward, we will work to ensure that the Puget Sound region continues to meet federal air quality standards and advocate for more-stringent standards that go further to protect public health.

Draft Actions

- A. Track the EPA's regular NAAQS revisions to understand the potential for new non-attainment areas in our region.
- B. Individually and/or through partners (for example, the National Association of Clean Air Agencies) advocate for standards that adequately protect public health for all populations.
- C. With EPA and Department of Ecology, meet NAAQS-related regulatory requirements as needed.
- D. If EPA designates new nonattainment areas in our region, we will develop effective attainment plans in collaboration with regional stakeholders.
- E. As needed, identify and implement 'early action' projects to prevent new nonattainment areas in the communities with the highest levels of air pollution.

Criteria Pollutants

The Environmental Protection Agency (EPA) sets health-based national ambient air quality standards for six pollutants, known as "criteria pollutants." These include particulate matter (including fine particle pollution), ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. In our region, fine particle and ozone pollution are of greater concern when compared to the other four criteria pollutants.

#029

Posted by **Sully Moreno** on **11/18/2022 at 4:24pm** [Comment ID: 135] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I do not understand what this means - does it mean focusing on areas that are not on track to meet these targets? I suggest plainer language.

#030

Posted by **Indy Hurt** on **11/20/2022 at 11:55pm** [Comment ID: 167] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

When the White House administration changes, how might EPA NAAQS and general emphasis on the federal Clean Air Act change? What will be the response if less stringent recommendations come from the federal government?

#031

Posted by **Sully Moreno** on **11/18/2022 at 4:23pm** [Comment ID: 134] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Could you explain what this means in the plan?

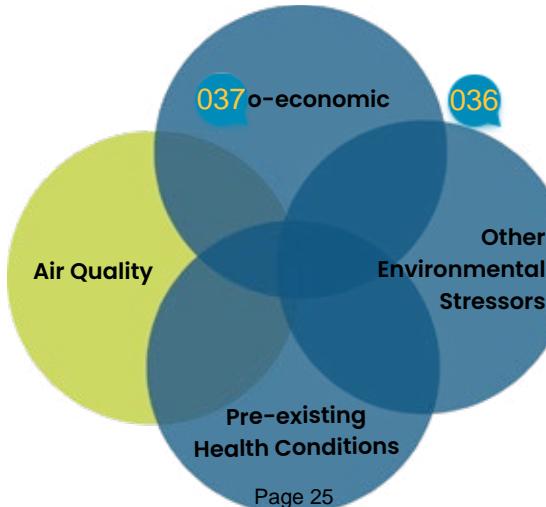
Tacoma-Pierce County's Return to Attainment

In 2009, the EPA designated a large portion of the Tacoma-Pierce County area as “nonattainment” for daily fine particle pollution. The levels of fine particle pollution at that time exceeded the NAAQS by 10 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The Agency analyzed the main sources of pollution and determined that wintertime wood smoke was the key contributor. We convened a stakeholder group to develop potential solutions, and then implemented those solutions with local governments and partners. This included substantial outreach and education, expanded enforcement of burn bans, new regulations banning older polluting stoves, and providing incentives to help residents to upgrade to cleaner forms of heat for their homes. Fine particle pollution levels have improved substantially and are now 10 $\mu\text{g}/\text{m}^3$ below the NAAQS, and EPA redesignated the area to attainment in 2015. 039

1.2. MEASURE, ANALYZE, AND COMMUNICATE AIR QUALITY RISI038HROUGHOUT THE REGION THROUGH SCIENCE WITH ACTIVE PUBLIC PARTICIPATION, ESPECIALLY IN OVERBURDENED COMMUNITIES 035

A clear understanding of our region’s air quality is crucial to developing new policy and programs. Making this information available and accessible helps our region’s residents make clean air choices. We will continue to educate the public on the benefits and risks of air quality to health and refine and expand our tools to do so.

With emerging air monitoring technologies that are smaller in size and increasingly affordable, the public has been more able to collect data regarding their local air quality. Through the Agency’s monitoring and engagement support actions, we will work to ensure that overburdened 034 communities have opportunities to gather their own air quality information.



#032

Posted by **Masso Salmassi** on **10/26/2022** at **9:41pm** [Comment ID: 70] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Polluting industries like asphalt production, cement pksnts, smelters, aviation industries must be removed from denser population areas to areas that do not pose immediate danger to nearby communities.

One such asphalt cement plant complex is located in north part of lake Washington within city of Kenmore. The plant claims to be grandfathered and regularly escapes performance and air quality inspections.

It is surprising to see such polluting plant right within a dense population center and nearby communities still continue operating without much scrutiny..

#033

Posted by **Nayiri Haroutunian** on **11/18/2022** at **5:27pm** [Comment ID: 155] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is this a lot? Can you share a percentage over the acceptable level?

#034

Posted by **Sully Moreno** on **11/18/2022** at **4:29pm** [Comment ID: 137] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

How do you define overburdened communities? I saw the term used in the introduction but did not see a definition. My guess is that you mean communities impacted by systemic racism, colonialism, and other forms of systemic oppression. When speaking about equity, it is important to be explicit about these things, and using terms like "overburdened" without defining or explicitly naming race and other identities and experiences that have led to oppression can become euphemisms used to avoid directly naming this. I recommend being specific about what you mean.

Reply by **Nayiri Haroutunian** on **11/18/2022** at **5:32pm** [Comment ID: 157] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I 100% agree. If the Agency is committed to addressing air quality that disproportionately impacts BIPOC and low income communities, you should call that out explicitly.

#035

Posted by **Janet Carson** on **10/27/2022** at **10:11pm** [Comment ID: 72] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Communication is only a start... What do you expect people to do with the information from these meetings and new sensors? We need to take action in terms of making sure schools, libraries, senior centers, nursing homes, and various gathering places in front-line communities are equipped with high quality air filters where people can take shelter. Masks for those who must be outdoors must be free/cheap and readily available. Smoke comes in to the area from beyond the PSCAA area, and not every fire can be prevented or put out quickly even if we tried. We need to protect human health by finding ways to exist as safely as possible in our new challenging circumstances.

Reply by **Tori Gamble** on **11/16/2022 at 11:27am** [Comment ID: 85] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Completely agree with this comment! Our communities and resources noted here are also so important. When we see these changes made within places we frequent like a community gathering space we note the important actions being taken and are much more likely to take action ourselves.

#036

Posted by **Sully Moreno** on **11/18/2022 at 4:27pm** [Comment ID: 136] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I don't understand what this graph is meant to convey and recommend clarifying with an image description. What is the overlap supposed to communicate?

#037

Posted by **Sully Moreno** on **11/18/2022 at 4:30pm** [Comment ID: 138] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I advise not using "socio-economic" as a stand-in for BIPOC and low-income, as the introduction seems to suggest, because it is not clear.

#038

Posted by **Thomas Wasserman (Seattle, WA)** on **10/25/2022 at 4:37pm** [Comment ID: 34] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Communication, education, and legislation are critical. The very first day after the wildfire smoke started to clear (10/21/2022) I noticed many homes with their fireplaces actively belching out thick grey and white smoke from improperly built fires. It is terrible that people feel the need to burn wood at all. But what makes it worse is, very few of them seem to have a clue on how to build a proper fire. No one seems to use dry wood that is split and seasoned and they are not getting the right amount of oxygen to burn efficiently hot!

Reply by **Sean Moore** on **11/20/2022 at 9:20pm** [Comment ID: 160] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I notice this too. Education should be first step, and there needs to be enforcement when that doesn't work. For homes that truly don't have any other source of heat, there must be a clear path for them to stop polluting the air.

#039

Posted by **Nayiri Haroutunian** on **11/18/2022 at 5:28pm** [Comment ID: 156] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Formatting issue: Remove the double spaces between sentences.

EPA defines **cumulative impacts** as the **total burden** – positive, neutral, or negative – from chemical and non-chemical stressors and their interactions that affect the health, well-being, and quality of life of an individual, community, or population at a given point in time or over a period of time. For our work, the Agency has developed tools like the Community Air Tool to identify and prioritize communities that face multiple stressors including air quality sources, pre-existing health conditions and vulnerabilities, and socioeconomic barriers like race and income.

Draft Targets

- Visual tools that clearly communicate air pollution risk information and how to reduce exposure are accessible and available in multiple languages by 2027.
- We have hosted community science engagement events in ten overburdened communities by 2030.
- 95% of Puget Sound region residents, and 100% of those who live in overburdened communities, live within 3 miles of a fine particle air sensor.

040

Draft Actions

- A. Further develop our understanding of air pollution, its main sources, and impacts across our region.
 1. Review and optimize our long-term monitoring network, which measures compliance with EPA's health-based National Ambient Air Quality Standards.
 2. Expand monitoring beyond the long-term monitoring network using sensor technologies to inform our understanding of regional and localized fine particle levels, prioritizing overburdened communities.
 3. Improve forecast tools, especially to anticipate **041** fire smoke impacting our region more effectively.
 4. Stay current with emerging science and communicating risk with newer evolving technologies.
 5. Support new statewide monitoring and evaluation frameworks for statewide and federal rulemaking (e.g., Climate Commitment Act, American Rescue Plan, Inflation Reduc**042** Act).

041

042

#040

Posted by **John Lester** on **10/25/2022 at 1:15pm** [Comment ID: 17] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

What does one do with the information that one's air is polluted? Do we stop breathing? Do we move? Do we sue someone for putting industrial polluters in our neighborhoods? Do we enforce strict residential zoning criteria? What's the plan besides "warning" us that the air is bad?

#041

Posted by **Anne Quade** on **10/26/2022 at 7:08pm** [Comment ID: 66] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

My understanding is that controlled slash burns to create firewalls has been historically successful. Working with Forestry and DNR may help identify areas at highest risk, especially due to old growth turned kindling.

#042

Posted by **Carolyn Vares** on **10/26/2022 at 9:59am** [Comment ID: 54] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I tend to distrust the government to dictate their rules. "I am the government and I am here to help"- should be a warning to the American people. I know people who have wetlands on their property. They can't do anything with it EXCEPT PAY TAXES ON IT unless you are a developer who can bypass the rules.

6. Track pollution trends for high-priority air pollutants, such as diesel exhaust, through monitoring and modeling. 045
7. Seek funding and implement special monitoring studies, prioritizing overburdened communities. 047
8. Use emissions inventories and models to map air pollution, estimate health effects and public health economic impacts, and estimate future changes.
9. Further develop our understanding of cumulative impacts and emerging frameworks. Refine Agency mapping tools to identify and prioritize communities with a combination of higher air pollution exposure and socio-economically disadvantaged and health-impacted populations.

Air sensors are lower-cost, portable devices that measure the quality of the air we breathe. 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 onset of these new sensors has made air quality monitoring much more accessible to organizations and community members across our region, enabling us to better understand air quality at much smaller scales. This is particularly true for small air quality sensors that monitor for fine particle pollution. Over the last eight years, the number of these sensors rose from less than 25 to over 500.

049

- B. Increase the public's knowledge of air pollution, its main sources, and impacts across our region by sharing air quality information 043
1. Forecast and communicate daily air quality. Continue to expand forecast capabilities to progressively smaller geographic areas.
 2. Communicate risk and actions individuals can take in response to wildfire smoke with partners (health departments, cities, towns, community-based organizations, etc.), particularly in overburdened communities. 044
 3. Share displays of monitoring (including sensor technologies) and other mapping tools so that the public can better understand air pollution, risk, and cumulative impacts.
 4. Engage with local organizations serving overburdened communities to increase understanding of the health risks and sources of air pollution and what they can do to minimize their risk. 046

#043

Posted by **Sully Moreno** on **11/18/2022 at 4:40pm** [Comment ID: 141] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Educating the community about air pollution and its impacts on people is important. What I heard from people at the community workshops is not just about awareness and personal behaviors, but also about prevention when it comes to wildfires. Since wildfire smoke often originates outside of PSCAA's jurisdiction (though as we saw this year, fires are starting closer to home, too), is there anything PSCAA is doing to collaborate with agencies/organizations in other areas of the state to work on wildfire prevention? I think community members would be interested in hearing about that.

#044

Posted by **Don Thompson** on **11/17/2022 at 10:37am** [Comment ID: 102] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Burn ban notifications should go out automatically to all cell phones in the area, since there are too many people that don't watch or listen to the news

#045

Posted by **Don Thompson** on **11/16/2022 at 9:52pm** [Comment ID: 93] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The sale of light duty diesel powered trucks should be prohibited as soon as possible. Gas powered pickup and other light duty trucks would be a cleaner option today.

#046

Posted by **Victoria Raya** on **11/18/2022 at 2:10pm** [Comment ID: 118] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Need language here that is explicit about investing in community-based organizations and their capacity to engage on this work.

Reply by **Sully Moreno** on **11/18/2022 at 4:33pm** [Comment ID: 139] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree that this should be beyond "engage" and be more specific about how you mean to invest in these organizations and build capacity.

#047

Posted by **Tori Gamble** on **11/16/2022 at 11:29am** [Comment ID: 86] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Can we note where we can seek funding to create a better understanding of this? I.e. grants, private donations, legislation?

#048

Posted by **Victoria Raya** on **11/18/2022 at 2:25pm** [Comment ID: 120] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

May be assumed but I don't see any language access actions to ensure that diverse communities can engage and participate in communications

#049

Posted by **Chastain** on **11/17/2022 at 7:23pm** [Comment ID: 117] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Wildfire smoke from the "just let it burn" approach used in the Bolt fire had a massive impact on the entire Puget Sound area. No one should be able to make a unilateral decision like that and heavily pollute the air for weeks with no relief. I understand that there is an attempt to find a better approach to forest and wildfire management but just letting a fire burn without any attempt to limit it when the impacts are so far reaching isn't something that should happen without a lot of input from governments, community, fire fighting professionals well in advance of wild fire season. The impacts on humans and animals are intense and need to be addressed with the clean air agency leading the discussion.

5. Facilitate community participation and feedback in air quality monitoring.
 6. Encourage and support communities to measure their own air quality through active monitoring projects, especially through air sensor or equipment loan partnerships.
 7. Provide counties, cities, towns, and communities with relevant air quality data for planning processes to identify potential air quality impacts in overburdened communities to help inform decisionmakers.
- C. Sustain and explore expanding agency partnerships (e.g., academic consortiums, meteorological partner agencies, health departments, and community-based organizations) to pool collective knowledge and resources to deliver the actions above.

053

At the state level, the Environmental Health Disparities Map serves a similar function. Washington State defines **overburdened communities** as a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts. Our working definition includes those communities that rank in the top percentiles of our community air tool that combines air pollution, socioeconomic factors like race and income, and health indicators. We continue to track the state's list of overburdened communities as it is developed in parallel with this plan.

050

Since the summer of 2015, the Puget Sound region has experienced a large increase in **wildfire smoke** events that raise fine particle pollution to unhealthy levels. Studies show we can expect more smoke events in coming years.^{1,2} The Agency has invested in new technology to improve our ability to forecast these smoke events, and collaborated with many partners to effectively share information to our residents. We plan to continue, refine, and expand these efforts in this strategic plan.

1 US Global Change Research Program, Fourth National Climate Assessment, 2018, <https://nca2018.globalchange.gov/chapter/13/>

2 University of Washington Climate Impacts Group, <https://cig.uw.edu/our-work/forests-fire/>

#050

Posted by **John Lester** on **10/25/2022 at 1:19pm** [Comment ID: 19] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Forecasting pollution events is useless without prescriptive action.

Reply by **Don Thompson** on **11/17/2022 at 10:39am** [Comment ID: 103] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree. We need more prevention action. Forecasting is just chasing the horse after it's out of the barn.

#051

Posted by **Karen Carnot** on **10/26/2022 at 10:17am** [Comment ID: 56] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We need to use our precious resources to combat wildfires, not predict them.

#052

Posted by **Victoria Raya** on **11/18/2022 at 2:11pm** [Comment ID: 119] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

same as earlier comment - need to add "invest in" communities as they will need support to engage in this work if it falls outside their general scope and mission (which is often direct human services or referrals)

#053

Posted by **Sully Moreno** on **11/18/2022 at 4:35pm** [Comment ID: 140] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This definition should go before the term overburdened is first used. This definition could still be more explicit about the root causes that create vulnerability in populations, and be more explicit about race, income, and other intersecting identities/experiences rather than trying to fit these under the umbrella term of "socio-economic", which tends to have a connotation of class rather than race.

1.3 PREVENT, REDUCE, AND CONTROL EMISSIONS AND EXPOSURE FROM STATIONARY SOURCES AND OTHER REGULATED ACTIVITIES

The Washington Clean Air Act states its intent is *"to secure and maintain levels of air quality that protect human health and safety, including the most sensitive members of the population."* 054

Industrial and business activities (large and small) produce a collective and a localized amount of air pollution that is important to the communities we serve. Our work with these sources of air pollution is intended to prevent, reduce, and control their emissions and associated exposure to our region's residents through a combination of regulations, permits, compliance reviews, inspections, and enforcement where necessary. We strive to take creative and discerning approaches to this work to ensure its effectiveness, communicate clearly what we are doing and why, and seek improvements in technology, science, and engagement.

Draft Targets

- EPA-delegated programs, obligations, and commitments are fully met.
- Agency regulations are effectively met and implementation efforts are adjusted to address regional and local community air quality needs.
- Public knowledge and understanding of the Agency's permitting and regulatory processes has improved.

Draft Actions

- A. Use the combination of our permitting, inspection, and enforcement resources to control air emissions and reduce exposure to the public.
- B. Use appropriate approaches to help achieve compliance for all regulated activities, which include compliance assistance and communications.
- C. Inspect larger stationary sources of pollution included in our EPA compliance agreements on an annual basis.
- D. Review and adjust our annual inspection plans to address ongoing and emerging challenges.

#054

Posted by **John Lester** on **10/25/2022 at 1:24pm** [Comment ID: 20] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is this a joke? Check out the residential communities in South Park. I live 100 feet from an in-central-city macadam production plant (Lakeside Industries in Ballard/Fremont) This facility is also 100 yards from the King County environmental laboratory.

- E. Share air regulatory information with our communities in accessible languages and identify and work to reduce barriers for overburdened communities to understand and participate in our processes.
- F. Develop new tools or resources to help the general public understand both the regulations we implement and our permit review processes to support more-meaningful public engagement opportunities.
- G. Develop resources to assist the public in understanding the types of records the Agency keeps to facilitate effective records requests.

We have over 3,000 **registered sources** of air pollution in our region. These are familiar sights in our communities, including businesses like gas stations, autobody shops, and dry cleaners. We regulate more than 30 of the largest sources of air pollution, which EPA includes under Title V of the Clean Air Act. Each year, the Agency conducts roughly 1,000 onsite inspections at these sources, using compliance tools to ensure that conditions are met.

055

#055

Posted by **John Lester** on **10/25/2022 at 1:31pm** [Comment ID: 21] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

This is an utter failure. Point Source polluters remain in place Ad Perpetuum. Apparently, the EPA standards are too low for healthy respiration. If mineral processing plants are allowed in residential-zoned areas, then the EPA let al must think that particulate and gaseous pollution are perfectly fine upstanding contributions to our smoke-filled air.

1.4. REDUCE INEQUITIES IN AIR POLLUTION EMISSIONS AND EXPOSURE AND EFFECTIVELY ENGAGE ON AIR QUALITY TOPICS

Equity 062 ands that we improve air quality in overburdened 058 communities. To identify opportunities to reduce inequities, the 063 Agency will assess air pollution data and collaborate with community members, community-based organizations (CBOs), and other partners. This work will supplement the work that we do in our existing Focus Communities, as we continue to assess how to expand our reach without overextending our capacity. We will also respectfully listen to the community when developing best practices for authentically engaging to reach effective solutions.

Equity

Refers to fairness and justice and is distinguished from equality: whereas equality means providing the same to all, equity means recognizing that we do not all start from the same place and must acknowledge and adjust for imbalances. Equity is an ongoing process 056 requiring identification and overcoming of intentional and unintentional barriers arising from bias or systemic structures like racism, lack of opportunity, etc.

Draft Targets

- Working in partnership with those most impacted by poor air quality, a new Environmental Justice project 059 launched in at least one Tribal Nation, community, neighborhood, or city by 2027.
- Air quality in overburdened 061 communities improves as much as, or more than, air quality in the rest of the region.
- A community engagement guide to operationalize best practices 057 for authentic community engagement 060 is completed by the end of 2023.

Draft Actions

A. Focus efforts where inequities are greatest

1. Refine, create, and track metrics that highlight the impact when overburdened communities are prioritized.

#056

Posted by **Judy A Hart** on **10/25/2022 at 7:14pm** [Comment ID: 44] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We are all in the same storm, but in different "boats". Some have ships, some canoes and some have no boats and are drowning. Most of your document sounds like the old planner I used to work with just going on and not saying anything really meaningful about how to really fix things. I am a Civil Engineer. Just talking to all the groups does NOT fix problems if folks do not have a way to make changes. I see a real need for more specific solutions.

Reply by **Don Thompson** on **11/17/2022 at 4:06pm** [Comment ID: 113] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I totally agree. This plan needs more specifics on actions to take instead of only lofty goals.

#057

Posted by **Thomas Wasserman (Seattle, WA)** on **10/25/2022 at 4:45pm** [Comment ID: 36] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Best practices should require an all-out ban on burning wood and gas-powered leaf blowers!

#058

Posted by **Sully Moreno** on **11/18/2022 at 4:44pm** [Comment ID: 144] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

For this section and throughout the plan, it is not possible to successfully talk about equity without explicitly naming race. This is lacking throughout the plan, it reads like the plan is using words like "overburdened" and "socio-economic" to avoid specifically naming race and systemic racism.

#059

Posted by **Victoria Raya** on **11/18/2022 at 2:27pm** [Comment ID: 121] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

this goal is vague. at least one partnership over 4 years?

#060

Posted by **Victoria Raya** on **11/18/2022 at 2:32pm** [Comment ID: 123] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

would be good to call out a section of this guide would be focused on overburdened communities (relationship and trust-building, prioritized investments, representative staffing, funded partnerships, etc.)

#061

Posted by **Victoria Raya** on **11/18/2022 at 2:31pm** [Comment ID: 122] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

another very vague statement. unclear if this means that if all communities improve air quality by 20%, this still leaves overburdened communities with disparities. Seems that the target should be to make significant investments in addressing air quality in overburdened communities as a priority with a goal of making improvements that decrease disparate burdens.

#062

Posted by **Maia** on **10/26/2022 at 1:05pm** [Comment ID: 61] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

to ensure better equity ...
(odd to say Equity demands...)

#063

Posted by **Maia** on **10/26/2022 at 1:09pm** [Comment ID: 63] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

feels like you should address why some communities are hit harder than others (and not just because they're "overburdened")

For example, communities with higher populations of people of color may have more asthmatics, diabetics ... Preexisting issues can make it harder for these communities to deal with air-quality issues.

Or, having to stay home because the air is bad is an option that may not be available to lower-income communities, for example. (People with sufficient resources can just stay home or head to a safer location. People without resources are stuck. And they're more likely to have issues that require them to do respond - stay home or go somewhere safe)

2. Across objectives, work with government and community partners in emerging frameworks to effectively prioritize air quality and climate improvement actions in overburdened communities.
3. With partners, distribute air pollution impact mitigation resources (e.g., filter fans, tree planting, etc.) in overburdened communities. 064 066
4. Evaluate and effectively balance Agency resources in overburdened communities and focus communities.
5. Collaborate with members of focus communities so they can provide input and insights into our environmental justice and equity work.

Focus Communities

Geographic locations where the Agency has prioritized its engagement based on a review of air pollution sources, negative health impacts, and historical and existing socioeconomic barriers facing communities. Currently, the Agency's **focus communities** are Auburn-Pacific-Algona, Duwamish Valley, Lakewood, and Seattle's Chinatown-International District.

- B. Target communication and community engagement in overburdened communities
 1. Across objectives, share information in multiple languages and formats that are culturally and linguistically accessible.
 2. Across objectives, reduce barriers to participation in Agency processes. 068
 3. Cultivate authentic community engagement with Tribal Nations and/or CBOs that serve 067 Tribal Nations in our region to determine how to collaborate and partner on air quality work. 065

Environmental Justice (EJ)

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, rules, and policies. [RCW 70A.02]

Examples of environmental injustices include, but are not limited to, air and water pollution, inequitable access to healthy food, inadequate transportation, and unsafe homes.

#064

Posted by **Judy A Hart** on **10/25/2022 at 7:16pm** [Comment ID: 45] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Yes! Get out there and really help folks. Filter fans and tree planting help, but again helping people install solar power would be a much more significant improvement.

Reply by **Tania Guzman** on **11/10/2022 at 3:11pm** [Comment ID: 79] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Bring all the landlords to this topic!

We need them to help us, so the renters to have the solar program go active in our house.

#065

Posted by **Sully Moreno** on **11/18/2022 at 4:42pm** [Comment ID: 142] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Beyond engagement, PSCAA should strive for consultation and collaboration with Tribal Nations.

#066

Posted by **Lynne** on **10/29/2022 at 3:22pm** [Comment ID: 73] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This item #3 seems like the most concrete action item that could directly help "overburdened" communities. I think it should be given higher priority compared to the other objectives that are more focused on long-term planning. Moreover, it should address unequal access to air purifiers (especially during fire season).

Reply by **Victoria Raya** on **11/18/2022 at 2:33pm** [Comment ID: 124] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree

#067

Posted by **Sully Moreno** on **11/18/2022 at 4:43pm** [Comment ID: 143] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I would say CBOs that serve Indigenous communities (since not all Indigenous people live within Tribal land/not all Indigenous people are citizens of the Tribal Nations that share geography with PSCAA's jurisdiction).

#068

Posted by **Victoria Raya** on **11/18/2022 at 2:40pm** [Comment ID: 126] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is this a draft action? Needs more detail. Will you increase community-at-large seats on board and revise criteria to make this accessible to members of frontline communities (low-income, BIPOC, disabled, youth, etc.)? Will you invest in partnerships with frontline communities on policymaking, program design, budgeting, and development of strategic planning? These are only a few suggestions with a request for specificity, otherwise this statement is too vague.

1.5 REDUCE WOOD SMOKE POLLUTION AND OUTDOOR BURNING ACTIVITIES

073

During the colder winter months, reliance on wood burning for home heat creates fine particle pollution and causes harmful health effects in our region. Different types of wood-burning devices produce different amounts of fine particle pollution, with older un⁰⁷⁵certified wood stoves emitting the most pollution. Removing older, high-polluting devices can effectively reduce fine particle pollution⁰⁷⁶

Although newer wood stoves are cleaner, we still have many old, uncertified wood stoves in our region that contribute to unhealthy air quality. The Agency is balancing multiple factors to assess and adapt the ways that we address wood smoke. These include technology changes and potential pollution tradeoffs (2020 wood stoves are much cleaner than predecessors, natural gas stoves virtually eliminate fine particle pollution, and heat pumps are the cleanest for both fine particle and greenhouse gas pollution⁰⁷⁷) and improvements in our local air quality as fine particle levels have improved. Other considerations include the potential for EPA to issue a tighter fine particle national ambient air quality standard as well as increased federal funding in support of clean heating sources, mainly driven by partners' climate strategies.

As the weather warms, another type of wood smoke can become a problem. Outdoor fires are banned in most areas in King, Kitsap, Pierce, and Snohomish counties, with burning of yard waste prohibited in urbanized areas⁰⁸⁰ nonetheless, smoke from outdoor fires can lead to harmful fine particle pollution and can be a neighborhood nuisance.

071

Draft Targets

- All communities, including those most impacted by wood smoke, achieve the Agency's fine particle pollution health goal.¹
- 3,200 old, unc⁰⁷⁹ertified wood stoves are removed directly through⁰⁷² Agency programs.
- An evaluation of alternatives to outdoor yard-debris burning is completed by the end of 2024⁰⁷⁸

069

Draft ⁰⁸²Options

- A. Provide information and financial incentives to community members to reduce wood smoke emissions

070

1. ⁰⁸¹ure incentives to encourage the removal of older, high-polluting wood stoves.

074

¹ Same form as EPA's daily fine particle pollution national ambient air quality standard.

#069

Posted by **Traca Fragomene** on **10/24/2022** at **5:09pm** [Comment ID: 11] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

What about the reduction of wood burning fireplace usage in addition to reducing old wood burning stoves? There are alternatives to wood burning fireplaces like gas fireplace conversions.

#070

Posted by **Masso Salmassi** on **10/26/2022** at **9:27pm** [Comment ID: 69] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

What about built in fireplace? These fireplaces pollute most and retrofit inserts must be provided to homeowners. Presently no remedies , rebates or solutions are offered to homeowners with such fireplaces.

#071

Posted by **David** on **10/24/2022** at **1:34pm** [Comment ID: 9] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

With regards to outdoor burning. How many citations have been issued for illegal burning of trash/yard waste in Pierce County in 2022?

#072

Posted by **Don Thompson** on **11/16/2022** at **9:56pm** [Comment ID: 94] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Higher financial incentives are needed to do get rid of uncertified wood burning stoves and fireplaces

#073

Posted by **Christopher C Olmsted** on **11/16/2022** at **7:19pm** [Comment ID: 91] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Outdoor burning needs to be seperate from fireplaces. They are totally different and have seperate solutions.

#074

Posted by **Don Thompson** on **11/17/2022** at **10:45am** [Comment ID: 105] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We need incentives to get rid of ALL wood stoves

#075

Posted by **Kitsap Resident** on **10/26/2022 at 7:42am** [Comment ID: 51] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I like the plan to reduce pollutants from outdoor smoke, but I believe the actions need to be more aggressive. We live in an unincorporated area of Kitsap County, and although clear-cutting is rampant, and the population is growing, outdoor burning is still allowed when a burn ban is not in place. When the rains return in the fall, cleaning the air, the entire neighborhood decides to burn yard debris the minute the sun comes out. The air fills with toxic smoke. We can't go outside and enjoy one day of clean air. We have to wear N95s in our own garden. I believe outdoor burning of yard debris should simply be banned, and people should be educated about the health effects of standing next to their own burn pile. They should also have incentives and be educated about the specific alternatives to burning. Outdoor burning is banned in the city proper, but here, we are out of luck. Our only recourse is to be recorded as calling 911 to complain about a neighbor. This is untenable. Please do something!

Reply by **Nancy-King County Resident** on **11/03/2022 at 10:40am** [Comment ID: 75] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree with this comment. A good portion of our neighbors burn yard debris and burn in bad woodstoves. If you live where electricity or natural gas is available you should not claim that wood burning is your only source of heat. Ban the woodstoves!

Reply by **Steve M** on **11/16/2022 at 3:04pm** [Comment ID: 89] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

You can burn cleanly in a new certified wood stove, using natural gas is not environmentally friendly and electric furnaces are very expensive to run. I agree we should replace old style wood stoves and there really is no reason to have these burn piles smoldering for days to get rid of leaves and brush when you can mulch/compost. At least with wood stoves people are getting heat from them.

#076

Posted by **Betz Bernhard** on **11/18/2022 at 6:21pm** [Comment ID: 158] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Woodstoves should be banned if people have access to electricity or natural gas. Even so called 'cleaner new wood stoves' can pollute the air in an entire

neighborhood block. Certainly they should be banned in dense urban neighborhoods. Recreational fires (*fire pits) that burn wood should also be banned within city limits.

#077

Posted by **Thomas Wasserman (Seattle, WA)** on **10/25/2022 at 4:52pm** [Comment ID: 37] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Until wood burning is banned out right, the rest of this doesn't matter. It is always disheartening to hear on the news that "due to unsafe conditions there is a burn ban on EXCEPT FOR RECREATIONAL FIRES, WOOD BURNING STOVES, AND FIREPLACES". Or to state it more plainly, all burning is banned except burning. Please explain how this is a ban?

Reply by **Don Thompson** on **11/17/2022 at 10:43am** [Comment ID: 104] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I also have to wonder if we need to ban ALL wood burning stoves and fireplaces. While certified wood burning devices produce less particulates they still are a problem with our growing population.

#078

Posted by **Sully Moreno** on **11/18/2022 at 4:48pm** [Comment ID: 145] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Does PSCAA have any data around WHY people burn yard waste? Is it due to lack of access to yard waste collection service? Yard waste collection service being unaffordable for these households? It would be good to understand the cause so PSCAA and other agencies can collaborate on addressing the root cause.

#079

Posted by **Judy A Hart** on **10/25/2022 at 7:21pm** [Comment ID: 46] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

You say you are removing the old uncertified wood stoves, but do not say how you will help people replace them. Propane heaters would be much cleaner, but tanks, fireplaces and propane prices have greatly increased. Again, I believe solar power is the best solution.

#080

Posted by **Thomas Wasserman (Seattle, WA)** on **10/25/2022 at 4:55pm** [Comment ID:

38] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There is no enforcement of this. There is always a loophole for "recreational fires". And a large part of the population burns their yard waste and calls it a recreational fire.

#081

Posted by **Maia** on **10/26/2022 at 1:10pm** [Comment ID: 64] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

can we ban these?

Older wood stoves and unapproved campfires in our neighborhood cause health issues for everyone.

#082

Posted by **Barbara Boyle** on **11/17/2022 at 10:07am** [Comment ID: 101] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Wood smoke in neighborhoods is real, it's excessive, and it greatly impacts normal folks, asthmatics, people with heart and lung disease and more. Removing wood smoke year round should be a high priority of your plan.

Work with Seattle City Light and PSE on an incentive program (including subsidizing conversion up to 100% for low income) to convert from wood burning as heat to clean, electric heat pumps. New legislative action in 2023 may enhance ability to make this a big push.

Ban ALL outdoor burning at all times, including: outdoor fire pits, meat smokers, etc. What some people see as fun harms their neighborhoods, forces them indoors, and reduces overall regional air quality. Enforce burn bans and greatly step up notifications through social media, local radio and TV, etc.

Stop indoor burning (fireplaces and uncertified wood stoves). Develop a program to identify homes burning with insufficiently dried wood, e.g., that produces thick, visible smoke that clearly is full of toxic particulates, and use a carrot/stick approach to change behavior. This is a real health threat in neighborhoods throughout the Puget Sound region that gets little attention. It's very important that people be educated that their actions harm their neighbors directly...and that illegal actions (hopefully if regulations improve) lead to serious fines (or to new, clean approaches).

2. Coordinate wood stove efforts with utilities and others who provide home weatherization and energy efficiency services, promoting heat pumps as a year-round clean air solution for heating and cooling. 090
 3. Conduct outreach and education campaigns about cleaner indoor burning practices, burn ban awareness, health impacts from wood smoke, and wood stove removal programs. 083
 4. Partner with organizations that provide resources for overburdened communities to ensure that outreach and education campaigns about indoor burning reach them. 092
- B. Communicate and ensure compliance with laws and rules related to wood smoke emissions and outdoor burning
1. Call and enforce air quality burn bans and process wood smoke complaints. 088
 2. Raise awareness of, and compliance with, burn bans.
 3. Influence the legal and regulatory changes needed to implement cleaner federal and state wood heater emission standards; revise Agency rules if necessary. 084
 4. Evaluate alternatives to outdoor burning; if warranted, develop rulemaking to reduce residential yard waste burning.
 5. Minimize illegal outdoor burning through education, partnering with fire districts, and enforcement. 089
- C. Perform analysis to inform wood smoke actions
1. Forecast air quality conditions and call air quality burn bans when specified thresholds are met. 086
 2. As needed, quantify and analyze sources of wood smoke emissions in our region.

#083

Posted by **Don Thompson** on **11/17/2022 at 10:46am** [Comment ID: 106] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Use the system for Amber alerts to send out Burn Ban notices to everyone because too many don't follow the news

#084

Posted by **Don Thompson** on **11/16/2022 at 9:58pm** [Comment ID: 95] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

After dark enforcement is needed when many burn for heat when it's the coldest. I recently reported a couple violations during a burn ban, but I doubt that anyone would be here at the right time to find the violators

#085

Posted by **Stephen Gerritson** on **10/25/2022 at 4:21pm** [Comment ID: 32] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Public education programs should include outreach concerning fireplaces in homes and condos. Encourage the installation of gas burners where possible. Fireplaces are hardly ever a primary heat source and are usually used for amusement. Work with the Master Builders Association to discourage the inclusion of fireplaces in new homes.

Reply by **Thomas Wasserman (Seattle, WA)** on **10/25/2022 at 4:58pm**
[Comment ID: 39] - [Link](#)

Agree: 0, Disagree: 0

Well said. It's disheartening to hear how the Seattle City council wants to ban natural gas in all new projects but does not seem concerned at all about wood smoke.

#086

Posted by **Don Thompson** on **11/17/2022 at 10:47am** [Comment ID: 107] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Don't we already do this?

#087

Posted by **Judy A Hart** on **10/25/2022 at 7:27pm** [Comment ID: 48] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

What about all the fireworks that cause huge amounts of air pollution as well as fires. Don't you think that fireworks should be banned and that ban enforced? I sure do.

#088

Posted by **Don Thompson** on **11/17/2022 at 4:11pm** [Comment ID: 114] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Smoke complaints need to be addressed within several hours of being reported. If nobody goes out to check on it until the next day then it's unenforceable.

#089

Posted by **Anne Quade** on **10/26/2022 at 7:15pm** [Comment ID: 67] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I agree that enforcement of illegal burning, indoor or outdoor is non existent, and I honestly do not think fines and citations work at all. Neighbors are hesitant to report their neighbors. Fire and Police are spread too thin. The only way to stop it is through continued awareness as you are working so hard to achieve.

#090

Posted by **Judy A Hart** on **10/25/2022 at 7:24pm** [Comment ID: 47] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

My ductless heat pump does NOT work well when the temperature falls below 35F and must be supplemented with other heat. It also gets extremely expensive every winter. Last year one bill was well over \$400.

#091

Posted by **Karen Carnot** on **10/26/2022 at 10:23am** [Comment ID: 57] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Create an anonymous tip line to report neighbors who still burn their trash, or make trash and recycling pickup compulsory.

#092

Posted by **Karen Grew** on **10/27/2022 at 8:51am** [Comment ID: 71] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

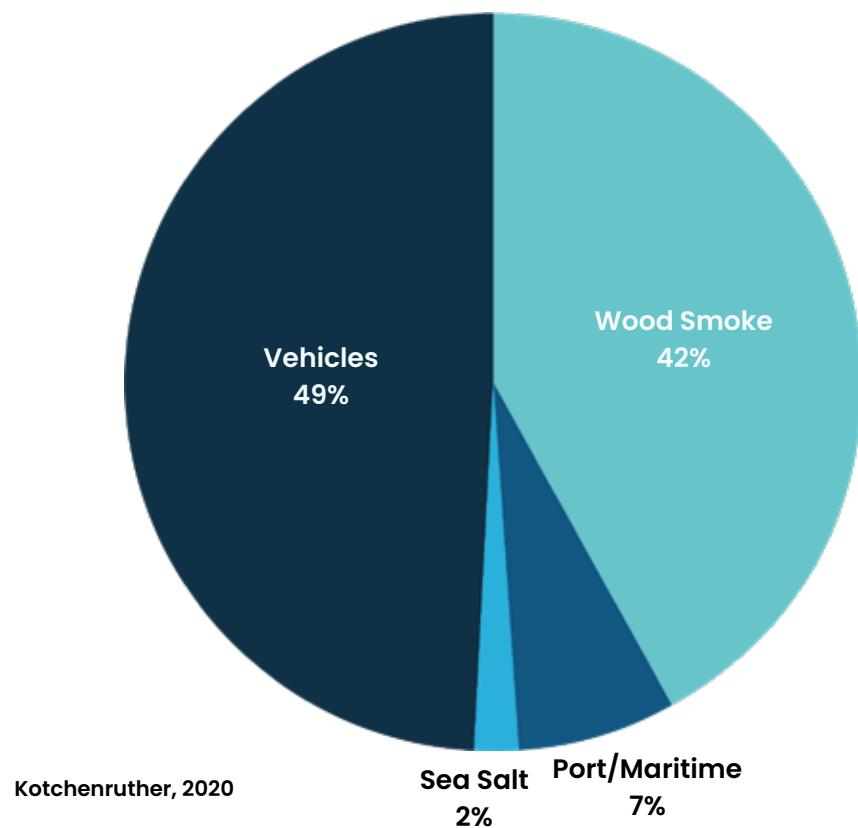
I suggest also reaching out to medical providers, particularly those that deal with children and the elderly, to provide patient education about the respiratory health risks posed by woodsmoke from older woodstoves.

Wood smoke pollution

For some of our communities, wood smoke accounts for over fifty percent of the total wintertime fine particle pollution. Reducing wood smoke is key to reducing overall fine particle pollution in these areas. Even in urbanized areas, wood smoke is responsible for a substantial portion of overall fine particle pollution, greater than industry and second only to transportation sources.

WINTER FINE PARTICLE SOURCES

TACOMA-PIERCE COUNTY, 2015-2017



Fine particle pollution health goal

In addition to the NAAQS described in Objective 1.1, the Agency strives to meet its more protective daily **health goal** of 25 micrograms per cubic meter for fine particle pollution (the current daily NAAQS is 35 micrograms per cubic meter). Reducing wood smoke is the key action to meet the health goal.

1.6. REDUCE HARMFUL DIESEL POLLUTION AND EXPOSURE

Diesel pollution, and specifically diesel particulate matter, is highly toxic and multiple studies show that it contributes over 70 percent of the potential cancer risk from all air toxics in our region. Communities located near major roadways, ports, and major goods movement facilities like railyards and distribution centers are disproportionately exposed to diesel pollution and its impacts.

The technology to reduce or even eliminate pollution across various diesel engine types and sizes is advancing rapidly for some types and more slowly for others. Zero-emission technology (for example, electrification) is exciting because it addresses both diesel and other harmful pollutants, as well as greenhouse gas emissions. For some sectors, such as tugboats or locomotives, zero-emission technology will likely take longer to develop and propagate than for cars and trucks. Replacing these old diesel engines with ones that meet current emissions standards can significantly reduce diesel pollution for overburdened communities now. Efforts to reduce diesel emissions will require working collaboratively with partners to collectively address diesel pollution in the places that need it most. New funding opportunities, particularly at the federal level through the Inflation Reduction Act, expand the potential impact of these collaborations.

Draft Targets

- On-road diesel pollution decreases across the region by more than 50% by 2030.
- At least 10% of the diesel-powered switcher and short-line locomotives in our region are replaced with cleaner engines by 2030, with a focus on all-electric replacements.
- Pilot projects to deploy electric drayage trucks have been completed by 2030 and larger scale efforts are underway.
- At least 50% of diesel-powered yard trucks identified near overburdened communities are replaced with electric yard trucks. 093

Draft Actions

- A. Pursue funding and support partners that pursue funding opportunities to reduce diesel pollution from heavy-duty vehicles and equipment, particularly near overburdened communities. Emphasize efforts that:
 1. Replace diesel equipment with zero-emission equipment.

#093

Posted by **Don Thompson** on **11/17/2022 at 10:49am** [Comment ID: 108] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Replace the other 50% with CNG trucks until they can be electric to get rid of diesel pollution ASAP.

#094

Posted by **Ron Stuart** on **11/16/2022 at 11:08am** [Comment ID: 82] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Equally important is charging or hydrogen fueling infrastructure needed to support diesel engine replacement with zero emission equipment. Infrastructure buildout should be included in diesel reduction draft actions as a necessary element.

#095

Posted by **Jay Donnaway** on **10/24/2022 at 4:12pm** [Comment ID: 10] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

There is no longer any required emissions testing in WA, and "Coal Rolling" by illegally modified diesel pickups is commonplace. What enforcement actions will you pursue against these most flagrant violators?

2. Replace diesel with cleaner diesel or other cleaner options when zero-emission options do not yet exist or are not feasible.
 3. Pilot new zero-emission or hybrid technologies that will have significant criteria pollutant and greenhouse gas reductions.
- B. Collaborate with government partners, local businesses, and others to accelerate the adoption of medium- and heavy-duty zero-emissions vehicles and equipment, with a focus on transit and goods movement in our region.
1. Stay actively engaged in forums with other government agencies and explore ways to coordinate pollution reduction efforts and maximize impact.
 2. Identify, develop, and maintain partnerships with businesses using diesel vehicles or equipment.
 3. Provide practical information, developed through our real-world experiences, to funding agencies to help them improve and expand access to their funding opportunities.
 4. Monitor developments related to non-electric low-carbon fuels, such as hydrogen, particularly for heavy-duty transportation uses.
 5. Look for opportunities to coordinate pilot projects for non-electric, low-carbon fuels with our trucking, rail, marine, and terminal partners.
- C. Inform and engage community members about diesel pollution and projects that reduce diesel pollution.
1. Communicate the risk of diesel pollution, sources of diesel pollution, how to reduce exposure, and how to stay informed about pollution reduction activities.
 2. Inform residents and businesses about the pollution-reduction projects we and our partners are undertaking in their communities, particularly in overburdened communities
 3. Seek regular feedback from communities (especially overburdened communities), jurisdictions, and businesses on how the Agency is serving as a resource for diesel-related issues.
- D. With partners, measure our progress towards reducing diesel pollution through monitoring, modeling, and other technical analyses.
- E. Advocate for improved emission standards for vehicles and equipment at the state and federal level to reduce pollution exposure for overburdened communities.

#096

Posted by **Don Thompson** on **11/17/2022** at **10:51am** [Comment ID: 109] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Encourage the elimination of idling when diesel vehicles are not moving.

Reply by **Sean Moore** on **11/21/2022** at **12:09am** [Comment ID: 170] - [Link](#)

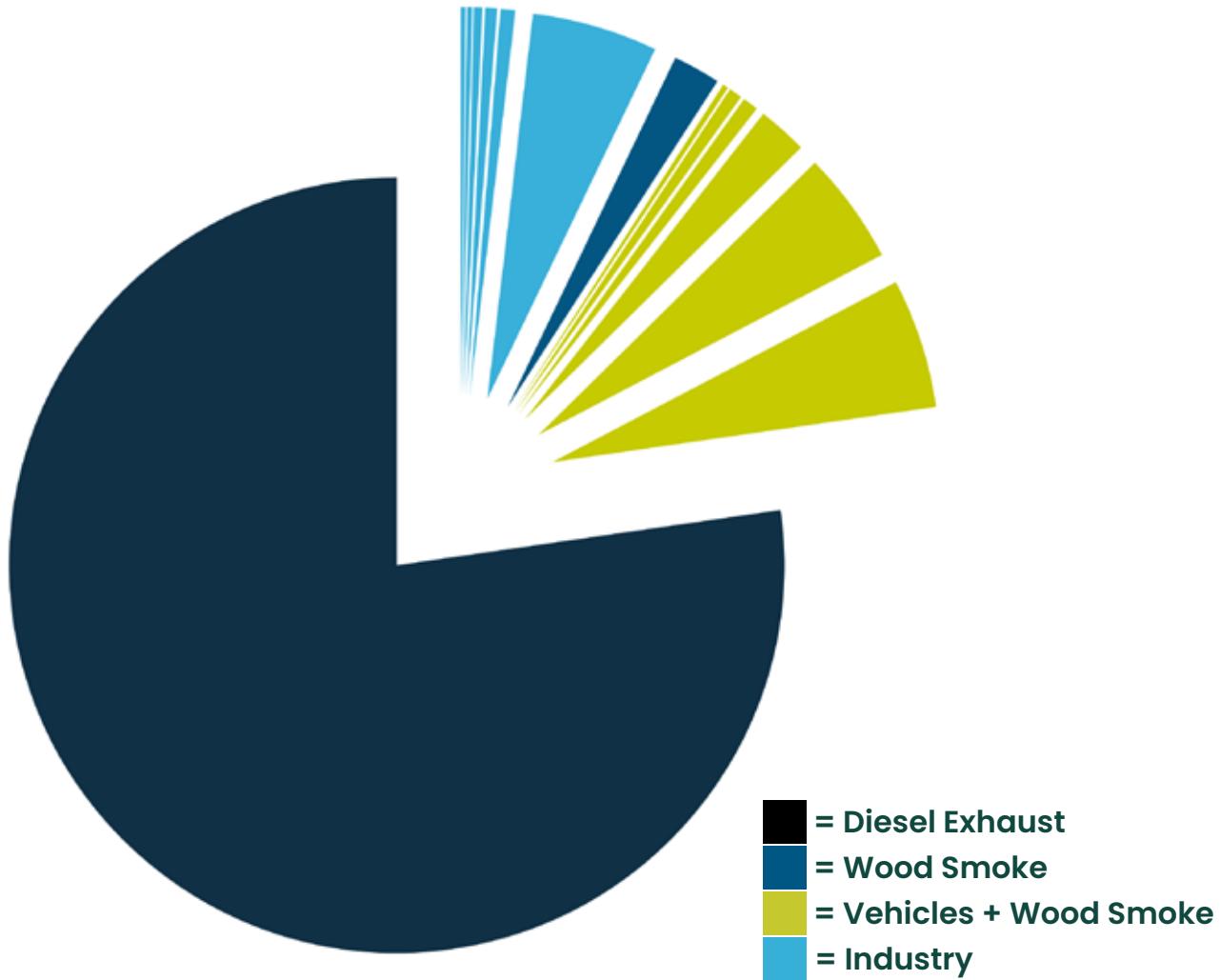
Type: Suggestion

Agree: 0, Disagree: 0

Out right ban idling over 5 minutes of any vehicle, and create a reward program for people to report violations.

POTENTIAL CANCER RISK CONTRIBUTION FROM AIR TOXIC POLLUTANTS

CHINATOWN-INTERNATIONAL DISTRICT AIR TOXICS STUDY 2016



The Northwest Ports Clean Air Strategy (NWPCAS), first adopted in 2008, is a collaboration between among the Northwest Seaport Alliance, the ports of Seattle and Tacoma, Washington, and the port of Vancouver, British Columbia. The purpose of the Strategy is to voluntarily reduce seaport-related emissions that both contribute to air pollution in the shared Puget Sound-Georgia Basin Airshed, as well as contribute to climate change. The Agency played a significant role in the creation of the NWPCAS and partners with the local port members of the Strategy on both various projects to reach the goals of the Strategy as well as periodic updates to the Strategy.

1.7. REDUCE GREENHOUSE GAS (GHG) EMISSIONS – PRIMARILY FROM THE TRANSPORTATION SECTOR – TO REDUCE OUR REGION’S CONTRIBUTION TO CLIMATE CHANGE

In 2017, the Agency strengthened its climate targets to reduce regional GHG emissions to 50% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Since then, urgency has continued to grow around the need for us to drastically reduce GHG emissions, with the most-recent scientific reports reflecting even greater urgency. Our communities have borne impacts in recent years, including wildfire smoke, extreme heat events, and more. In 2020, Washington State updated its 2050 GHG target based on more-recent findings. Although our 2030 target is still on par (the state’s target is 45% below 1990 levels), the state’s 2050 target is more ambitious (95% below 1990 levels).

We focus our GHG-reduction efforts on the transportation sector because it is the single largest contributing sector to greenhouse gas (GHG) emissions in our region, at almost 40 percent. Many actions that reduce GHG emissions from transportation also substantially reduce traditional air pollutants that impact health, particularly for communities living near major roadways. 097

We develop this plan at an exciting time with recent statewide legislation, as well as federal funding opportunities, creating new paths forward for climate action. Over the course of this plan, we will focus on leveraging the new programs that emerge from this suite of legislation, convening partners, and pursuing and supporting funding opportunities to reduce GHG emissions.

We will prioritize opportunities that (a) electrify transportation and make it more accessible, (b) expand zero-emissions transportation infrastructure, and (c) reduce carbon content in fuels. We will also continue to support partners that lead “mode-shift” efforts like transit, walking, and biking. Through all strategies, we will need to collaborate closely with partners to be successful. Collectively, we aim to build and contribute to a framework of policies and programs across the region that will achieve our emissions reductions targets. While we maintain our focus on transportation emissions, we will continue to evaluate economywide emissions in the context of new programs and policies and will shift our focus to other sources and emissions sources if necessary.

099

#097

Posted by **Philip Crawford** on **11/17/2022** at **8:42am** [Comment ID: 100] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This plan should reflect the fact that reducing emissions from mobile sources (transportation) in effect moves those emissions from mobile to stationary sources (power generation plants). How will PSCAA and other regulatory agencies ensure that the overall emissions from mobile sources are decreased? You're going to have to address the thermodynamics of this shift. With our hydro capability all but maxed out, will you incentivize alternative power generation as part of this goal? What other steps will you take?

#098

Posted by **Sean Moore** on **11/20/2022** at **11:58pm** [Comment ID: 168] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Low hanging fruit would be to target gas-powered lawn equipment. No body 'needs' to blow leaves around. They can be composted or electric alternatives exist.

#099

Posted by **Don Thompson** on **11/17/2022** at **10:54am** [Comment ID: 110] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This has to be done without added pollution from electrical generation and transmission.

Draft Targets

- The region's transportation GHG emissions are reduced to 50% below 1990 levels by 2030 (to position the region to achieve 80% - 95% below 1990 levels by 2050).
- At least three pilot projects to bring zero-emission transportation technology to communities, especially overburdened and rural communities, are completed by the Agency and/or partners.
- At least 70% of all new light-duty vehicles sold or newly registered in our region are all-electric by 2030. 102 101
- Jurisdictions that submit comprehensive plan updates to the Puget Sound Regional Council include elements that plan for more electric transportation, both for their own fleets and for the public, through codes, policies, and other requirements.

Draft Actions

- A. Collaborate to advance low- and zero-carbon transportation options and infrastructure.
 1. With the Puget Sound Regional Council, maintain an online clearinghouse for our jurisdictions as a resource on transportation electrification.
 2. Expand the Regional Electric Vehicle (REV) collaborative with the Puget Sound Regional Council and jointly create a regional electric vehicle (EV) plan.
 3. Serve as a resource to local jurisdictions as they prepare and implement climate plans.
 4. Support and influence policies that encourage the expansion of zero-emission public transportation and alternative transportation options, especially for overburdened communities. 100
 5. Advocate for policies and strategies that make it easier for low-income residents to purchase an EV, including "on-the-hood" incentives. 103
- B. Pursue funding opportunities to expand transportation electrification across the region and collaborate with and support partners with the same objective.
 1. Pursue funding for zero-emission, heavy-duty vehicles or equipment in the region, with a focus on overburdened communities to leverage our diesel objectives.

#100

Posted by **Don Thompson** on **11/17/2022** at **10:58am** [Comment ID: 112] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We need to be very careful about what we call zero-emission. Electric vehicles right now are not zero-emission because some of our electric generation is from burning fossil fuels.

#101

Posted by **Don Thompson** on **11/17/2022** at **10:57am** [Comment ID: 111] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

70% may be too aggressive with available technology. Many will need vehicles that have a range of 600 miles within 10 hours. Currently even with some that get 400 miles on a charge you can't recharge fast enough to cover 600 miles within 10 hours.

#102

Posted by **Tarron L Ward** on **10/25/2022** at **2:13pm** [Comment ID: 22] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There is a need to enable lower income people to afford electric cars. Some type of trade-in incentive that will subsidize the trade-up of a gas car in the purchase of a used electric car. Without financial help it will take a long time to get the oldest cars off the road because they will be used by the people with the least resources to upgrade to electric

Reply by **Judy A Hart** on **10/25/2022** at **7:29pm** [Comment ID: 49] - [Link](#)

Agree: 0, Disagree: 0

Very true and well stated.

#103

Posted by **Sully Moreno** on **11/18/2022** at **4:55pm** [Comment ID: 146] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This needs to be paired with education around electric vehicles (how do they work, how do you charge them, where do you charge them, etc.) and their benefits (aside from the environmental benefits, focus on benefits to the individuals purchasing and using electric vehicles).

#104

Posted by **Ron Stuart** on **11/16/2022** at **11:18am** [Comment ID: 83] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Supporting the development of zero emission infrastructure is as necessary as supporting the adoption of zero emission vehicles. I would like to see more emphasis on infrastructure development as a necessary element of zero emission transportation.

2. Support pilot projects that increase access to zero-emission vehicles (ZEVs) in communities that have disproportionately higher barriers to ZEV and ZEV infrastructure (e.g., low-income EV carshare, incentive programs for high-mileage vehicles) and share results to support other programs in the region and state.
 3. Pursue opportunities to expand charging infrastructure at low-income, multi-family housing and in overburdened communities.
- C. Conduct education and outreach about the climate and air quality benefits of transportation electrification and other policies that reduce pollution.¹⁰⁵
1. Support the local implementation of Washington State's transportation and climate policies.
 2. Conduct focused outreach to high-mileage drivers (e.g., taxis and drivers for transportation network companies like Uber and Lyft) and rural commuters about the benefits of driving EVs.
 3. Provide community members and businesses with information about transportation electrification, climate policies, and clean transportation choices to promote the benefits of EVs.
 4. Seek feedback from communities, community groups, jurisdictions, and businesses on how the Agency is serving as a resource for transportation electrification and climate-related issues.
- D. With partners, measure progress toward climate goals and guide our climate reduction efforts by conducting and/or assisting in regional GHG emission inventories.
- E. Evaluate our potential as a regulatory agency to further reduce GHG emissions through rulemaking or legislation.

#105

Posted by **Sully Moreno** on **11/18/2022 at 4:57pm** [Comment ID: 147] - [Link](#)

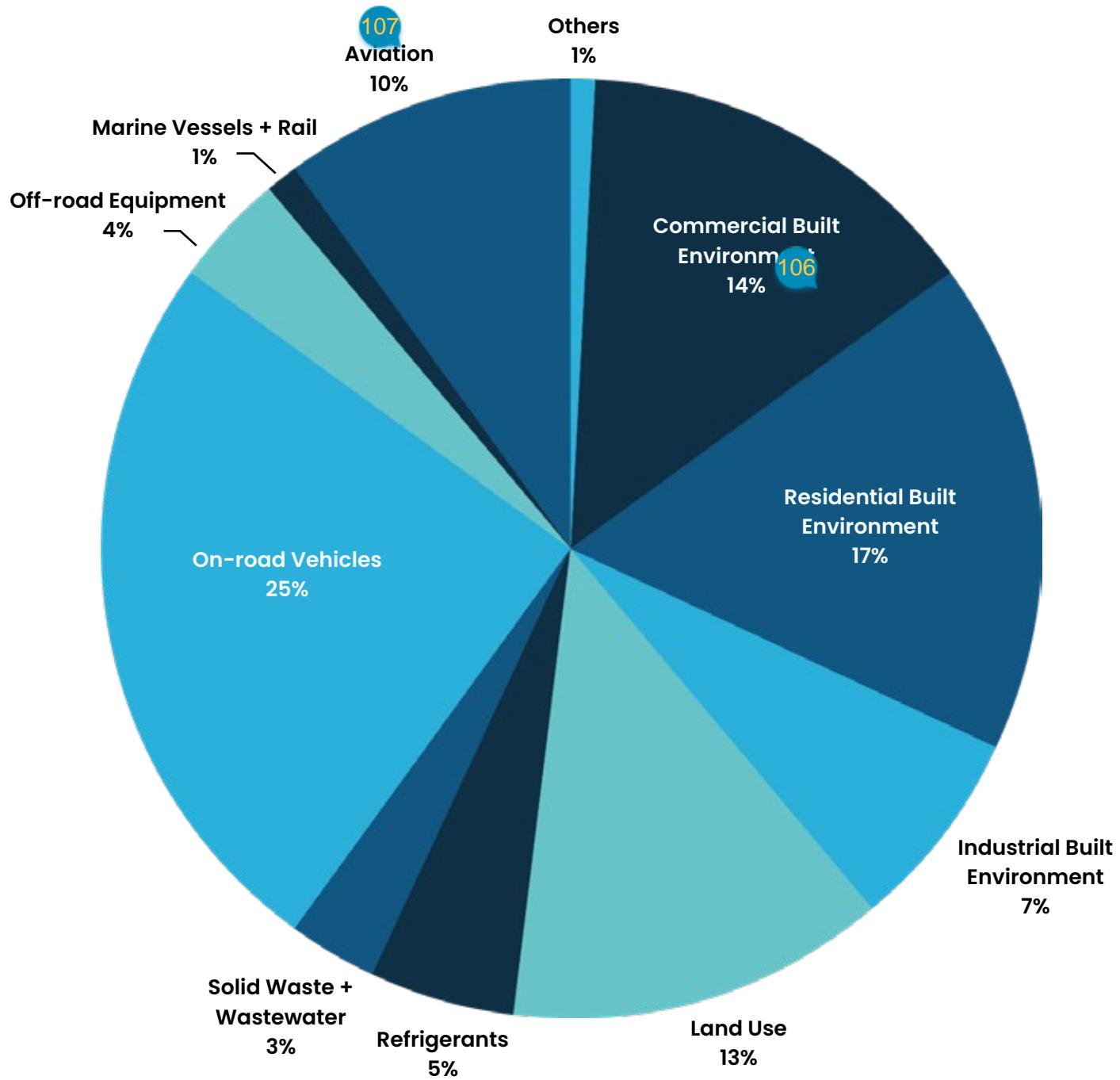
Type: Suggestion

Agree: 0, Disagree: 0

This education needs to go beyond the climate and environmental benefits. For people who are focused on meeting their basic needs, they also need to hear about why electric vehicles would make a positive impact in their lives personally (are there cost savings associated with not having to buy gas? how convenient is it to charge an electric vehicle compared to filling a tank of gas?). Without this side of the education, the environmental benefits may not be enough for people who are thinking about things like how do they make sure they can reliably get to work to pay their bills.

GREENHOUSE GAS EMISSIONS SOURCES IN THE PUGET SOUND REGION

2019



Notes on pie chart:

'Land Use' includes emissions from agriculture and tree loss from development, harvesting, fire, disease, and storm damage.

'Aviation' includes emissions from fuel used for flights beginning or ending in the Puget Sound region.

#106

Posted by **Tori Gamble** on **11/16/2022 at 11:38am** [Comment ID: 88] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This pie chart is easier to read than the last one above. Maybe consider the same format for all charts.

#107

Posted by **Bob** on **11/16/2022 at 5:14pm** [Comment ID: 90] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Don't forget to include a possible new airport in western Washington (currently being discussed) in your future projections.

Climate and Transportation Policies in Washington State

Recent years in Washington State have brought a sea change in policies intended to address climate change and transition the way we transport goods and people to zero-emission technology.

Zero-Emission Vehicle (ZEV) Mandate

- Starting with model year 2026, the ZEV Mandate will require an increasing percentage of vehicle sales in Washington be zero-emission vehicles.

Clean Fuel Standard

- Starting in 2023, the Clean Fuel Standard will require transportation fuels' carbon intensity to reduce by 20% (below 2017 levels) by 2038.

Climate Commitment Act

- Starting in 2023, entities – including fuel suppliers – responsible for producing more than 25,000 metric tons of greenhouse gases per year must limit and reduce their emissions over time. At least 35% of the funds generated by the program must be invested in “overburdened communities” in Washington.

#108

Posted by **Stephen Gerritson** on **10/25/2022 at 4:34pm** [Comment ID: 33] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

GHG emissions from the transportation sector can be significantly reduced, but there are limits on what PSCAA can do on its own. I would suggest that a small group identify opportunities to work with other agencies and private organizations, so that efforts are not constrained by agency boundaries. Two possibilities: work with the regional transit authorities to improve bus service, and with the regional public utilities on grid improvements. There are undoubtedly others.

Section Two – Excellence in Action

We challenge ourselves to be the best possible Agency to accomplish our public health, equity, and climate objectives. This includes recruiting, hiring, training, and inspiring the best people. It also requires embedding Agency values like excellence and equity into our day-to-day work, planning and resourcing to have the right tools to accomplish the job, maintaining our financial strength and accountability, and finally “walking the talk” of sustainability.

Objectives

2.1. ATTRACT TALENTED AND SKILLED STAFF THAT REFLECT THE DIVERSITY OF THE REGION AND DEVELOP A CULTURE OF EQUITY AND INCLUSION AND CONTINUOUS IMPROVEMENT

The Agency's staff are the cornerstone of our future and our ability to deliver on all of the Agency's strategic objectives. We recognize that attracting and retaining talented staff who are dedicated to the Agency's mission relies on building and maintaining a workplace culture that develops employees' professional skills, as well as supports their personal well-being.

The Agency will take action to attract and retain a workforce that not only reflects the diversity within the region we serve, but also fully realizes the values of equity and inclusion to foster belonging in the workplace. The Agency will accomplish this by improving and expanding upon equitable recruitment strategies and supporting staff through enhanced onboarding and wellness initiatives.

Draft Targets

- The demographic makeup of job applicants in each position matches or is more diverse than the demographics of the Puget Sound region by 2027.
- A wellness committee will be formed by 2023 and will host four events annually.
- By 2026, the Agency will offer summer internship opportunities.

Draft Actions

- A. Widen outreach and continually improve recruitment methods.
 1. Use the Agency's internal Racial Equity Toolkit to review

- recruitment process to ensure that racial equity is embedded throughout.
2. Continually engage with additional contacts and recruitment sites to increase outreach for each job posting.
 3. Assess and stay current with training methods for countering implicit bias in interviews.
 4. Assess job announcement and job description language and reframe resume redaction and review criteria to reduce ableism and bias.
- B. Retain staff by building and sustaining a culture of inclusion and belonging and emphasizing wellness. 110
1. Build connection through onboarding process by making the process more inclusive.
 2. Start and embed within the onboarding process a mentoring system for new staff.
 3. Develop and maintain staff engagement survey process.
 4. Incorporate a wellness program and wellness initiatives into the staff's current benefits to create opportunities for employee connections and wellbeing.
- C. Demonstrate pathways to future roles in government by creating internships and learning opportunities for youth, particularly those in overburdened communities. 109

2.2. INSPIRE STAFF BY STRENGTHENING LEARNING AND LEADERSHIP THROUGHOUT THE ORGANIZATION

The Agency recognizes that we function well when all employees have a role in leadership and when new ideas and innovation are encouraged. We will develop programs and plans to reflect that leadership is not defined by job title or length of tenure.

We will work to hone our staff's leadership skills through additional training and support for professional development. The Agency will further build employee engagement through opportunities for staff innovation and continuous improvement.

Draft Targets 111

- All Agency employees have professional development pathways.
- Agency staff have access to project management and process improvement training.

#109

Posted by **K Anderson** on **10/30/2022 at 11:46am** [Comment ID: 74] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If using interns please make sure to post internship info. through local colleges and universities. Also pay interns since many applicants cannot afford to be unpaid interns.

#110

Posted by **Sully Moreno** on **11/18/2022 at 5:01pm** [Comment ID: 148] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I also suggest including equity and inclusion as part of the competencies that staff are expected to demonstrate and grow in order to be considered successful at their jobs.

Reply by **Sully Moreno** on **11/18/2022 at 5:01pm** [Comment ID: 149] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Particularly at the management/directorial level.

#111

Posted by **Sully Moreno** on **11/18/2022 at 5:03pm** [Comment ID: 151] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The prior section included targets around candidate pools mirroring the diversity of the community. There should also be goals for leadership to mirror the diversity of the community.

Draft Actions 112

- A. Develop clear professional development and learning pathways across the organization.
 1. Provide leadership training (across organization including staff and management) to increase learning and enhance workplace culture.
 2. Create opportunities for skill-building and support professional development.
 - a. Institute agency-wide Individual Development Plans for all staff.
 - b. Recognize and develop opportunities for professional development and advancement within the organization.
 3. Develop needs and processes for skill development including project management cross-training opportunities.
- B. Strengthen methods for process improvement and innovation.
 1. Develop an innovation and process improvement committee.
 2. Incorporate process improvement methodologies via training and pilot projects (Six Sigma, LEAN).
 3. Support project management training and Agency-wide standardization of methodology and organization.

2.3. DEVELOP AND SUSTAIN A CULTURE THAT EMBEDS EQUITY PRINCIPLES IN OUR DAY-TO-DAY WORK AND DECISIONS

Embedding equity into our day-to-day work and decisions is critical to our success. The racial equity organizational self-assessment will allow us to comprehensively examine our work, policies, and practices and determine whether they are furthering racial equity. This self-examination will help us to strengthen and improve our work and relationships. The Racial Equity Toolkit will also enable us to improve our policies, programs, and practices and ultimately, Agency performance.

Draft Targets

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

#112

Posted by **Sully Moreno** on **11/18/2022 at 5:05pm** [Comment ID: 152] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Aside from offering training opportunities, another important component of ensuring leadership pathways are open to BIPOC staff is to examine how an organization defines leadership, professionalism, etc. and uncovering whether there is bias/white dominant culture embedded into those definitions. Organizations need to root out bias and white dominant culture norms from definitions of leadership and professionalism in order to truly create equitable and inclusive workplaces.

Draft Actions

114

- A. Develop guiding principles for racial equity and periodically grade the Agency on its adherence to those principles.
- B. Ensure that the Agency's policies and procedures utilize the Agency's Racial Equity Toolkit (RE-Tool).
- C. Collaborate with managers and staff to oversee the implementation of the RE-tool, including providing training.
- D. Support staff involvement in environmental justice, racial equity, and engagement work.
 1. Require equity onboarding and continuing education for staff.
 2. Include racial equity goals in all staff planning and performance reviews.
 3. Encourage staff participation in community engagement events. 113
- E. Provide equity onboarding and continuing education for our Board of Directors and Advisory Council.

2.4. BUILD AND MAINTAIN THE AGENCY'S LONG-TERM FINANCIAL STRENGTH AND ENSURE ACCOUNTABILITY

To deliver our objectives, the Agency needs to have adequate financial resources. The strength and sustainability of our financial systems is important to continue our work and to consistently demonstrate our return on investment and credibility to our federal, state, and local sources of funding.

Draft Targets

- The Agency has a balanced and sustainable budget each year.
- The Agency obtains a clean audit each year.
- The Agency maintains sufficient financial reserves each year.

#113

Posted by **Sully Moreno** on **11/18/2022 at 5:06pm** [Comment ID: 153] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If these take place outside of regular working hours, staff should be compensated for their participation.

#114

Posted by **Stephen Gerritson** on **10/25/2022 at 4:39pm** [Comment ID: 35] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

With all due respect, the Advisory Committee has been asking for this for years. It's about time!

Draft Actions

- A. Maintain the Agency's financial stability.
 1. Maintain General Fund Reserve at no less than 10% of discretionary revenues (per capita, core grants).
 2. Reduce reliance on per capita carryover to close deficits, attaining total balance (expenses=revenues) by fiscal year 2025.3.
 3. Ensure fee-based programs cover the costs of administering them.
- B. Create fiscally responsible annual budgets.
 1. Align staff time allocations and programmatic spending with specific priorities and funding (Attain balanced budget with long-term fiscal sustainability beyond current budget year.)
 2. Review financial policies and procedures to assess best practices.
 3. Conduct annual purchasing policies training for all staff (updates/refreshers) and include this training in onboarding process for new staff.
- C. Achieve clean audits each year.
 1. Follow applicable state and federal regulations.
 2. Adhere to agency purchasing and financial policies.
 3. Represent agency financial performance fairly and accurately.
- D. Develop talent and modernize systems.
 1. Develop a succession plan for leadership responsibilities and skills development in the Finance/Accounting department.
 2. Modernize systems through leverage of cloud-based accounting and payroll solutions.
- E. Review financial policies and procedures (e.g, procurement and contracting) to assess best practices to incorporate equity principles.

#115

Posted by **Masso Salmassi** on **10/26/2022 at 9:17pm** [Comment ID: 68] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Population density in our urban forest areas are increasing. This phenomena coupled with dangers of fire is threatening our actual forests. We need radically modify our urban forests to prevent loss of forests within county.

An example. Northshore of Lake Washington, north King and Snohomish. These communities are increasing in population, reducing existing canopy to make room for new developments. There are also forests including State parks nearby (ie. St. Edward) adjacent to these urbanized forests. While there is no way to prevent this development, there are ways to prevent urban forests posing dangers to actual forests. To make matters worse, dry seasons are lasting longer than before and we know humans and nature destroy each other if conditions are present. I suggest studies be made and proper modifications to be made to make urban forests safer for adjacent forests before both go up in flames. These modifications may include changing tree varieties within urban forests to fire resistant variety, reducing fuel stock within urban areas by thinning, creating fire stop corridors and more. I have a full set of suggestion if this makes any sense. I am a Kenmore resident since 1980 and somewhat concerned about our nearby forests and the fact that no one sees our increasing population density in a mix of urban and forest a threat to forests in the area like St. Edward state park.

2.5. DEVELOP AND IMPLEMENT TECHNOLOGY TO SUCCEED

With our collective dependence on digital tools and the public's interest in information increasing every year, it's critical that the Agency has the technology to deliver. Our technology can also help us to innovate and optimize our processes to expand our effectiveness and reach. The actions described here provide high-level technology support to staff to help them deliver results across all Agency objectives.

Draft Targets

- Technology (like our website, telephone, servers) is available to staff and the public 99% of the time.
- On-premise infrastructure is migrated to the Cloud to reduce risk and improve functionality by 2028.

116

Draft Actions

- A. Provide technology infrastructure (network/telephone/servers) with high availability to staff.
- B. Provide a stable desktop environment that supports Agency operations, including devices like Agency laptops and cell phones, as well as standard office applications.
- C. Secure the Agency's network infrastructure from cyber threats through security improvements and reduced dependence on virtual private network (VPN).
- D. Provide a robust supported software catalog that supports Agency operations, including both commercial as well as customized, internally developed software.
 1. Utilize commercial off-the-shelf (COTS) software whenever possible to avoid custom-developed applications.
 2. Develop, replace, and support custom software applications to support Agency operations when COTS solutions are unavailable.
- E. Transition on-premises infrastructure (e.g., local servers) to cloud services to improve security and provide greater accessibility and functionality to business systems.
- F. Acquire and provide specialized training to all staff for new technology systems.
- G. Perform collaborative business needs assessment and technical analysis for proposed new technology systems.

#116

Posted by **Don Thompson** on **11/17/2022 at 4:18pm** [Comment ID: 115] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

resources on the cloud may be more susceptible to being hacked.

2.6. MODEL ENVIRONMENTAL SUSTAINABILITY

With this objective the Agency ‘walks the talk’ to ensure that the way that we accomplish our work is consistent with our air quality objectives. We review our environmental impacts and implement practices to reduce them.

Draft Targets

- Continue to be carbon-neutral (with offset purchases).  118
- Reduce our need to offset our greenhouse gas (GHG) emissions by 50% (from 2022) by 2030.

Draft Actions

- A. Estimate the Agency operations' GHG emissions and purchase annual offsets to be carbon neutral (from 2020 on).
- B. Optimize staff transportation choices to reduce emissions.  117
- C. Continue to electrify the Agency's light-duty vehicle fleet as vehicles are eligible for replacement.
- D. Reduce our use of resources such as paper, water, and electricity through conservation and efficiency measures.
- E. Procure environmentally friendly products where applicable.  119

#117

Posted by **Sully Moreno** on **11/18/2022 at 5:09pm** [Comment ID: 154] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If PSCAA plans to continue having a physical office, an important component of reducing GHG emissions produced by travelling to and from work is paying a wage that enables staff to live within the area that the office is located.

#118

Posted by **Don Thompson** on **11/17/2022 at 4:21pm** [Comment ID: 116] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

While well intended carbon offsets don't fix pollution in the local area. It may help with minimizing world wide climate change, but could result in continued poor air quality in the Puget Sound area.

#119

Posted by **Judy A Hart** on **10/25/2022 at 8:09pm** [Comment ID: 50] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Give examples of what environmentally friendly products you propose. And how much they will cost your consumers.

Glossary of Terms

Agency: Puget Sound Clean Air Agency

Agency's jurisdiction: King, Kitsap, Pierce, and Snohomish Counties.

Air sensors: See under Objective 1.2

Cumulative Impacts: See under Objective 1.2

Community-Based Organizations: A Community-Based Organization (CBO) is one that is driven by and representative of a community or a significant segment of a community and works to meet community needs and amplify strengths.

Criteria Pollutants: See under Objective 1.1

Daily Health Goal: See under Objective 1.5

Employee Resource Groups: "An employee resource group (ERG) is a voluntary, employee-led diversity and inclusion initiative that is formally supported by an organization. ERGs generally are organized on the basis of common identities, interests, or backgrounds with the goal of supporting employees by providing opportunities to network and create a more inclusive workplace." Adapted from Gartner Glossary.

Environmental Justice (EJ): See under Objective 1.4.

EPA: Environmental Protection Agency

Equity: See under Objective 1.4.

Focus Communities: See under Objective 1.4.

GHG: Greenhouse gas [emissions](#) – gases that trap heat in the atmosphere. Includes carbon dioxide, methane, nitrous oxide, fluorinated gases.

NAAQS: [National Ambient Air Quality Standards](#). For more information on criteria pollutants, see under Objective 1.1.

NACAA: [National Association of Clean Air Agencies](#).

NWPCAS: The [Northwest Ports Clean Air Strategy](#) (NWPCAS) is a collaboration between the Northwest Seaport Alliance and the ports of Seattle, Tacoma, and Vancouver, British Columbia, to voluntarily reduce seaport-related emissions that contribute to air pollution in the shared Puget Sound-Georgia Basin Airshed as well as climate change. See under Objective 1.6.

Overburdened community: A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020. [RCW 70A.02]. See under Objective 1.2.

PSRC: Puget Sound Regional Council. PSRC is the metropolitan planning organization that develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Pierce, Snohomish, and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies, and Tribal governments within the region.

Racial Equity Toolkit: A worksheet that outlines a process and set of questions to guide the development, implementation, and evaluation of actions, policies, initiatives, and programs to address their impact on racial equity.

RCW: Revised Code of Washington State. The Revised Code of Washington (RCW) is the compilation of all permanent laws now in force. It is a collection of Session Laws (enacted by the Legislature, and signed by the Governor, or enacted via the initiative process), arranged by topic, with amendments added and repealed laws removed. It does not include temporary laws such as appropriations acts. The official version of the RCW is published by the [Statute Law Committee](#) and the [Code Reviser](#).

Registered Sources: See under Objective 1.3.

Vulnerable populations: Population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization.

- (b) "Vulnerable populations" includes, but is not limited to:
 - (i) Racial or ethnic minorities;
 - (ii) Low-income populations;
 - (iii) Populations disproportionately impacted by environmental harms; and
 - (iv) Populations of workers experiencing environmental harms.
- [RCW 70A.02]

ZEV: Zero emissions vehicle(s). A zero-emission vehicle is a vehicle that releases no tailpipe air pollution.



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and suggestions.

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PUGET SOUND

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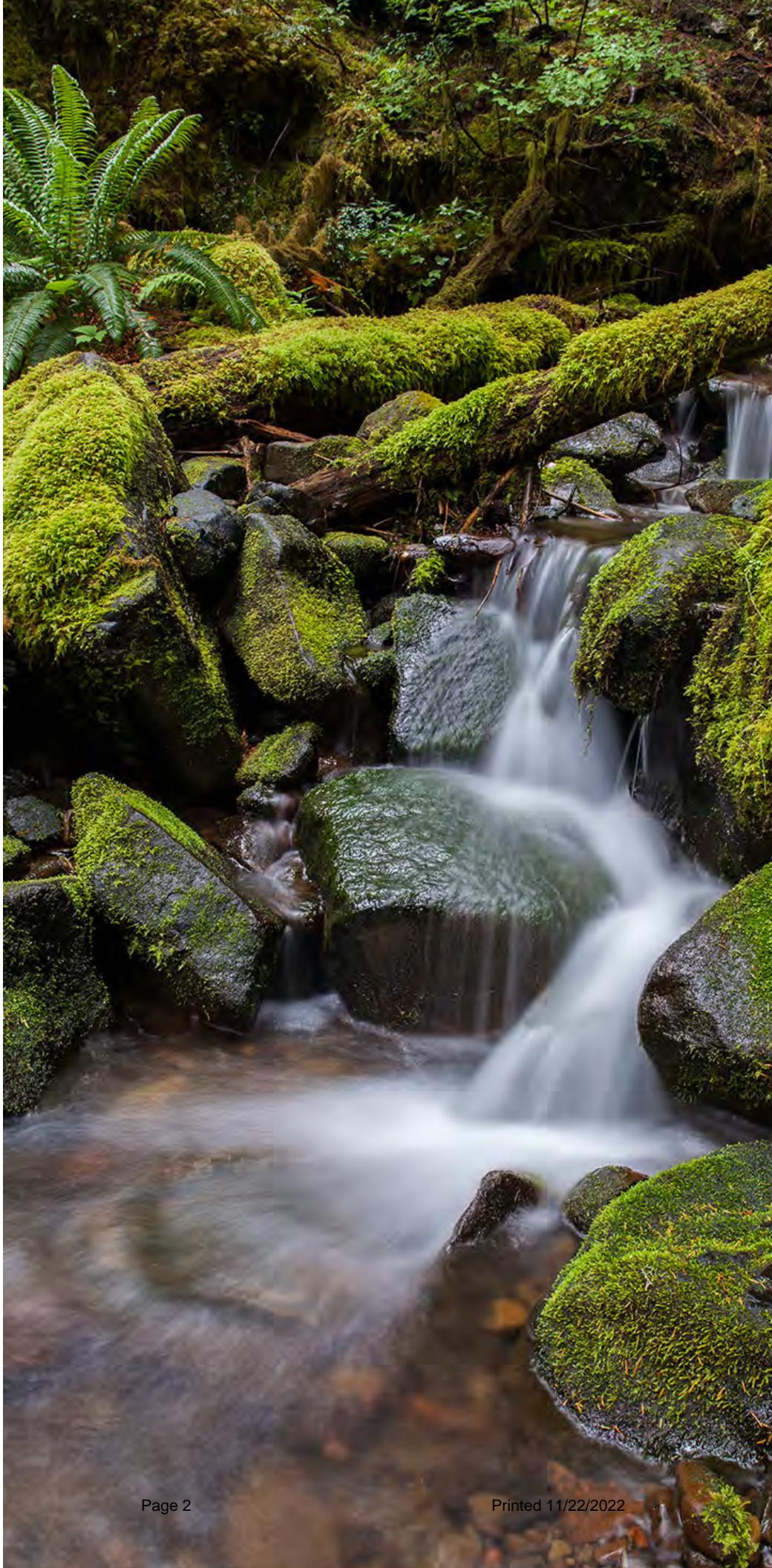
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Borrador del Plan Estratégico 2030

Octubre de 2022



PUGET SOUND
Clean Air Agency





Quiénes somos

La Puget Sound Clean Air Agency es una agencia gubernamental, regional y con un propósito especial autorizada por ley estatal en 1967. Nuestra jurisdicción abarca los condados de Kitsap, Pierce y Snohomish, que albergan a casi la mitad de la población del estado.

La agencia aplica las disposiciones de las leyes estatales y nacionales sobre aire limpio y también nuestras propias regulaciones locales sobre la calidad del aire. Además, ofrecemos servicios de educación y difusión, controlamos y analizamos la calidad del aire y aseguramos fondos para promover proyectos de reducción de la contaminación del aire. En conjunto, nuestras acciones nos ayudan a mejorar la calidad del aire y proteger la salud pública, a reducir las disparidades en la contaminación del aire y a disminuir nuestra contribución al cambio climático reduciendo las emisiones de gases de efecto invernadero.

Nuestra Junta de Directores está integrada por funcionarios electos de cada uno de los cuatro condados de nuestra jurisdicción, junto con un representante de la ciudad más importante de cada uno de ellos, y por un miembro representante del público en general.

Borrador del Plan Estratégico 2030

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Introducción

La región de Puget Sound cuenta con algunos de los paisajes más pintorescos del país, desde glaciares en la cima del monte Rainier hasta los entrantes del estrecho, y todo lo que hay en medio. Un aspecto significativo de la belleza natural de nuestra región es el aire puro que todos respiramos.

Desde su fundación en 1967, la prioridad de la Puget Sound Clean Air Agency en el trabajo diario es esforzarnos para mantener este concepto fundamental: mantener la pureza de nuestro aire para que todos podamos disfrutarlo. A medida que damos forma al futuro de la Puget Sound Clean Air Agency, debemos anticiparnos a los desafíos y las oportunidades sustanciales que traerán los próximos siete años.

En términos generales, la calidad del aire de nuestra región ha mejorado consistentemente con el tiempo, aunque nuestra población esté creciendo. Estas mejoras son posibles principalmente gracias a los cambios tecnológicos que han puesto a disposición motores, combustibles y procesos menos contaminantes. Estas mejoras son alentadoras, pero nuestro conocimiento sobre la contaminación del aire y sus riesgos de salud también continúa creciendo. Estudios más recientes destacan la necesidad de reducir aún más la contaminación para proteger la salud pública de forma adecuada. Al momento de esta publicación, la Environmental Protection Agency (EPA) está considerando la implementación de estándares basados en la salud que puedan protegernos más de la contaminación de partículas finas. Los eventos de humo producido por incendios forestales, que son cada vez más comunes en los últimos años y que, según se pronostica, seguirán en aumento, suponen un riesgo de salud adicional a corto plazo.

Muchas comunidades de nuestra región no experimentan la misma calidad del aire que otras. Estas diferencias suelen responder a aspectos socioeconómicos como la raza y los ingresos, lo que significa que las comunidades sobrecargadas tienen mayor tendencia a estar cerca de fuentes de contaminación del aire. Nuestra comprensión de los impactos acumulativos, donde la exposición a la contaminación del aire es uno de los muchos factores de estrés socioeconómicos y ambientales, está evolucionando.

La amenaza inmediata del cambio climático continúa creciendo a medida que aumentan las emisiones de gases de efecto invernadero. Nuestra región experimentará aumentos de la temperatura, una disminución de los campos de hielo, más incendios forestales y mayores impactos sobre nuestra infraestructura construida.¹ Si no se toman medidas consensuadas y urgentes para reducir la contaminación del clima, corremos el riesgo de superar los 1,5 grados Celsius de calentamiento global y generar impactos graves para las personas y nuestro ambiente natural, particularmente en los más vulnerables.²

¹ US Global Change Research Program (USGCRP), 2018. Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, volumen II (Impactos, riesgos y adaptación en los Estados Unidos: Cuarta Evaluación Nacional del Clima, volumen II) [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock y B.C. Stewart (ed.)]. U.S. Global Change Research Program, Washington, Washington, DC, EE. UU., 1515 pp. doi: 10.7930/NCA4.2018. <https://nca2018.globalchange.gov/>.

² Intergovernmental Panel on Climate Change (IPCC). Climate Change 2022: Impacts, Adaptation and Vulnerability. Working Group II Contribution to the IPCC Sixth Assessment Report. (Cambio climático 2022: Impactos, adaptación y vulnerabilidad. Grupo de Trabajo II. Contribución al Sexto Informe de Evaluación del IPCC). www.ipcc.ch/report/sixth-assessment-report-working-group-ii/.

Esperamos un crecimiento poblacional continuo de nuestra jurisdicción en los cuatro condados de King, Kitsap, Pierce y Snohomish. Debido a que más personas se trasladan a nuestra región, anticipamos la necesidad de opciones de transporte más limpias en ella, particularmente porque se están desarrollando más viviendas cerca de corredores de transporte densos e industrias existentes.

Los avances tecnológicos aportan esperanza para los cambios necesarios, pero también desafíos no previstos. Los vehículos de emisión cero, como los automóviles, camiones y autobuses eléctricos, cada vez son más económicos y están cada vez más disponibles. Nuestra región está aumentando la infraestructura de carga y los fabricantes ofrecen más vehículos de emisión cero, por lo que el sistema de transporte está a punto de experimentar un cambio transformacional. No obstante, todavía queda mucho por hacer en los próximos años para informar a los residentes de nuestra región sobre los beneficios de los vehículos de emisión cero y para lograr que esta tecnología sea más accesible.

Las maneras de controlar la calidad de nuestro aire también están cambiando. Los sensores de aire manuales, pequeños y económicos son cada vez más precisos a la hora de identificar agentes de contaminación y ofrecen nuevas maneras de medir el aire que nos rodea. Garantizar que los residentes de nuestra región dispongan de la información sobre la calidad del aire que buscan es un desafío y una oportunidad permanente.

Por último, prevemos nuevos marcos de trabajo de políticas sustanciales y más financiación para abordar nuestras tres metas clave de calidad del aire, equidad y clima, a nivel estatal y nacional. La Ley de Empleo e Inversión en Infraestructura (Infrastructure Investment and Jobs Act), la Ley de Reducción de la Inflación (Inflation Reduction Act), la Ley de Compromiso Climático (Climate Commitment Act) y la Norma de Combustible Limpio (Clean Fuel Standard) posiblemente nos acerquen oportunidades a la agencia para que podamos trabajar con socios gubernamentales y organizaciones comunitarias para tomar medidas trascendentales en pos de reducir la contaminación e invertir en comunidades sobrecargadas.

Proceso de planificación

La agencia llevó a cabo actividades de participación de la comunidad en 2022 para comprender mejor las inquietudes de la población, involucrar a las personas en nuestro proceso de planificación e informar nuestro plan estratégico. Impartimos diversos [talleres interactivos comunitarios](#) y sesiones de escucha con organizaciones comunitarias. Hasta el momento, los aportes que hemos recibido han destacado el interés de nuestras comunidades en reducir la contaminación que producen las fuentes de transporte, sus inquietudes sobre el humo que producen los incendios forestales y un ferviente deseo de abordar el cambio climático reduciendo las emisiones de gases de efecto invernadero.

Este borrador del plan, que se elabora sobre la base de los primeros aportes, ahora está listo para compartir y lograr más participación de la comunidad a través de sesiones públicas en línea, las cuales darán oportunidades de recibir comentarios del público a mayor escala. La agencia capturará, resumirá y considerará esos aportes para luego refinar y concluir el plan.

Formato del borrador del plan, con un apartado sobre equidad

Nuestro borrador del plan contiene dos secciones principales. La Sección Uno define el trabajo externo que deseamos hacer a través de objetivos y acciones de alto nivel con propósitos para registrar el progreso. Sus tres metas generales, cada una de las cuales se refleja en los objetivos de la Sección Uno, son las siguientes:

- Proteger y mejorar la calidad del aire y la salud pública
- Reducir las disparidades en la contaminación del aire
- Proteger nuestro clima reduciendo nuestra contribución a las emisiones de GEI

Muchos de los objetivos de la Sección Uno abordan múltiples metas generales. Llevaremos un registro de nuestros logros con relación a estas metas generales a través de cuatro propósitos. Además, llevaremos un registro del progreso con respecto a los objetivos individuales con propósitos específicos de cada objetivo.

La segunda sección, más enfocada en los aspectos internos, describe cómo podremos desempeñar este trabajo como agencia pública. La meta general de la Sección Dos es la excelencia en acción y tiene propósitos específicos de cada objetivo con respecto a los cuales llevaremos un registro de nuestro progreso.

En cuanto a equidad, adoptamos un enfoque de "sí, y" con este borrador del plan, donde la equidad está incorporada a cada objetivo, además de objetivos internos y externos separados para dar énfasis (Objetivos 1.4 y 2.3).

Revisión y gestión adaptativa

Durante el curso del plan, la agencia revisará, resumirá y compartirá nuestro progreso respecto de las metas y objetivos anualmente. Sobre la base de esa revisión, señalaremos las áreas de posibles ajustes según condiciones variables (p. ej., nueva información científica, nuevas normas o regulaciones, o nuevas oportunidades significativas de financiación que se alineen con nuestros objetivos).

Aunque nuestra intención es elaborar un plan lo suficientemente amplio para que perdure por los próximos siete años, puede haber cambios considerables con impacto suficiente en estos objetivos y metas cuyo rumbo nuestra Junta de Directores nos pedirá que adaptemos. En caso de que eso suceda, compartiremos estas adaptaciones junto con el plan y las revisiones anuales.

Sección Uno: Proteger y mejorar la calidad del aire y la salud pública, reducir las disparidades en la contaminación del aire y proteger nuestro clima

Para alcanzar el éxito, la agencia necesitará proteger y mejorar de manera efectiva la calidad del aire y la salud pública, reducir las disparidades en la contaminación del aire y proteger nuestro clima reduciendo nuestra contribución a las emisiones de GEI. Los objetivos individuales de esta sección describen estrategias de alto nivel que, cuando se las implemente, lograrán justamente eso.

Durante los próximos siete años, prevemos un [crecimiento continuo de la región de Puget Sound](#), con más residentes (y más diversos). Necesitaremos continuar enfocándonos en la reducción de las emisiones de los agentes contaminantes del aire que supongan mayor riesgo para nuestros residentes, mientras nos mantenemos al tanto de cualquier amenaza que surja. En [001](#) actualidad, el mayor riesgo contra la salud pública de la contaminación del aire proviene de la contaminación por partículas finas, la cual trae aparejado un gran número de efectos negativos para el corazón y los pulmones, entre otros. La contaminación por partículas finas de diésel implica estos riesgos de salud y un potencial riesgo de cáncer adicional. Nuestra prioridad es reducir los niveles y la exposición a estos agentes contaminantes para reducir los riesgos para la salud pública.

Aunque ha habido mejoras, los efectos sobre la salud provenientes de diversas fuentes de contaminación del aire no se reciben de manera equitativa ni igualitaria. Perfeccionaremos nuestros parámetros para registrar los resultados equitativos (y no equitativos) y aumentar nuestra capacidad para comunicar de manera efectiva. Esto significa tomar medidas como aumentar el acceso lingüístico, recurrir al aporte de partes interesadas y comunidades, buscar soluciones innovadoras para cumplir con nuestras disposiciones de clima y calidad del aire, y mejorar la salud pública.

La urgencia de tomar medidas sobre el cambio climático es cada vez mayor, y la región de Puget Sound continuará viendo los impactos cada vez más graves del cambio climático. Aunque nuestro Objetivo 1.7 se enfoca principalmente en el sector de transporte, siendo el mayor contribuyente regional de gases de efecto invernadero y de otros agentes contaminantes nocivos, continuaremos registrando el progreso en los propósitos climáticos respecto del conjunto de la economía y adaptando nuestros objetivos y estrategias según sea necesario. Elaboramos este borrador del plan en un momento de medidas climáticas sustanciales y transformadoras a nivel estatal y federal, y haremos un seguimiento muy de cerca de estas medidas incipientes para adaptar nuestras prioridades según sea necesario.

#001

Posted by **Geronima castellon** on **11/16/2022 at 3:10am** [Comment ID: 80] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Reducir la contaminación del medio ambiente entre todos podemos dejar que aigan contaminación del medio ambiente

SECCIÓN 1: PROPÓSITOS REGIONALES TENTATIVOS

- Lograr una disminución general de la contaminación del aire del 20 % de 2022 a 2030¹ y reducir el impacto económico anual de los efectos de la contaminación del aire sobre la salud en USD 500 millones (USD 1000 millones de 2022 a 2030)²
- Reducir un 50 % el riesgo de cáncer por agentes contaminantes tóxicos de 2022 a 2030.³
- Disminuir las disparidades socioeconómicas de la exposición a la contaminación del aire de 2022 a 2030⁴
- Lograr que para 2030 las emisiones de gases de efecto invernadero en la región de Puget Sound disminuyan un 50 % con respecto a los valores generales de 1990

¹ Cálculo según las tendencias actuales de partículas finas y las estimaciones del inventario nacional de emisiones de la EPA con respecto a partículas finas en nuestros cuatro condados usando la evaluación de riesgos y beneficios (Co-benefit Risk Assessment, COBRA) de la EPA hasta 2030. No incluye eventos de humo producido por incendios forestales.

² Beneficio del valor para la salud estimado de la COBRA de la EPA al reducir la contaminación por partículas finas un 20 %. No incluye eventos de humo producido por incendios forestales.

³ Sobre la base de pronósticos de reducción de la contaminación por partículas de diésel de vehículos de carretera.

⁴ Registrado a través de comparaciones de versiones actualizadas de nuestra herramienta de aire de la comunidad (Community Air Tool) con el tiempo.

Objetivos

1.1 CUMPLIR CON LOS ESTÁNDARES NACIONALES DE LA CALIDAD DEL AIRE DEL AMBIENTE BASADOS EN LA SALUD DE LA EPA

Propósito tentativo

- La región de Puget Sound cumple con los estándares nacionales de la calidad del aire del ambiente

La Environmental Protection Agency de EE. UU. establece límites de contaminación del aire basados en la salud denominados estándares nacionales de la calidad del aire del ambiente (National Ambient Air Quality Standards, [NAAQS](#)). Nuestra agencia tiene la obligación de cumplir con estos estándares, establecidos en la [Ley sobre Aire Limpio](#), para proteger y proveer aire limpio para la salud de nuestros residentes. Además de nuestra salud, cumplir con estos estándares también beneficia a nuestro entorno natural y la economía de nuestra región.

Toda nuestra región se ha designado como área de "cumplimiento" de los NAAQS desde 2015. Más adelante, trabajaremos para garantizar que la región de Puget Sound continúe cumpliendo con los estándares nacionales de la calidad del aire y promover estándares más exigentes que protejan más la salud pública.

Acciones tentativas

- A. Dar seguimiento a las revisiones regulares de los NAAQS de la EPA para comprender la posibilidad de potenciales nuevas áreas de "no cumplimiento" en nuestra región.
- B. Promover de forma individual o a través de nuestros socios (por ejemplo, la National Association of Clean Air Agencies) estándares que protegen adecuadamente la salud pública para todas las poblaciones.
- C. Con la EPA y el Department of Ecology, cumplir con requisitos regulatorios relacionados con los NAAQS según sea necesario.
- D. Si la EPA designa nuevas áreas de "no cumplimiento" en nuestra región, desarrollaremos planes de cumplimiento efectivos en colaboración con partes interesadas regionales.
- E. Según sea necesario, identificar e implementar proyectos de "acción temprana" para prevenir nuevas áreas de "no cumplimiento" en las comunidades con los niveles más altos de contaminación del aire.

Contaminantes criterio

La Environmental Protection Agency (EPA) establece estándares nacionales de calidad del aire del ambiente basados en la salud para seis contaminantes, que se denominan "contaminantes criterio". Estos incluyen material particulado (incluida la contaminación por partículas finas), ozono, monóxido de carbono, dióxido de nitrógeno, dióxido sulfúrico y plomo. En nuestra región, la contaminación por ozono y partículas finas es la preocupación más importante en comparación con los otros cuatro contaminantes criterio.

El condado de Tacoma-Pierce regresa al cumplimiento

En 2009, la EPA designó una gran parte del condado de Tacoma-Pierce como área de "no cumplimiento" dada su contaminación diaria por partículas finas. Los niveles de contaminación por partículas finas en ese entonces superaban los estándares nacionales de calidad del aire del ambiente (National Ambient Air Quality Standards, NAAQS) por 10 microgramos por metro cúbico ($\mu\text{g}/\text{m}^3$). La agencia analizó las fuentes principales de contaminación y determinó que el humo de madera durante la época invernal era el contribuyente clave. Acordamos formar un grupo de partes interesadas para desarrollar posibles soluciones y luego implementamos estas soluciones con los gobiernos y los socios locales. Esto incluía educación y difusión sustancial, la ampliación de las medidas de prohibición de fogatas, nuevas regulaciones para combatir el uso de estufas antiguas contaminantes y la provisión de incentivos para ayudar a los residentes a actualizar los métodos de calefacción de sus hogares para que sean más ecológicos. Los niveles de contaminación por partículas finas han mejorado ostensiblemente y ahora se ubican 10 $\mu\text{g}/\text{m}^3$ por debajo de los NAAQS y, en 2015, la EPA pasó el área a "cumplimiento".

1.2. MEDIR, ANALIZAR Y COMUNICAR LOS RIESGOS DE LA CALIDAD DEL AIRE A TODA LA REGIÓN A TRAVÉS DE LA CIENCIA CON LA PARTICIPACIÓN ACTIVA DEL PÚBLICO, EN ESPECIAL EN COMUNIDADES SOBRECARGADAS

Es esencial lograr un entendimiento claro de la calidad del aire de nuestra región para desarrollar nuevos programas y políticos. Poner esta información a disposición ayuda a los residentes de nuestra región a tomar decisiones ecológicas con respecto al aire. Continuaremos educando al público sobre los beneficios y los riesgos de la calidad del aire para la salud y perfeccionando y ampliando nuestras herramientas para lograrlo.

Con las tecnologías para el control del aire más recientes de menor tamaño y cada vez más accesibles, el público tiene más posibilidades de recopilar datos sobre la calidad del aire de su localidad. Con las medidas de apoyo para la participación y el control de la agencia, trabajaremos para garantizar que las comunidades sobrecargadas tengan oportunidades de recabar su propia información sobre la calidad del aire.



La EPA define los **impactos acumulativos** como la **carga total** –positiva, neutral o negativa– de los factores de estrés químicos y no químicos y sus interacciones, los cuales afectan la salud, el bienestar y calidad de vida de una persona, una comunidad o una población en un momento determinado o a lo largo de un período. Para nuestro trabajo, la agencia ha desarrollado herramientas como la Herramienta de aire de la comunidad (Community Air Tool) para identificar y priorizar a las comunidades que enfrentan numerosos factores de estrés, incluidas fuentes de calidad del aire, vulnerabilidades o enfermedades de salud preexistentes, y barreras socioeconómicas como la raza y los ingresos.

Propósitos tentativos

- Poner a disposición herramientas visuales que comuniquen de manera clara información sobre los riesgos de la contaminación del aire y cómo reducir la exposición en diversos idiomas para 2027.
- Realizar eventos comunitarios de compromiso con la ciencia en diez comunidades sobrecargadas para 2030.
- Lograr que el 95 % de los residentes de la región de Puget Sound y el 100 % de los que viven en comunidades sobrecargadas vivan en un rango de 4,8 km de un sensor de aire de partículas finas.

Acciones tentativas

- A. Continuar desarrollando nuestra comprensión de la contaminación del aire, sus fuentes principales y los impactos en toda nuestra región.
 1. Revisar y optimizar nuestra red de monitoreo de largo plazo, la cual mide el cumplimiento de los NAAQS basados en la salud de la EPA.
 2. Ampliar el control más allá de la red de monitoreo de largo plazo con el uso de tecnologías de sensores para informar nuestra comprensión de los niveles regionales y locales de partículas finas, dando prioridad a las comunidades sobrecargadas.
 3. Mejorar las herramientas de pronóstico, en especial, para anticiparnos de manera más efectiva al humo de los incendios forestales.
 4. Mantenernos actualizados con la ciencia emergente y comunicar los riesgos con tecnologías más evolucionadas e innovadoras.
 5. Dar apoyo a nuevos marcos de trabajo estatales de evaluación y monitoreo para la elaboración de normas estatales y nacionales (p. ej., Ley de Compromiso Climático, Plan Estadounidense de Rescate [American Rescue Plan], Ley de Reducción de la Inflación).

6. Registrar las tendencias de contaminación para detectar agentes de contaminación del aire de alta prioridad, como escapes de diésel, a través del monitoreo y la elaboración de modelos.
7. Buscar financiamiento e implementar estudios de monitoreo especializados dando prioridad a las comunidades sobrecargadas.
8. Usar modelos e inventarios de emisiones para mapear la contaminación del aire, estimar los efectos sobre la salud y los impactos económicos sobre la salud pública, y calcular cambios futuros.
9. Continuar desarrollando nuestra comprensión de los impactos acumulativos y los marcos de trabajo emergentes. Perfeccionar las herramientas de mapeo de la agencia con el fin de identificar y priorizar a las comunidades con una combinación de mayor exposición a la contaminación del aire y poblaciones vulnerables socioeconómicamente y con impactos considerables sobre su salud.

Los **sensores de aire** son dispositivos portátiles y económicos que miden la calidad del aire que respiramos. Estos sensores están a disposición de todos y suelen tener un valor de entre USD 100 y USD 2500, una fracción de lo que cuestan nuestros monitores de aire reglamentarios. La aparición de estos nuevos sensores ha hecho que el control de la calidad del aire sea mucho más accesible para organizaciones y miembros de la comunidad de nuestra región, y nos permite comprender mejor la calidad del aire a escalas mucho más pequeñas. Este es particularmente el caso de sensores más pequeños de la calidad de aire que controlan la contaminación por partículas finas. Durante los últimos ocho años, el número de estos sensores creció de menos de 25 a más de 500.

- B. Aumentar el conocimiento del público sobre la contaminación del aire, sus fuentes principales y los impactos en toda nuestra región compartiendo información sobre la calidad del aire.
 1. Pronosticar y comunicar a diario la calidad del aire. Continuar con la expansión de las capacidades de pronóstico para áreas geográficas cada vez más pequeñas.
 2. Comunicar los riesgos y las acciones individuales que pueden tomarse en respuesta al humo producido por incendios forestales junto con los socios (p. ej., departamentos de salud, ciudades, pueblos, organizaciones comunitarias, etc.), particularmente en comunidades sobrecargadas.
 3. Compartir imágenes de herramientas de monitoreo (incluidas tecnologías de sensores) y otras de mapeo para que el público pueda comprender mejor la contaminación del aire, los riesgos y los impactos acumulativos.
 4. Colaborar con organizaciones locales que presten servicios a comunidades sobrecargadas para aumentar la comprensión sobre los riesgos de salud y las fuentes de la contaminación del aire, y lo que pueden hacer para minimizar su riesgo.

5. Facilitar la participación y el aporte de la comunidad en el monitoreo de la calidad del aire.
 6. Alentar y apoyar a las comunidades para que puedan medir la calidad del aire por sí solas a través proyectos de monitoreo activo, en especial, a través de sensores de aire o asociaciones para el préstamo de equipos.
 7. Brindar a los condados, a las ciudades, a los pueblos y a las comunidades datos relevantes sobre la calidad del aire para la planificación procesos de identificación de impactos potenciales de la calidad del aire sobre las comunidades sobrecargadas y para ayudar a informar a aquellos encargados de la toma de decisiones.
- C. Sostener y explorar la ampliación de asociaciones de la agencia (p. ej., consorcios académicos, agencias meteorológicas asociadas, departamentos de salud y organizaciones comunitarias) para aunar recursos y conocimiento colectivo, e implementar las acciones descritas anteriormente.

A nivel estatal, el Mapa de disparidades de salud ambiental cumple una función similar. El estado de Washington define a las **comunidades sobrecargadas** como áreas geográficas donde las poblaciones vulnerables sufren múltiples impactos sobre la salud y daños ambientales combinados. La definición que nosotros usamos incluye a aquellas comunidades de los percentiles más altos en nuestra herramienta de aire de la comunidad, donde se combinan la contaminación del aire, factores socioeconómicos como la raza y los ingresos, e indicadores de salud. Continuaremos llevando un seguimiento de la lista de comunidades sobrecargadas del estado a medida que se desarrolle, de forma paralela y simultánea con este plan.

Desde el verano de 2015, la región de Puget Sound ha experimentado un gran aumento de eventos de **humo producido por incendios forestales** que elevan la contaminación por partículas finas a niveles insalubres. Estudios demuestran que podemos esperar más eventos de humo en los próximos años.¹² La agencia ha invertido en nueva tecnología para mejorar nuestra capacidad de pronosticar estos eventos de humo y ha colaborado con muchos socios para compartir información de manera efectiva con nuestros residentes. Nuestro plan es continuar, mejorar y expandir estas iniciativas en este plan estratégico.

1 US Global Change Research Program, Fourth National Climate Assessment (Cuarto Evaluación Nacional de Clima), 2018, <https://nca2018.globalchange.gov/chapter/13/>

2 University of Washington, Climate Impacts Group (Grupo de Impactos Climáticos), <https://cig.uw.edu/our-work/forests-fire/>

1.3 PREVENIR, REDUCIR Y CONTROLAR LAS EMISIONES Y LA EXPOSICIÓN DE FUENTES ESTACIONARIAS Y OTRAS ACTIVIDADES REGULADAS

La Ley de Aire Limpio de Washington (Washington Clean Air Act) establece que su intención es *"asegurar y mantener niveles de calidad del aire que protejan la seguridad y la salud de los seres humanos, incluidos los miembros más frágiles de la población"*.

Las actividades industriales y comerciales (grandes y pequeñas) producen una cantidad colectiva y localizada de contaminación del aire que es importante para las comunidades a las que prestamos servicios. Nuestra labor con estas fuentes de contaminación del aire es prevenir, reducir y controlar sus emisiones y la exposición asociada de los residentes de nuestra región a través de una combinación de regulaciones, permisos, revisiones de cumplimiento, inspecciones y medidas para asegurar el cumplimiento de disposiciones según sea necesario. Intentamos aplicar abordajes creativos y detallados para garantizar la efectividad de este trabajo, comunicar con claridad lo que estamos haciendo y por qué, y lograr mejoras en la tecnología, la ciencia y la participación.

Propósitos tentativos

- Cumplir con la totalidad de los programas, las obligaciones y los compromisos delegados por la EPA.
- Cumplir de manera efectiva con las regulaciones de la agencia y ajustar las iniciativas de implementación para abordar las necesidades de calidad del aire de la región y la comunidad local.
- Mejorar el conocimiento y la comprensión del público de los procesos regulatorios y de otorgamiento de permisos de la agencia.

Acciones tentativas

- A. Usar la combinación de nuestros recursos de otorgamiento de permisos, inspección y cumplimiento para controlar las emisiones de aire y reducir la exposición del público.
- B. Usar abordajes adecuados para ayudar a alcanzar el cumplimiento de todas las actividades reguladas, lo que incluye asistencia y comunicaciones para el cumplimiento.
- C. Inspeccionar anualmente las fuentes estacionarias de contaminación más grandes incluidas en nuestros acuerdos de cumplimiento de la EPA.
- D. Revisar y ajustar nuestros planes de inspección anuales para abordar los desafíos existentes y los que surjan.

- E. Compartir información regulatoria con nuestras comunidades en idiomas accesibles, e identificar y trabajar para reducir las barreras de las comunidades sobrecargadas para que puedan comprender y participar en nuestro proceso.
- F. Desarrollar nuevas herramientas y recursos para ayudar al público en general a comprender las regulaciones que implementamos y nuestros procesos de revisión de permisos para apoyar oportunidades de participación pública más significativas.
- G. Desarrollar recursos para ayudar al público a comprender los tipos de registros que la agencia lleva para facilitar el proceso de solicitud de registros de manera más efectiva.

Contamos con más de 3000 **fuentes registradas** de contaminación del aire en nuestra región. Estas son conocidas en nuestras comunidades e incluyen empresas como estaciones de combustible, tiendas de automóviles y tintorerías. Regulamos más de 30 de las fuentes más importantes de contaminación del aire, las cuales la EPA incluye en el Título V de la Ley de Aire Limpio. Cada año, la agencia realiza alrededor de 1000 inspecciones in situ en cada una de estas fuentes con herramientas de cumplimiento para garantizar que se cumplan las condiciones.

1.4 REDUCIR LAS DESIGUALDADES EN LAS EMISIONES DE AGENTES CONTAMINANTES DEL AIRE Y LA EXPOSICIÓN A ESTOS, Y PARTICIPAR DE MANERA EFECTIVA EN TEMAS DE CALIDAD DEL AIRE

Para lograr la equidad, debemos mejorar la calidad del aire en las comunidades sobrecargadas. A fin de identificar oportunidades de reducir las desigualdades, la agencia evaluará los datos de contaminación del aire y colaborará con miembros de la comunidad, organizaciones comunitarias (community-based organizations, CBO) y otros socios. Esta tarea complementará el trabajo que hacemos en nuestras comunidades de enfoque existentes, mientras continuamos evaluando la manera en que expandimos nuestro alcance sin superar nuestra capacidad. Además, escucharemos respetuosamente a la comunidad a la hora de desarrollar prácticas recomendadas para participar de manera auténtica para alcanzar soluciones efectivas.

Equidad

Hace referencia a la ecuanimidad y la justicia, y se distingue de la igualdad: igualdad significa dar a todos lo mismo, mientras que equidad significa reconocer que no todos parten del mismo lugar y hacer los ajustes necesarios para lograr un equilibrio. La equidad es un proceso continuo que requiere la identificación y la superación de barreras intencionales y no intencionales que surgen de los sesgos o las estructuras sistémicas, como el racismo, la falta de oportunidades, etc.

Propósitos tentativos

- En asociación con los más afectados por la mala calidad del aire, lanzar un nuevo proyecto de justicia ambiental en al menos una nación tribal, comunidad, vecindario o ciudad para 2027.
- Mejorar la calidad del aire en comunidades sobrecargadas para que alcancen la misma calidad del aire, o una mejor, que el resto de la región.
- Completar una guía de participación comunitaria que permita poner en funcionamiento prácticas recomendadas para lograr la participación auténtica de la comunidad para finales de 2023.

Acciones tentativas

- A. Enfocar los esfuerzos en las áreas de mayor desigualdad.
 1. Perfeccionar, crear y controlar métricas que destaquen el impacto cuando las comunidades sobrecargadas estén priorizadas.

2. Con todos los objetivos en mente, trabajar con socios gubernamentales y comunitarios en marcos de trabajo emergentes para priorizar de manera efectiva acciones de mejora del clima y la calidad del aire en comunidades sobrecargadas.
3. Junto con otros socios, distribuir recursos de mitigación del impacto de la contaminación del aire (p. ej., ventiladores con filtros, plantación de árboles, etc.) en comunidades sobrecargadas.
4. Evaluar y equilibrar de manera efectiva los recursos de la agencia en comunidades sobrecargadas y comunidades de enfoque.
5. Colaborar con miembros de las comunidades de enfoque para que puedan aportar datos e información para nuestro trabajo de equidad y justicia ambiental.

Comunidades de enfoque

Ubicaciones geográficas donde la agencia ha priorizado su participación sobre la base de la revisión de las fuentes de contaminación del aire, los impactos negativos sobre la salud y las barreras socioeconómicas históricas y existentes que enfrentan las comunidades. En la actualidad, las **comunidades de enfoque** de la agencia son Auburn-Pacific-Algona, Duwamish Valley, Lakewood y Chinatown-International District de Seattle.

- B. Dirigir la comunicación y la participación comunitaria en las comunidades sobrecargadas.
 1. En relación con los diferentes objetivos, compartir información en varios idiomas y formatos para que sea accesible cultural y lingüísticamente.
 2. En relación con los diferentes objetivos, reducir las barreras de participación en los procesos de la agencia.
 3. Cultivar la participación comunitaria auténtica entre las naciones tribales y las CBO que prestan servicios a las naciones tribales de nuestra región para determinar cómo colaborar y asociarse al momento de trabajar en pos de la calidad del aire.

Justicia ambiental (EJ)

Es el tratamiento justo y la participación significativa de todas las personas, independientemente de su raza, color, nacionalidad o ingresos, con respecto al desarrollo, la implementación y el cumplimiento de las leyes, reglas y políticas ambientales. [RCW 70A.02]

Algunos de los ejemplos de injusticia ambiental son la contaminación del aire y del agua, el acceso desigual a alimentos saludables, el transporte inadecuado y los hogares inseguros.

1.5 REDUCIR LA CONTAMINACIÓN POR EL HUMO DE MADERA Y LAS FOGATAS AL AIRE LIBRE

Durante los meses más fríos del invierno, la quema de madera como método de calefacción de hogares genera contaminación de partículas finas y causa efectos nocivos para la salud en nuestra región. Diferentes tipos de dispositivos para quemar madera producen diferentes cantidades de contaminación por partículas finas; las estufas a leña más antiguas no certificadas son las que emiten mayor contaminación. Dar de baja estos dispositivos antiguos y que más contaminan el aire puede reducir de manera efectiva la contaminación por partículas finas.

Aunque las estufas a leña más recientes son más ecológicas, aún existen muchas estufas a leña antiguas y no certificadas en nuestra región que contribuyen a una calidad del aire que no es saludable. La agencia analiza múltiples factores para evaluar y adaptar la manera en que abordamos el humo resultante de la quema de madera. Esto incluye cambios en la tecnología y posibles concesiones en la contaminación (las estufas a leña de 2020 son mucho más ecológicas que sus antecesoras, las estufas a gas natural casi que eliminan la contaminación por partículas finas y las bombas de calor son las más ecológicas en cuanto a la contaminación por partículas finas y gases de efecto invernadero), además de mejoras en la calidad del aire de nuestra localidad a medida que disminuyan los niveles de partículas finas. Otras consideraciones incluyen la posibilidad de que la EPA emita estándares nacionales más estrictos de calidad del aire del ambiente con respecto a partículas finas y el aumento de la financiación nacional para apoyar las fuentes de calefacción ecológicas, principalmente impulsada por estrategias climáticas de socios.

Cuando aumentan las temperaturas, existe otro tipo de humo resultante de la quema de madera que puede convertirse en un problema. Las fogatas al aire libre están prohibidas en la mayor de parte de los condados de King, Kitsap, Pierce y Snohomish, donde se prohíbe la quema de desechos de jardín en áreas urbanas. Sin embargo, el humo proveniente de las fogatas al aire libre puede generar contaminación nociva por partículas finas y ser una molestia para los vecinos.

Propósitos tentativos

- Que todas las comunidades, incluidas las más afectadas por el humo proveniente de la madera, cumplan con la meta de salud relacionada con la contaminación por partículas finas de la agencia.¹
- Retirar 3200 estufas a leña antiguas no certificadas directamente a través de los programas de la agencia.
- Completar una evaluación de alternativas a la quema de desechos de jardín al aire libre para finales de 2024.

¹ Cumplir, además, con el estándar nacional de calidad del aire del ambiente de contaminación diaria por partículas finas de la EPA.

Acciones tentativas

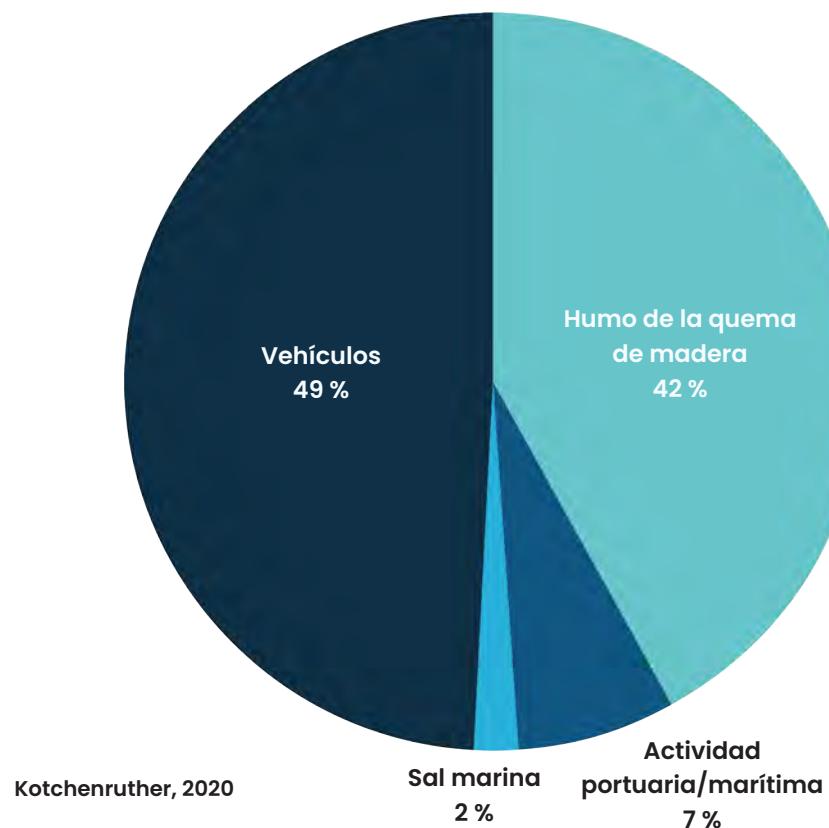
- A. Proporcionar información e incentivos económicos a los miembros de la comunidad para reducir las emisiones de humo resultantes de la quema de madera.
 1. Asegurar incentivos para fomentar la eliminación de estufas a leña antiguas altamente contaminantes.
 2. Coordinar esfuerzos para eliminar las estufas a leña con servicios públicos y otras entidades que brinden servicios de climatización de hogares y de uso eficiente de la energía, y promover bombas de calor como soluciones de aire limpio para calefaccionar y refrigerar el ambiente durante todo el año.
 3. Desarrollar campañas de educación y difusión sobre prácticas de quema en interiores más ecológicas, conciencia sobre la prohibición de fogatas, el impacto del humo de madera y programas de eliminación de estufas a leña.
 4. Establecer asociaciones con organizaciones que brinden recursos para comunidades sobrecargadas para garantizar que las campañas de educación y difusión sobre quema en interiores lleguen a estas.
- B. Comunicar y garantizar el cumplimiento de leyes y reglas relacionadas con las emisiones de humo de madera y fogatas al aire libre.
 1. Implementar y garantizar el cumplimiento de prohibiciones de fogatas que afecten la calidad del aire y procesar reclamos por humo resultante de la quema de madera.
 2. Generar conciencia sobre la prohibición de fogatas y lograr su cumplimiento.
 3. Influir en los cambios legales y regulatorios necesarios para implementar estándares nacionales y estatales más ecológicos sobre la emisión de los dispositivos de calefacción con madera y revisar las reglas de la agencia si es necesario.
 4. Evaluar alternativas a las fogatas al aire libre. En caso de que puedan garantizarse, desarrollar la elaboración de reglas para reducir la quema de desechos del jardín.
 5. Minimizar las fogatas al aire libre ilegales a través de educación y la asociación con distritos de bomberos y fuerzas de seguridad.
- C. Realizar análisis para informar las acciones contra el humo de la quema de madera.
 1. Pronosticar las condiciones de la calidad del aire e implementar prohibiciones de fogatas que afecten la calidad del aire cuando se alcancen niveles de referencia específicos.
 2. Según sea necesario, cuantificar y analizar las fuentes de emisiones de humo de madera en nuestra región.

Contaminación por humo resultante de la quema de madera

Para algunas de nuestras comunidades, el humo resultante de la quema de madera representa más del 50 % del total de la contaminación por partículas finas durante la época invernal. Reducir este tipo de humo es clave para disminuir la contaminación general por partículas finas en estas áreas. Aun en áreas urbanizadas, el humo de la quema de madera es responsable de una parte sustancial de la contaminación general por partículas finas, es mayor a la que producen las industrias y se ubica en segundo lugar después de la contaminación proveniente de fuentes de transporte.

FUENTES EMISORAS DE PARTÍCULAS FINAS DURANTE EL INVIERNO

CONDADO DE TACOMA-PIERCE, 2015-2017



Meta de salud relativa a la contaminación por partículas finas

Además de los NAAQS descritos en el Objetivo 1.1, la agencia se esfuerza por cumplir con su **meta de salud** diaria de 25 microgramos por metro cúbico de contaminación por partículas finas (el NAAQS diario actual es 35 microgramos por metro cúbico). Reducir el humo resultante de la quema de madera es clave para cumplir con esta meta de salud.

1.6 REDUCIR LA CONTAMINACIÓN NOCIVA POR DIÉSEL Y LA EXPOSICIÓN A ESTA

La contaminación por diésel, específicamente por material particulado de diésel, es altamente tóxica, y numerosos estudios han demostrado que esta contribuye con más del 70 % del riesgo de cáncer de todos los agentes tóxicos en el aire de nuestra región. Las comunidades ubicadas cerca de carreteras principales, puertos e instalaciones grandes de traslado de mercadería, como líneas de ferrocarril y centros de distribución, tienen una exposición desproporcionada a la contaminación por diésel y a sus impactos.

La tecnología para reducir o incluso eliminar la contaminación de diversos tipos y tamaños de motores diésel avanza con mucha rapidez en algunos casos y más lentamente en otros. La tecnología de emisión cero (por ejemplo, la electrificación) resulta emocionante porque reduce la emisión de agentes contaminantes de diésel y otros tipos nocivos, así como las emisiones de gases de efecto invernadero. Para algunos sectores, como los de remolcadores o locomotoras, la tecnología de emisión cero puede tardar más en desarrollarse y extenderse que para los automóviles y camiones. Reemplazar estos antiguos motores diésel por motores que cumplan con los estándares actuales de emisiones puede reducir significativamente la contaminación por diésel en las comunidades sobrecargadas actuales. Las iniciativas para reducir las emisiones de diésel requerirán la colaboración con otros socios para abordar la contaminación por diésel de forma colectiva en las áreas donde más resulten necesarias. Las nuevas oportunidades de financiación, particularmente a nivel nacional a través de la Ley de Reducción de la Inflación, amplían el impacto potencial de estas colaboraciones.

Propósitos tentativos

- Disminuir más del 50 % la contaminación por diésel en la carretera en toda la región para 2030.
- Reemplazar al menos el 10 % de las locomotoras de líneas de trenes de cercanías y comutadores con motores diésel de nuestra región por motores más ecológicos para 2030, con foco en sustitutos totalmente eléctricos.
- Completar proyectos piloto para implementar camiones de carga eléctricos y comenzar a realizar acciones a una escala mayor para 2030.
- Reemplazar al menos el 50 % de los camiones de carga con motores diésel identificados cerca de las comunidades sobrecargadas por camiones eléctricos.

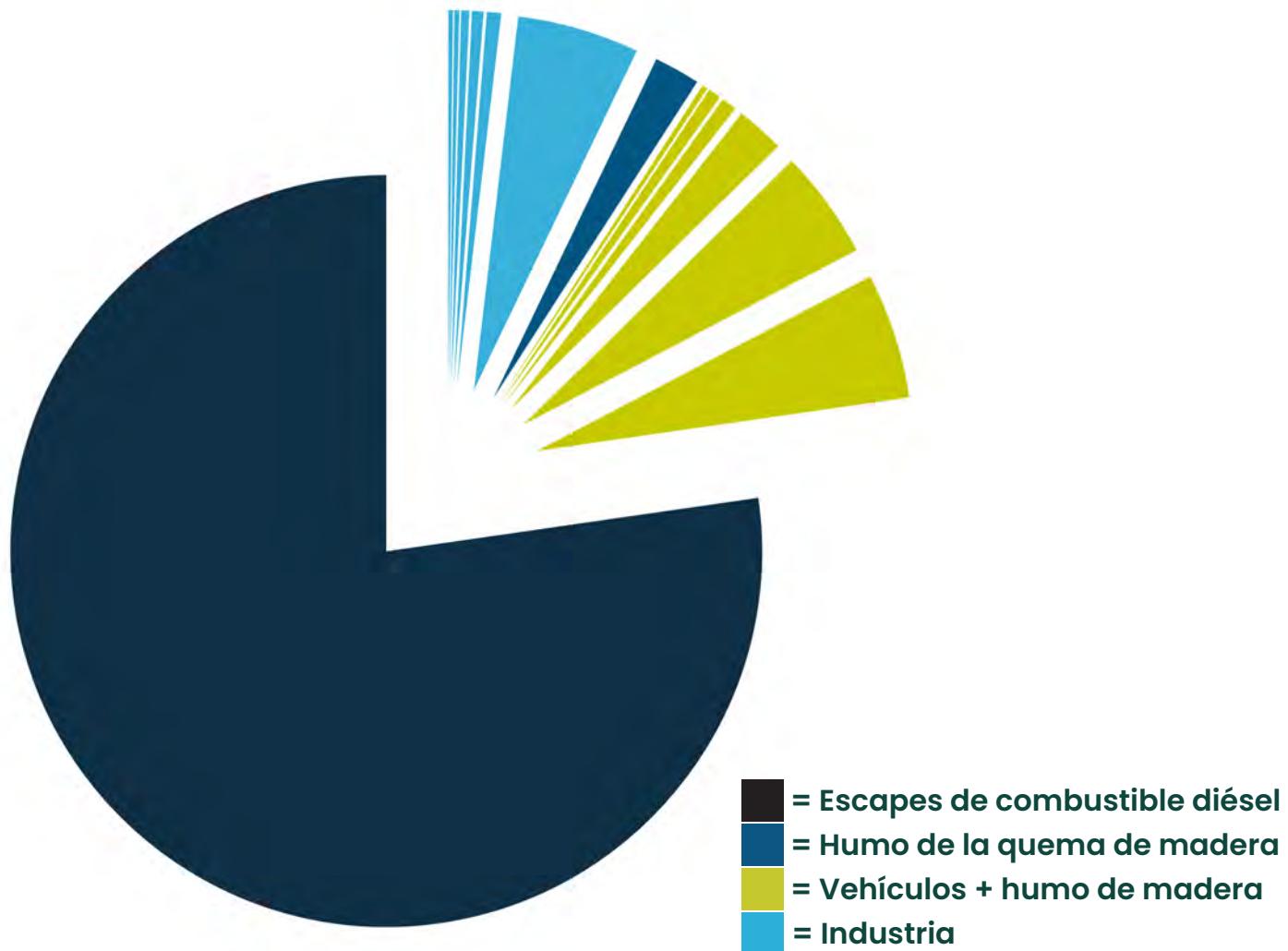
Acciones tentativas

- A. Conseguir financiación y apoyar a socios que busquen oportunidades de financiación para reducir la contaminación por diésel producida por equipos y vehículos de carga pesada, en particular, cerca de comunidades sobrecargadas. Hacer hincapié en iniciativas destinadas a:
 1. Reemplazar equipos diésel por equipos de emisión cero.

2. Reemplazar el combustible diésel por combustibles diésel más ecológicos u otras opciones más ecológicas en los casos en que no existan opciones de emisión cero o que estas no sean viables.
 3. Poner a prueba tecnologías híbridas o de emisión cero que reduzcan significativamente las emisiones de gas de efecto invernadero y los contaminantes criterio.
- B. Colaborar con socios gubernamentales, empresas locales y otros actores para acelerar la adopción de equipos y vehículos de carga pesada de emisión cero o media, con foco en el tránsito y el traslado de mercaderías en nuestra región.
1. Mantener una participación activa en foros con agencias gubernamentales y explorar maneras de coordinar esfuerzos de reducción de la contaminación y maximizar el impacto.
 2. Identificar, desarrollar y mantener sociedades con empresas que usen equipos o vehículos diésel.
 3. Proporcionar información práctica, desarrollada a través de nuestras experiencias en el mundo real, a agencias de financiación para ayudarlas a mejorar y ampliar el acceso a oportunidades de financiación.
 4. Controlar los desarrollos relacionados con combustibles no eléctricos y de bajo contenido de carbono, como el hidrógeno, particularmente para uso de transporte de carga pesada.
 5. Buscar oportunidades para coordinar proyectos piloto relacionados con combustibles no eléctricos y de bajo contenido de carbono junto con nuestros socios de transporte de camiones, por ferrocarril, marítimo y de terminales.
- C. Informar a los miembros de la comunidad y lograr su participación en proyectos sobre reducción de la contaminación por diésel.
1. Comunicar el riesgo de la contaminación por diésel, las fuentes de contaminación por diésel, las maneras de reducir la exposición a este tipo de contaminación y cómo mantenerse informado sobre actividades de reducción de la contaminación.
 2. Informar a los residentes y a las empresas sobre los proyectos de reducción de la contaminación que, junto con nuestros socios, estamos desarrollando en sus comunidades, particularmente en las sobrecargadas.
 3. Conseguir la opinión continua de las comunidades (en especial, las sobrecargadas), las jurisdicciones y las empresas sobre el desempeño de la agencia como recurso en asuntos relacionados con el combustible diésel.
- D. Junto con nuestros socios, medir nuestro progreso hacia la reducción de la contaminación por diésel a través del control, la elaboración de modelos y otros análisis técnicos.
- E. Promover estándares mejorados de emisiones para vehículos y equipos, a nivel nacional y estatal, para reducir la exposición a la contaminación de las comunidades sobrecargadas.

POTENCIAL CONTRIBUCIÓN DE LOS AGENTES CONTAMINANTES TÓXICOS DEL AIRE CON RELACIÓN AL RIESGO DE CÁNCER

ESTUDIO DE COMPONENTES TÓXICOS EN EL AIRE DEL CHINATOWN-INTERNATIONAL



La Estrategia de Aire Limpio de los Puertos del Noroeste (Northwest Ports Clean Air Strategy, NWPCAS), adoptada por primera vez en 2008, es una colaboración entre la Northwest Seaport Alliance, los puertos de Seattle y Tacoma (Washington) y el puerto de Vancouver (British Columbia). La finalidad de esta estrategia es reducir de manera voluntaria las emisiones relacionadas con los puertos marítimos que contribuyen con la contaminación de la cuenca de aire que comparten Puget Sound y Georgia Basin, y con el cambio climático. La agencia desempeñó un rol fundamental en la creación de la NWPCAS y se asocia con miembros portuarios locales de la estrategia en proyectos para alcanzar las metas de la estrategia y en las actualizaciones periódicas de esta.

1.7 REDUCIR LAS EMISIONES DE GASES DE EFECTO INVERNADERO (GEI) PROVENIENTES PRINCIPALMENTE DEL SECTOR DE TRANSPORTE A FIN DE REDUCIR NUESTRA CONTRIBUCIÓN AL CAMBIO CLIMÁTICO

En 2017, la agencia reforzó sus propósitos climáticos para reducir las emisiones de GEI un 50 % por debajo de los niveles registrados en 1990 para 2030 y un 80 % por debajo de esos mismos registros para 2050. A partir de entonces, la urgencia ha sido cada vez mayor en cuanto a nuestra necesidad de reducir drásticamente las emisiones de GEI (informes científicos más recientes reflejan que esa urgencia es todavía mayor). Nuestras comunidades han soportado diversos impactos durante los últimos años, por ejemplo, el humo provocado por incendios forestales y eventos de calor extremo, entre otros. En 2020, el estado de Washington actualizó su propósito de GEI para 2050 sobre la base de hallazgos más recientes. Aunque nuestro propósito para 2030 todavía está a la par (el objetivo del estado es una reducción un 45 % por debajo de los niveles registrados en 1990), el propósito del estado para 2050 es más ambicioso (una reducción del 95 % por debajo de los niveles registrados en 1990).

Enfocamos nuestros esfuerzos de reducción de GEI en el sector de transporte porque es el sector que más contribuye con estas emisiones en nuestra región, con casi un 40 %. Muchas de las acciones que reducen las emisiones de GEI del transporte también reducen sustancialmente los contaminantes del aire tradicionales que afectan la salud, particularmente para las comunidades asentadas cerca de carreteras principales.

Desarrollamos este plan en un momento muy prometedor, con legislación estatal reciente y oportunidades nacionales de financiación, lo que crea nuevos caminos hacia la toma de medidas climáticas. Durante el curso de este plan, nos enfocaremos en aprovechar los programas nuevos que emergen de este conjunto de nuevas leyes, convocaremos a socios y buscaremos y respaldaremos oportunidades de financiación para reducir las emisiones de GEI.

Priorizaremos las oportunidades que (a) logren la electrificación del transporte y lo hagan más accesible, (b) amplíen la infraestructura de transporte de emisión cero y (c) reduzcan el contenido de carbono en los combustibles. Además, continuaremos brindando apoyo a socios que lideren iniciativas de "cambio de modo" como el uso de transporte público, caminar o andar en bicicleta. Para lograr el éxito de todas estas estrategias, necesitaremos colaborar estrechamente con los socios. Juntos, deseamos contribuir con la creación de marcos de trabajo de políticas y programas en toda la región para alcanzar nuestros propósitos de reducción de emisiones. Si bien mantendremos nuestro foco en las emisiones del transporte, continuaremos evaluando las emisiones de todos los sectores de la economía en el contexto de nuevos programas y políticas, y trasladaremos nuestro foco hacia otros sectores y fuentes de emisiones si resultara necesario.

Propósitos tentativos

- Reducir las emisiones de GEI del transporte de la región un 50 % por debajo de los niveles registrados en 1990 para 2030 (y lograr que la región alcance una reducción del 80 % al 95 % por debajo de los niveles registrados en 1990 para 2050).
- Lograr que la agencia y los socios desarrollen al menos tres proyectos piloto para acercar tecnologías de emisión cero a las comunidades, especialmente a las sobrecargadas y a las rurales.
- Lograr que al menos el 70 % de todos los vehículos nuevos de carga liviana vendidos o registrados en la región sean totalmente eléctricos para 2030.
- Lograr que las jurisdicciones que envíen actualizaciones integrales de sus planes al Puget Sound Regional Council incluyan elementos de planificación de ampliación del servicio de transporte eléctrico, para sus flotas propias y para las flotas públicas, a través de códigos, políticas y otros requisitos.

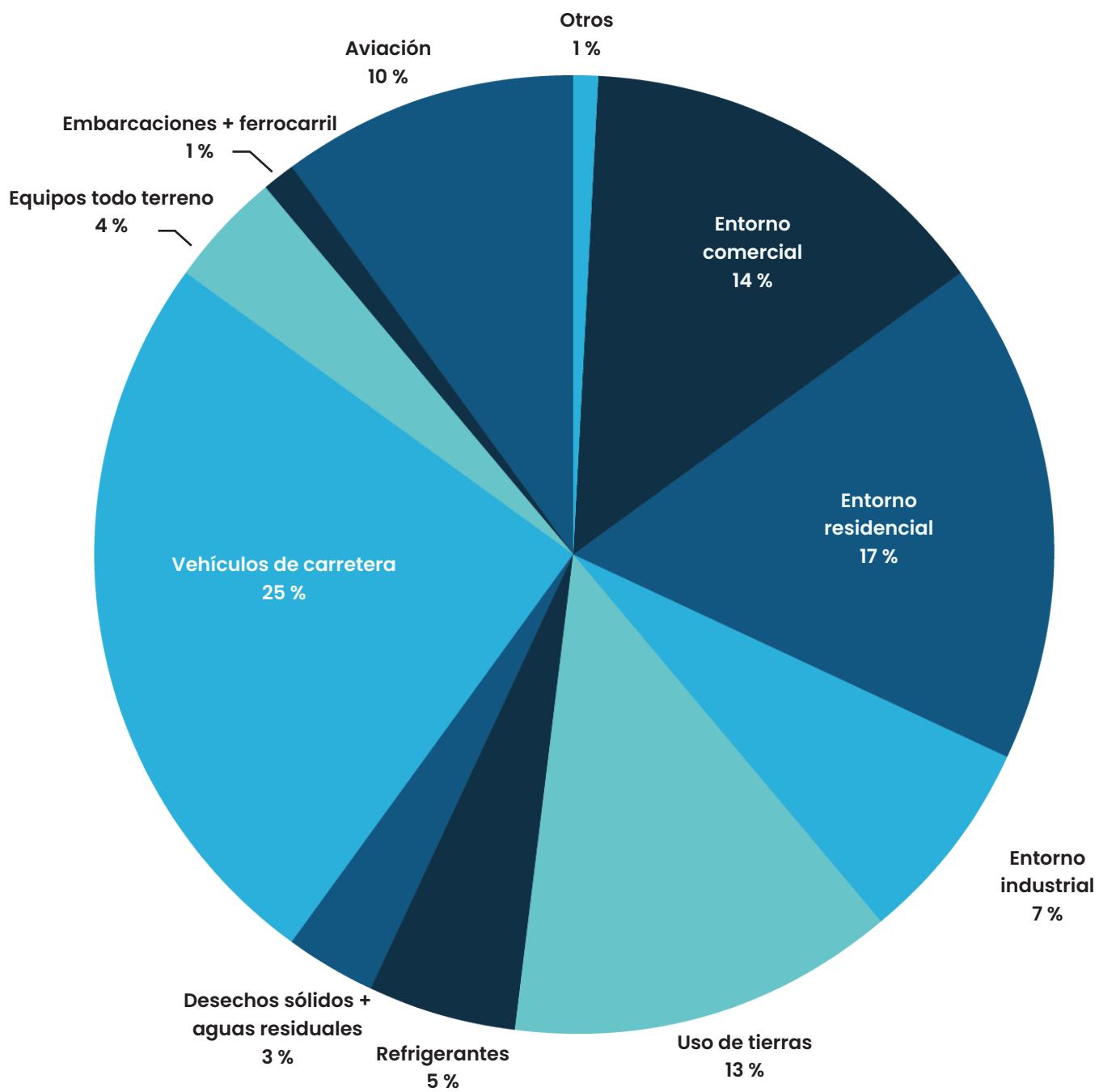
Acciones tentativas

- A. Colaborar con la promoción de infraestructura y opciones de transporte de carbono cero y bajo contenido de carbono.
 1. Junto con el Puget Sound Regional Council, mantener una cámara de compensación en línea para nuestras jurisdicciones como recurso con relación a la electrificación del transporte.
 2. Ampliar la colaboración de vehículos eléctricos regionales (Regional Electric Vehicle, REV) con el Puget Sound Regional Council, y crear en conjunto un plan regional de vehículos eléctricos (electric vehicle, EV).
 3. Actuar como recurso para las jurisdicciones locales mientras preparan e implementan sus planes climáticos.
 4. Apoyar y contribuir con políticas que fomenten la ampliación del servicio de transporte público de emisión cero y las opciones alternativas de transporte, en especial, para comunidades sobrecargadas.
 5. Promover políticas y estrategias que faciliten a los residentes de bajos ingresos la compra de un EV, incluidos los incentivos "on-the-hood" (de la industria automotriz).
- B. Conseguir oportunidades de financiación para ampliar la electrificación del servicio de transporte en toda la región y colaborar y apoyar a los socios que tengan el mismo objetivo.
 1. Conseguir financiación para equipos y vehículos de carga pesada de emisión cero para la región, con foco en las comunidades sobrecargadas para potenciar nuestros objetivos relativos al diésel.

2. Apoyar proyectos piloto que amplíen el acceso a los vehículos de emisión cero (zero-emission vehicles, ZEV) en comunidades con barreras desproporcionadamente más altas para acceder a ZEV y a infraestructura de ZEV (p. ej., uso compartido de EV para residentes de bajos ingresos, programas de incentivo para vehículos con millaje alto) y compartir los resultados para apoyar otros programas de la región y del estado.
 3. Buscar oportunidades para ampliar la infraestructura de carga para viviendas multifamiliares y de bajos ingresos y en comunidades sobrecargadas.
- C. Llevar a cabo tareas de educación y difusión sobre los beneficios para el clima y la calidad del aire de la electrificación del transporte y otras políticas que reduzcan la contaminación.
1. Apoyar la implementación local de las políticas de transporte y clima del estado de Washington.
 2. Desarrollar actividades de difusión especialmente dirigidas a conductores de vehículos de alto millaje (p. ej., taxistas y conductores de compañías de transporte como Uber y Lyft) y viajantes rurales sobre los beneficios de conducir EV.
 3. Brindar a los miembros y a las empresas de la comunidad información sobre la electrificación del transporte, las políticas climáticas y las opciones ecológicas de transporte para promover los beneficios de los EV.
 4. Consultar la opinión de comunidades, grupos comunitarios, jurisdicciones y empresas sobre la actuación de la agencia como recurso para la electrificación del transporte y temas relacionados con el clima.
- D. Junto con los socios, medir el progreso hacia las metas climáticos y guiar nuestros esfuerzos de reducción en beneficio del clima realizando y colaborando con la realización de inventarios de emisiones de GEI.
- E. Evaluar nuestro potencial como agencia regulatoria para continuar reduciendo las emisiones de GEI a través de la elaboración de normas o legislación.

FUENTES DE EMISIÓN DE GASES DE EFECTO INVERNADERO EN LA REGIÓN DE PUGET SOUND

2019



Notas sobre el gráfico de torta:

"Uso de tierras" incluye las emisiones de la industria agrícola y la pérdida de árboles por desarrollo, deforestación, incendios, enfermedades y daños por tormentas.

"Aviación" incluye emisiones de combustibles usados para vuelos que despegan y aterrizan en la región de Puget Sound.

Políticas climáticas y de transporte del estado de Washington

Los últimos años en el estado de Washington han traído enormes cambios en las políticas con la intención de abordar el cambio climático y la transición del transporte de mercadería y personas hacia tecnologías de emisión cero.

Disposición sobre vehículos de emisión cero (ZEV)

- La disposición sobre ZEV establece que, a partir del año 2026, se incremente el porcentaje de ventas de modelos ZEV en el estado de Washington.

Estándar de combustible ecológico

- El estándar de combustible ecológico (Clean Fuel Standard) dispone que, a partir de 2023, se reduzca la intensidad del carbono del combustible del transporte a fin de lograr una reducción del 20 % para 2038 (por debajo de los niveles registrados en 2017).

Ley de Compromiso Climático

- A partir de 2023, las entidades, incluidos los proveedores de combustible, responsables de producir más de 25.000 toneladas métricas de gases de efecto invernadero por año deben limitar y reducir sus emisiones gradualmente. Al menos el 35 % de los fondos generados por el programa deben invertirse en "comunidades sobrecargadas" de Washington.

Sección Dos: Excelencia en acción

Hemos asumido el desafío de convertirnos en la mejor agencia posible para cumplir con nuestros objetivos de salud, equidad y clima. Esto incluye el reclutamiento, la contratación, la capacitación y la motivación de las personas más adecuadas. También implica la incorporación de valores de la agencia como la excelencia y la equidad a nuestro trabajo de cada día, la planificación y la búsqueda de recursos para contar con las herramientas adecuadas a fin de cumplir con las tareas, mantener nuestra solidez y responsabilidad financiera y, finalmente, "predicar y practicar" la sostenibilidad.

Objetivos

2.1. ATRAER A PERSONAL CON TALENTO Y HABILIDADES QUE REFLEJE LA DIVERSIDAD DE LA REGIÓN Y DESARROLLAR UNA CULTURA DE EQUIDAD E INCLUSIÓN Y MEJORA CONTINUA.

El personal de la agencia es la base de nuestro futuro y representa nuestra capacidad de cumplir con todos nuestros objetivos. Reconocemos que atraer y retener a personal talentoso dedicado a cumplir con la misión de la agencia depende de generar y mantener una cultura de trabajo que desarrolle las habilidades profesionales de los empleados y apoye su bienestar individual.

La agencia tomará las medidas necesarias para atraer y retener a personal que no solo refleje la diversidad de la región a la que servimos, sino que represente los valores de equidad e inclusión para promover el sentido de pertenencia en el lugar de trabajo. La agencia logrará esto mejorando y ampliando estrategias de reclutamiento equitativas y apoyando al personal a través de iniciativas mejoradas de incorporación y bienestar.

Propósitos tentativos

- Equiparar o aumentar la diversidad de la composición demográfica de los postulantes a cada puesto en comparación con la demografía de la región de Puget Sound para 2027.
- Formar un comité de bienestar para 2023 y desarrollar cuatro eventos por año.
- Ofrecer oportunidades de pasantías de verano en la agencia para 2026.

Acciones tentativas

- A. Ampliar la difusión y mejorar continuamente los métodos de reclutamiento.
 1. Usar el kit de herramientas internas de equidad racial (internal Racial Equity Toolkit) de la agencia para revisar los procesos de reclutamiento en pos de garantizar que se incorpore la equidad racial en todos ellos.

2. Lograr más contactos y trabajar en conjunto con más entidades de reclutamiento de personal para mejorar la difusión de las vacantes de empleo.
 3. Evaluar y actualizar los métodos de capacitación para contrarrestar el sesgo implícito en las entrevistas.
 4. Evaluar el texto de los anuncios y la descripción de los puestos de empleo, reformular la redacción de CV y revisar los criterios para reducir el sesgo y la discriminación por discapacidad.
- B. Retener al personal generando y sosteniendo una cultura de inclusión y pertenencia, y haciendo hincapié en el bienestar.
1. Establecer una conexión durante el proceso de incorporación logrando que sea más inclusivo.
 2. Iniciar e incorporar dentro del proceso de incorporación un sistema de tutoría para el personal nuevo.
 3. Desarrollar y mantener un proceso de encuestas de participación de personal.
 4. Incorporar un programa e iniciativas de bienestar en los beneficios actuales del personal para crear oportunidades de conexión y bienestar de los empleados.
- C. Demostrar el camino hacia roles gubernamentales futuros mediante la creación de pasantías y oportunidades de aprendizaje para jóvenes, en especial los de comunidades sobrecargadas.

2.2 INSPIRAR AL PERSONAL FORTALECIENDO EL APRENDIZAJE Y EL LIDERAZGO EN TODA LA ORGANIZACIÓN

En la agencia, reconocemos que la manera de funcionar bien es cuando todos los empleados son importantes en el liderazgo y cuando se incentivan las nuevas ideas y la innovación. Desarrollaremos programas y planes que reflejen que el liderazgo no está definido por un cargo laboral o la antigüedad en un cargo.

Trabajaremos para perfeccionar las habilidades de liderazgo de nuestro personal con más capacitación y apoyo para el desarrollo profesional. La agencia propiciará la participación de los empleados a través de oportunidades para la innovación y la mejora continua del personal.

Propósitos tentativos

- Que todos los empleados de la agencia tengan un camino de desarrollo profesional.
- Que el personal de la agencia tenga acceso a capacitación sobre gestión de proyectos y mejora de procesos.

Acciones tentativas

- A. Desarrollar caminos claros de aprendizaje y desarrollo profesional en toda la organización.
 1. Brindar capacitación de liderazgo (para toda la organización, incluidos el personal y la gerencia) para mejorar el aprendizaje y afianzar la cultura del lugar de trabajo.
 2. Crear oportunidades para el desarrollo de habilidades y apoyar el desarrollo profesional.
 - a. Implementar planes de desarrollo individual para todos los miembros del personal de la agencia.
 - b. Reconocer y desarrollar oportunidades de desarrollo profesional y ascenso dentro de la organización.
 3. Desarrollar necesidades y procesos de desarrollo de habilidades, incluidas oportunidades de capacitación interdisciplinaria sobre gestión de proyectos.
- B. Fortalecer los métodos de innovación y mejora de procesos.
 1. Crear un comité de innovación y mejora de procesos.
 2. Incorporar metodologías de mejora de procesos a través de capacitación y proyectos piloto (Six Sigma, LEAN).
 3. Apoyar la capacitación sobre gestión de proyectos y la estandarización de metodología y organización en toda la agencia.

2.3. DESARROLLAR Y SOSTENER UNA CULTURA QUE INCORPORE LOS PRINCIPIOS DE EQUIDAD EN NUESTRO TRABAJO Y NUESTRAS DECISIONES DEL DÍA A DÍA.

Incorporar la equidad en nuestro trabajo diario y en la toma de decisiones es esencial para alcanzar el éxito. La autoevaluación organizacional sobre equidad racial nos permitirá examinar exhaustivamente nuestro trabajo, políticas y prácticas, y determinar si están en línea con la equidad racial. Esta autoevaluación nos ayudará a fortalecer y mejorar nuestro trabajo y relaciones. El kit de herramientas de equidad racial nos permitirá mejorar nuestras políticas, programas y prácticas y, en última instancia, el desempeño de nuestra agencia.

Propósitos tentativos

- Lanzar una autoevaluación organizacional de equidad racial de la agencia para 2026.

Acciones tentativas

- A. Desarrollar principios orientativos para la equidad racial y calificar a la agencia periódicamente con respecto al acatamiento de estos principios.
- B. Garantizar que los procedimientos y las políticas de la agencia usen el kit de herramientas de equidad racial (RE-Tool).
- C. Colaborar con los gerentes y con el personal para supervisar la implementación de la RE-Tool, incluido el ofrecimiento de capacitación.
- D. Apoyar la participación del personal en actividades de justicia ambiental, equidad racial y participación.
 1. Requerir educación sobre equidad de forma continua y al momento de la incorporación del personal.
 2. Incluir metas de equidad racial en todas las revisiones de desempeño y planificación de personal.
 3. Fomentar la participación del personal en eventos de participación comunitaria.
 4. Desarrollar e implementar planes para proveer y apoyar la incorporación de la equidad en los grupos de trabajo y en todos los objetivos del plan, utilizando a los miembros del equipo de equidad como asesores.
 5. Proporcionar una serie de talleres trimestrales sobre equidad y apoyar la asistencia del personal.
 6. Desarrollar, apoyar y sostener grupos de recursos para empleados en la agencia.
- E. Brindar educación sobre equidad de forma continua y al momento de la incorporación para nuestra Junta de Directores y nuestro Consejo Asesor.

2.4. GENERAR Y MANTENER LA SOLIDEZ FINANCIERA A LARGO PLAZO DE LA AGENCIA PARA GARANTIZAR LA RENDICIÓN DE CUENTAS

Para cumplir con nuestros objetivos, la agencia necesita de fuentes de financiación adecuadas. La solidez y la sostenibilidad de nuestros sistemas financieros son importantes para continuar con nuestro trabajo y para demostrar de manera consistente retorno de la inversión y credibilidad ante nuestras fuentes de financiación nacionales, estatales y locales.

Propósitos tentativos

- Elaborar un presupuesto equilibrado y sostenible cada año.
- Obtener una auditoría exitosa cada año.
- Mantener reservas financieras suficientes cada año.

Acciones tentativas

- A. Mantener la estabilidad financiera de la agencia.
 1. Mantener un fondo de reservas general no menor al 10 % de los ingresos discrecionales (per cápita, subvenciones principales).
 2. Reducir la dependencia del traspaso de los saldos per cápita para cerrar déficits y lograr el equilibrio total (gastos = ingresos) para el año fiscal 2025.3.
 3. Garantizar que los programas basados en honorarios cubran los costos de su administración.
- B. Crear presupuestos anuales responsables impositivamente.
 1. Alinear las asignaciones de tiempo del personal y el gasto programático con prioridades y financiación específicas (obtener un presupuesto equilibrado con sostenibilidad fiscal a largo plazo, más allá del año del presupuesto en cuestión).
 2. Revisar las políticas y los procedimientos financieros para evaluar las prácticas recomendadas.
 3. Impartir capacitaciones anuales sobre políticas de compra a todo el personal (actualización/repaso) e incluir estas capacitaciones en el proceso de incorporación del personal nuevo.
- C. Lograr auditorías exitosas cada año.
 1. Acatar las regulaciones estatales y nacionales aplicables.
 2. Adherir a las políticas de compras y finanzas de la agencia.
 3. Representar el desempeño financiero de la agencia de manera justa y precisa.
- D. Desarrollar el talento y modernizar los sistemas.
 1. Desarrollar un plan de sucesión de responsabilidades de liderazgo y desarrollo de habilidades en el departamento de Contabilidad y Finanzas.
 2. Modernizar los sistemas a partir de soluciones de nómina y contabilidad basadas en la nube.
- E. Revisar las políticas y los procedimientos financieros (p. ej., aprovisionamiento y contratación) para evaluar las prácticas recomendadas e incorporar principios de equidad.

2.5. DESARROLLAR E IMPLEMENTAR TECNOLOGÍA PARA LOGRAR EL ÉXITO

Nuestra dependencia general de herramientas digitales y el interés del público en la información son cada año mayores, por lo que es esencial que la agencia cuente con tecnología para desempeñar sus tareas. Nuestra tecnología puede, además, ayudarnos a innovar y optimizar nuestros procesos para mejorar nuestra efectividad y alcance. Las acciones descritas aquí brindan apoyo de tecnología de alto nivel al personal para ayudarlo a obtener resultados en todos los objetivos de la agencia.

Propósitos tentativos

- La tecnología (como nuestro sitio web, teléfonos y servidores) está a disposición del personal y del público el 99 % del tiempo.
- Migrar la infraestructura física a la nube para reducir el riesgo y mejorar la funcionalidad para 2028.

Acciones tentativas

- A. Brindar infraestructura de tecnología (redes, teléfonos, servidores) con alta disponibilidad para el personal.
- B. Brindar un entorno de escritorio estable que sea compatible con las operaciones de la agencia, incluidos dispositivos como computadoras portátiles y teléfonos celulares, y aplicaciones de oficina estándar.
- C. Proteger la infraestructura de red de la agencia de las amenazas ciberneticas a través de mejoras de la seguridad y menos dependencia de la red privada virtual (virtual private network, VPN).
- D. Ofrecer una variedad de software robusto que sea compatible con las operaciones de la agencia, incluido software comercial, y personalizado y desarrollado internamente.
 1. Usar software existente (commercial off-the-shelf, COTS) cuando sea posible evitar aplicaciones desarrolladas de manera personalizada.
 2. Desarrollar, reemplazar y respaldar aplicaciones de software personalizado que sea compatible con las operaciones de la agencia cuando las soluciones COTS no estén disponibles.
- E. Trasladar la infraestructura física (p. ej., servidores locales) a servicios en la nube para mejorar la seguridad y brindar más accesibilidad y funcionalidad de los sistemas comerciales.
- F. Adquirir e impartir capacitación especializada a todo el personal sobre los nuevos sistemas de tecnología.
- G. Llevar a cabo una evaluación de las necesidades colaborativas de la agencia y un análisis técnico de los sistemas de tecnología propuestos.

2.6. DAR EL EJEMPLO RESPECTO DE LA SOSTENIBILIDAD AMBIENTAL

La agencia "predica y practica" sus objetivos para garantizar que nuestra manera de realizar nuestro trabajo sea consistente con nuestros objetivos de calidad del aire. Revisamos nuestro impacto ambiental e implementamos prácticas para reducirlo.

Propósitos tentativos

- Continuar con nuestra neutralidad de carbono (con compras de compensación).
- Reducir la necesidad de compensación de emisiones de gases de efecto invernadero (GEI) un 50 % para 2030 (desde 2022).

Acciones tentativas

- A. Calcular las emisiones de GEI de las operaciones de la agencia y comprar compensaciones anuales para lograr la neutralidad de carbono (a partir de 2020).
- B. Optimizar las opciones de transporte del personal para reducir las emisiones.
- C. Continuar con la electrificación de la flota de vehículos de carga liviana de la agencia, en tanto estén en condiciones de ser reemplazados.
- D. Reducir el uso de recursos como papel, agua y electricidad con medidas de conservación y eficiencia.
- E. Usar productos ecológicos cuando sea adecuado.

Glosario de términos

Agencia: Puget Sound Clean Air Agency

Jurisdicción de la agencia: Condados de King, Kitsap, Pierce y Snohomish.

Sensores de aire: consultar el Objetivo 1.2

Impactos acumulativos: consultar el Objetivo 1.2

Organizaciones comunitarias: Una organización comunitaria (Community-Based Organization, CBO) es una organización dirigida por una comunidad o que representa a una comunidad o a un sector importante de esta y que trabaja para satisfacer sus necesidades y desarrollar sus fortalezas.

Contaminantes criterio: consultar el Objetivo 1.1

Meta de salud diaria: consultar el Objetivo 1.5

Grupos de recursos de empleados: "Un grupo de recursos de empleados (employee resource group, ERG) es una iniciativa de diversidad e inclusión voluntaria y dirigida por empleados que cuenta con el apoyo formal de una organización. Por lo general, los ERG están organizados sobre la base de identidades, intereses o antecedentes comunes, y tienen el objetivo de apoyar a los empleados y brindarles oportunidades para interactuar y crear un lugar de trabajo más inclusivo". Adaptado del glosario de Gartner.

Justicia ambiental (EJ): consultar el Objetivo 1.4.

EPA: Environmental Protection Agency

Equidad: consultar el Objetivo 1.4.

Comunidades de enfoque: consultar el Objetivo 1.4.

GEI: [emisiones](#) de gases de efecto invernadero (gases que atrapan el calor de la atmósfera). Incluyen el dióxido de carbono, el metano, el óxido nitroso y gases fluorados.

NAAQS: [estándares nacionales de calidad del aire del ambiente \(National Ambient Air Quality Standards\)](#). Para obtener más información sobre los contaminantes criterio, consulte el Objetivo 1.1.

NACAA: National Association of Clean Air Agencies.

NWPCAS: la [Estrategia de Aire Limpio de los Puertos del Noroeste \(Northwest Ports Clean Air Strategy\)](#) es una colaboración entre la Northwest Seaport Alliance, los puertos de Seattle y Tacoma (Washington) y el puerto de Vancouver (British Columbia) que tiene por objetivo reducir las emisiones relacionadas con la actividad de los puertos marítimos que contribuyen con la contaminación de la cuenca de aire que comparten Puget Sound y Georgia Basin, y con el cambio climático. Consultar el Objetivo 1.6.

Comunidad sobrecargada: es una área geográfica donde las poblaciones vulnerables sufren múltiples impactos sobre la salud y daños ambientales combinados, e incluye, entre otras, comunidades altamente afectadas según se definen en el Código revisado de Washington (Revised Code of Washington, RCW) 19.405.020. [RCW 70A.02]. Consultar el Objetivo 1.2.

PSRC: Puget Sound Regional Council. El PSRC es la organización de planificación metropolitana que desarrolla políticas y coordina decisiones sobre crecimiento, transporte y planificación del desarrollo económico de la región dentro de los condados de King, Pierce, Snohomish y Kitsap. El PSRC está integrado por alrededor de 100 miembros, incluidos los cuatro condados, sus ciudades y pueblos, puertos, agencias de transporte locales y estatales y gobiernos tribales dentro de la región.

Kit de herramientas de equidad racial: es una planilla que describe un proceso y una serie de preguntas para guiar el desarrollo, la implementación y la evaluación de acciones, políticas, iniciativas y programas para abordar su impacto en la equidad racial.

RCW: Código revisado del estado de Washington (Revised Code of Washington State). El RCW incluye todas las leyes permanentes vigentes en la actualidad. Es una colección de leyes parlamentarias (promulgadas por la Legislatura y aprobadas por el gobernador o promulgadas a través del proceso de iniciativa), organizadas por tema y que incluye las modificaciones introducidas y las leyes derogadas. No incluye las leyes temporarias, como las leyes de asignaciones. El [Comité de Derecho Legislado](#) y el [Revisor del Código](#) publican la versión oficial del RCW.

Fuentes registradas: consultar el Objetivo 1.3.

Poblaciones vulnerables: son grupos poblacionales que corren más riesgos de padecer una mala salud debido a los daños ambientales que producen los factores siguientes: (i) factores socioeconómicos desfavorables, como desempleo, costos de transporte y vivienda demasiado altos con respecto a los ingresos, acceso limitado a alimentos nutritivos y a una adecuada atención de la salud, aislamiento idiomático y otros factores que afectan de manera negativa la salud y aumentan la vulnerabilidad frente a los efectos de los daños ambientales y (ii) factores de fragilidad de la salud, como nacimiento con bajo peso y tasas más elevadas de hospitalización.

- (b) "Poblaciones vulnerables" incluye, por ejemplo:
 - (i) minorías raciales o étnicas;
 - (ii) poblaciones de bajos ingresos;
 - (iii) poblaciones afectadas desproporcionadamente por los daños ambientales y
 - (iv) poblaciones de trabajadores que sufren daños ambientales. [RCW 70A.02].

ZEV: vehículos de emisión cero (Zero emissions vehicles). Un vehículo de emisión cero es aquel que no contamina el aire a través de su escape.



**SI TIENE PREGUNTAS,
Inquietudes y sugerencias,
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