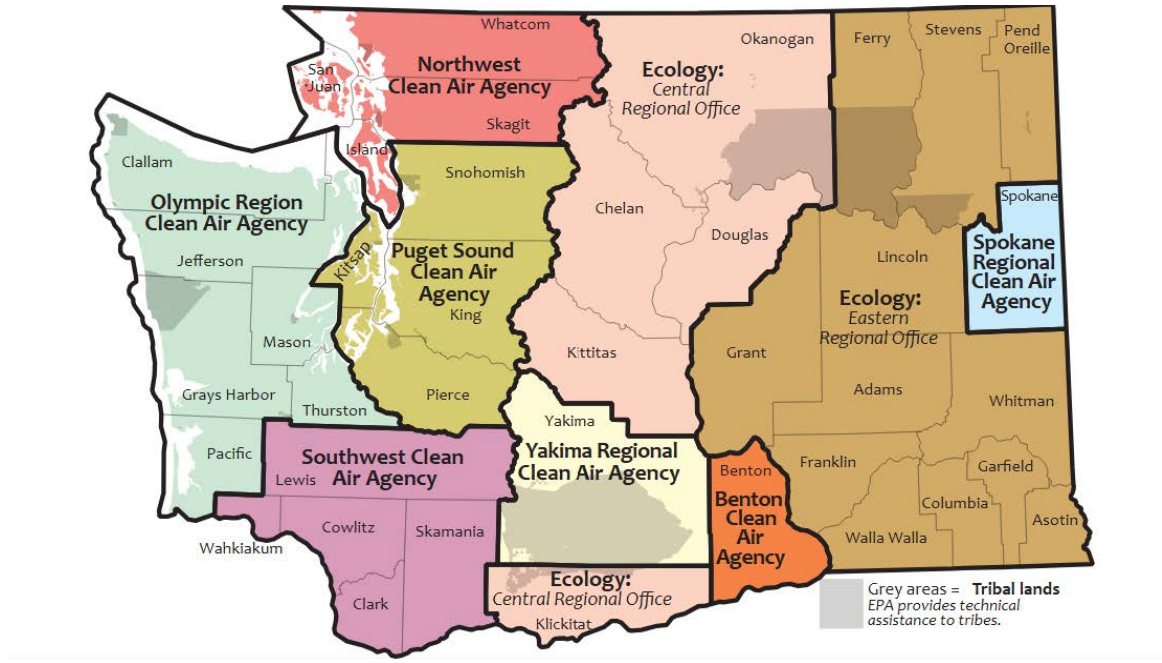
2026 Washington Clean Air Report: Framework, Trends, and Priorities



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Glossary

Air Toxics – A group of hundreds of different chemicals that are known or suspected to cause serious health problems

AOP – Air Operating Permit, also referred to as a Title V permit.

Attainment & nonattainment – EPA designation for areas meeting (attainment) or failing to meet (nonattainment) federal standards (NAAQS)

CCA – Climate Commitment Act

CCAP – Comprehensive Climate Action Plan

CETA – Clean Energy Transformation Act

CO – Carbon Monoxide

CPO – Cheeka Peak Observatory

Criteria Pollutant – Six common air pollutants that pose risks for human health and the environment, including carbon monoxide (CO), lead (Pb), ground-level ozone (O3), particulate matter (PM), nitrogen dioxide (NO2), and sulfur dioxide (SO2).

DPM – Diesel Particulate Matter

ECHO – Enforcement & Compliance History Online

Ecology – Washington state Department of Ecology

EPA – Environmental Protection Agency

EV Council – Electric Vehicle Coordinating Council

FARR – Federal Air Rules for Indian Reservations

GHG – Greenhouse Gas, or air pollutants that contribute to climate warming, including carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and fluorinated gases.

IMPROVE – Interagency Monitoring of Protected Visual Environments

LCAA – Local Clean Air Agencies

NAAQS – National Ambient Air Quality Standards, or federal air quality standards set by EPA for six criteria pollutants to protect public health and the environment.

NCore – A National Core Multipollutant Monitoring station. Multipollutant monitoring site monitoring air pollution, supporting ecosystem and public health assessments, and ensuring compliance with National Ambient Air Quality Standards.

NO_2 -Nitrogen Dioxide

NWCAA – Northwest Clean Air Agency

O_3 – Ozone

ORCAA – Olympic Region Clean Air Agency

Pb – Lead

PM – Particulate Matter

$PM_{2.5}$ – Particulate matter that measures 2.5 micrometers or less in diameter

PM_{10} – Particulate matter that measures 10 micrometers or less in diameter

PSCAA – Puget Sound Clean Air Agency

PSD - Prevention of Significant Deterioration

SIP – State Implementation Plan

SO_2 – Sulfur Dioxide

Source – Business or organization that has an air permit or is registered with a local clean air agency or Ecology

SRCAA – Spokane Regional Clean Air Agency

SWCAA – Southwest Clean Air Agency

Title V – Refers to Air Operating Permits, which are also referred to as Title V permits, and are required for major sources of air pollution

TREE – Trailer Researching Environmental Equity

UFP – Ultrafine Particles, or particulate matter that measures 0.1 micrometers or less in diameter.

VOC – Volatile Organic Compounds

Washington clean air framework – collectively all the agencies involved in air quality, including EPA, Ecology, LCAAs, and Tribes

WAC – Washington Administrative Code

WAZiP – Washington Zero-Emission Incentive Program

ZEV – Zero Emission Vehicles

Executive Summary

The purpose of this report is to provide information on how air quality is regulated and ongoing air quality priorities across the state of Washington. This report will help readers understand air pollution in Washington and the highest air quality priorities based on available scientific evidence.

Washington is a leader in air quality protection. Currently, there are no areas in Washington state designated as being in nonattainment (or not meeting) with federal air quality standards. Furthermore, although Washington's wildfires have grown in intensity and the state's population has increased by 14.92% percent between 2015 and 2025, the human-generated air pollution of greatest health concern has decreased. This is due to a combination of factors, including air quality rules implemented through improvements to the federal Clean Air Act, the state Clean Air Act, and programs targeting air pollution sources from wood stoves, cars, and industry.

Air quality in Washington is regulated by EPA, Tribes, Washington State Department of Ecology (Ecology), and local clean air agencies (LCAAs), all working toward the common goal of meeting federal and state standards for healthy air. LCAAs have responsibility for most air quality permitting and enforcement in their respective jurisdictions. Ecology implements statewide regulations and programs and has responsibility for air quality permitting and enforcement in areas without an LCAA. EPA establishes federal air quality and emissions standards and reviews and approves state plans. Tribes have the authority to create their own environmental enforcement and monitoring policies. EPA also works with Tribal governments to protect air quality within sovereign areas, supplemented by local and state assistance when requested by Tribes. These agencies identify and implement ways to collaboratively reduce different types of air pollution. This report focuses on the activities of Ecology and LCAAs.

While there has been great progress in reducing air pollution, it is important to continue the cooperative work to further protect air quality in Washington.

Why Clean Air Matters

Clean air is vital to the health of Washingtonians and Washington's economy. While Washington's air quality meets the National Ambient Air Quality Standards (NAAQS), studies consistently show that there can be health impacts even at levels below these standards.[1,2]

Air pollution has been linked to decreased lung function, increased respiratory symptoms including asthma attacks, exacerbation of existing heart disease, nonfatal heart attacks, irregular heartbeat, reduced life expectancy among people with existing heart and lung conditions, cognitive impacts, adverse birth outcomes, and negative impacts on mental health.[3] Beyond the actual burden of disease, studies consistently show that public health benefits of reducing pollution are cost-effective. Cleaner air leads to fewer hospital admissions and missed work days, offsetting the cost of controlling pollution.[4]

While air pollution can affect everyone, some groups are at higher risk of experiencing poor health outcomes. These include vulnerable populations with heart and lung diseases, infants and children, adults 65 and older, and pregnant people.[3] Clean air is an important component of environmental justice, especially for overburdened communities where vulnerable populations face multiple environmental adversities, health impacts, and socioeconomic barriers.[5]

Washington's Clean Air Framework

Washington's air quality regulatory structure is designed to identify air pollution, reduce emissions that affect public health and the environment, and respond to community concerns. In this report, we are including all regulatory agencies and bodies – LCAAs, Ecology, Tribes, and EPA – as part of this structure that we are calling "Washington's Clean Air Framework."

Who manages outdoor air quality in Washington?

Each of the entities listed below has some responsibility for managing outdoor air quality in Washington. Indoor air quality is addressed separately through Washington Department of Health, the Washington Department of Labor and Industries, and local health jurisdictions.

Federal Government

EPA establishes National Ambient Air Quality Standards (NAAQS) under the federal Clean Air Act, regulates emissions from major sources, such as vehicles and certain industries through emissions standards, and approves State Implementation Plans (SIPs). EPA also provides some federal funding to the LCAAs and Ecology. Washington falls within EPA's Region 10, which has offices in Seattle.

Washington State

Ecology develops and implements statewide air quality and climate policies, develops and implements SIPs, manages the statewide air monitoring network and emissions inventories, and provides technical assistance and some financial support to local clean air agencies. Ecology also has permitting authority for some major industrial source categories (e.g., chemical pulp mills and primary aluminum plants) as well as the federal Prevention of Significant Deterioration (PSD) program within LCAA jurisdictions. Ecology manages statewide rulemaking and is responsible for air quality permitting and enforcement, responding to air quality complaints, and managing outdoor and agricultural burning in the 17 counties not within the jurisdiction of an LCAA. As part of Ecology's strategy to reduce sources of air pollution, the agency also offers a variety of targeted pollution reduction grants to improve air quality around the state.

Local Clean Air Agencies (LCAAs)

Washington has seven LCAAs, each governed by a board of local elected officials as well as public-at-large positions. As special purpose municipal corporations, these agencies are responsible for implementing air quality programs within their jurisdictions. The creation of Washington's Clean Air Act in 1967 included the ability for counties to form LCAAs, three years before the adoption of the 1970 federal Clean Air Act. LCAAs serve over 90% of Washington's population.[6]

LCAA responsibilities typically include the following within their respective jurisdictions (Ecology provides these services in areas not within the jurisdiction of an LCAA):

- Permitting and inspecting stationary sources of air pollution
- Enforcing air quality regulations
- Responding to air quality complaints
- Conducting outdoor burning programs
- Monitoring air quality
- Providing education and outreach
- Implementing federal, state, and local clean air programs
- Working with local governments, businesses, and communities to reduce air pollution

Figure 1: Map of Local Clean Air Agencies (LCAAs) and Ecology Regional Offices and their jurisdictions.

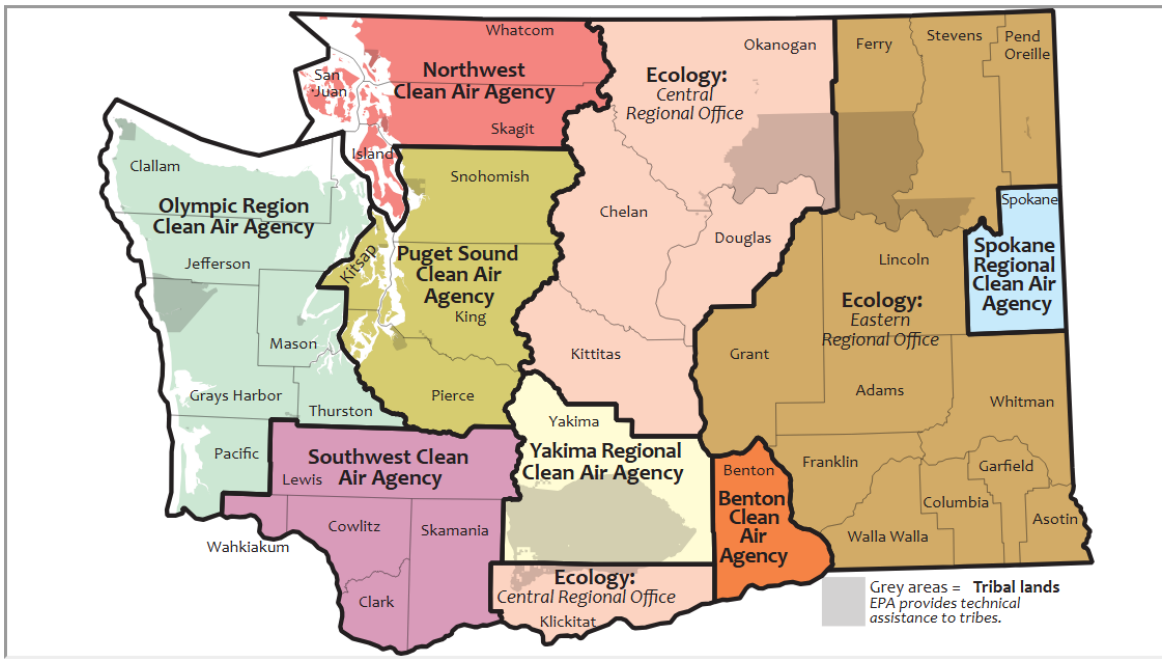


Table 1: An annual snapshot summary of some activities for LCAAs and Ecology for 2025. Ecology inspections are expected to increase through 2026 and 2027.

Measure	**BCAA**	**NWCAA**	**ORCAA**	**PSCAA**	**SRCAA**	**SWCAA**	**Ecology**	**Total**
Inspections Conducted	230	410	441	528	265	237	68	**2,160**
Registered (Industrial) Sources Permitted	212	546	659	2,869	589	1,063	542	**6,480**
Title V (Largest) Industrial Sources Permitted	3	22	11	30	7	17	25	**115**
Complaints Received	344	418	901	2,850	484	430	556	**5,965**
Asbestos / Demolition Notifications Received	300	647	748	6,130	742	1,278	98	**10,010**
Old Wood Stoves Removed / Replaced	39	3	84	652	91	112	189	**1,507**

**Table 1 does not include numbers from Yakima Regional Clean Air Agency.*

Tribal Nations

Washington state is home to 29 federally recognized Native American Tribes, which as sovereign nations, all have distinct authorities, responsibilities, and interests related to air quality and the health of their communities. Region 10 of the EPA, in which Washington is located, is the only region with Federal Air Rules for Indian Reservations (FARR), a set of federal air quality regulations that Tribes implement directly.

This multi-level governance structure has enabled Washington to combine statewide consistency with local expertise, helping the state meet federal air quality standards while addressing regional priorities and emerging issues.

How is air quality regulated?

Air quality is regulated according to the types of air pollutants, which are broadly grouped into **criteria pollutants and air toxics**. Policies that target **greenhouse gases (GHGs)** emissions by reducing the combustion of fossil fuels also tend to improve air quality because combustion typically emits criteria pollutants and air toxics alongside greenhouse gases.

Criteria pollutants are the six pollutants for which EPA has set National Ambient Air Quality Standards (NAAQS). The NAAQS are standards intended to protect public health, including vulnerable populations, and the environment, and EPA is required under the Federal Clean Air Act to review them every five years to incorporate the latest scientific and health information. External boards such as the Clean Air Science Advisory Committee and Science Advisory Board play critical roles in periodically evaluating the NAAQS.

The six criteria pollutants include:

- Ozone (O_3) – Formed by sunlight acting on nitrogen oxides and volatile organic compounds; forms on hot summer days.
- Particulate Matter (PM**)** – Includes PM_{10} (coarse particles) and $PM_{2.5}$ (fine particles). Comes from dust (coarse) and combustion (fine); $PM_{2.5}$ drives cardiac and respiratory risk from air pollution.
- Carbon Monoxide (CO) – Produced by incomplete combustion of fuels. Historically from vehicles; CO pollution has been dramatically reduced through the adoption of catalytic converter technology.
- Sulfur Dioxide (SO2) – Emitted mainly from burning fossil fuels in industrial processes.
- Nitrogen Dioxide (NO2) – Produced from combustion and a precursor to ozone pollution.
- Lead (Pb) – Historically from leaded gasoline and industrial sources, now largely phased out.

Washington air quality agencies regularly review air quality data to determine if pollution levels in an area are high enough to violate the NAAQS. When a monitored pollutant is at values below the NAAQS, the area is in "attainment" of the standard. If an area is violating the NAAQS, EPA may designate the area as being in "nonattainment." In Washington, only PM and ozone concentrations are typically measured near the levels of the NAAQS.

Washington air quality agencies work together with partners and communities to identify and implement actions to bring an area back to healthier air quality within attainment of the NAAQS. The agencies develop and implement SIPs (or plans to improve air quality), which must be approved by EPA and typically include stricter controls on emissions, as well as increased monitoring and enforcement requirements. In rare cases, EPA can impose sanctions if air quality standards aren't met in a specific timeframe, which can include reduced federal highway funding. Because nonattainment harms public health and imposes economic costs, Ecology offers several grant programs that help prevent nonattainment in areas most impacted by air pollution, including solutions that reduce pollution from diesel equipment, wood stoves, outdoor burning, and other sources of pollution. LCAAs implement similar grant programs to address sources of pollution.

All areas of Washington are currently in attainment for all criteria pollutants.

Washington's air quality has improved from past years when there were several nonattainment areas for ozone, PM_{10}, and carbon monoxide, and one $PM_{2.5}$ nonattainment area. These areas were brought back into attainment with actions like stricter emission limits and controls on industrial and commercial sources; programs to reduce air pollution from motor vehicles, limit wood smoke emissions from homes and agricultural and outdoor burning; change out old, uncertified wood stoves; and improve paving and reduce dust. An area previously in nonattainment that is then brought back into attainment is called a maintenance area.

As of 2026, Washington has two areas formally designated as maintenance areas for criteria pollutants within their 20-year maintenance planning period, shown in Table 2. During the 20-year maintenance planning period, maintenance areas must implement stricter controls on air pollution and demonstrate continued attainment of the NAAQS either through monitoring or through EPA-approved alternate methods.

Table 2: Washington maintenance areas within their 20-year maintenance planning period and methods of demonstrating NAAQS attainment.

Location	Year of Nonattainment Designation /Year of Redesignation to Attainment and Maintenance	Criteria Pollutant (standard averaging period)	Corrective Action and More Information
Tacoma-Pierce County	2009/2015	$PM_{2.5}$ (24-hour)	Enhanced wood stove removal program and burn ban efforts, and improved outreach https://www.epa.gov/air-quality-implementation-plans/tacoma-pierce-county-fine-particulate-matter-pm25-standard
Parts of Whatcom County	2020/2025	Sulfur Dioxide (1-hour)	Reduced industrial emissions https://nwcleanairwa.gov/projects/intalco-so2/

Air toxics are a group of hundreds of different chemicals that are known or suspected to cause serious health problems. Potential health effects include cancer, damage to the immune system, and neurological, reproductive, developmental, lung, and heart problems.[7]

Washington is a national leader in how toxic air emissions are permitted, using a health-based approach that regulates over 400 toxic air pollutants.[1] New emissions from a facility are reviewed to make sure they will not likely cause significant risk to people's health. Air toxics are also managed through emissions standards. These include technology-based standards for industrial and commercial sources and programs to reduce toxics from motor vehicles and fuels. Monitoring and modeling studies of air toxics across Washington

[1] Chapter 173-600 WAC; https://ecology.wa.gov/regulations-permits/permits-certifications/air-quality-permits/notice-of-construction-permit/health-impact-assessments-of-toxic-air-pollutants

consistently show the particles in diesel exhaust (diesel particulate matter) as the main driver of potential cancer risk from air toxics.[8,9]

Many of the sources that produce the air pollutants described above also produce **greenhouse gases**. Greenhouse gas (GHG) pollutants are those that contribute to climate change. The main GHGs include carbon dioxide, methane, nitrous oxide, and fluorinated gases. Until recently, GHGs were addressed under the federal Clean Air Act through vehicle and power plant emissions standards.[10,11] At the state level, laws and policies responsible for reducing GHG include the Climate Commitment Act, the Clean Fuel Standard, the Clean Energy Transformation Act, vehicle emissions standards, the Landfill Methane Emissions law, building performance codes, and refrigerant regulations. With the exception of building codes and the Clean Energy Transformation Act, Ecology is the agency responsible for implementing GHG reduction policies.

The Department of Commerce and Ecology recently completed the state's Comprehensive Climate Action Plan.[12] Puget Sound Clean Air Agency (PSCAA)[13] and some Tribes [14] also completed Comprehensive Climate Action Plans. These plans are aligned and lay out the strategies and actions required across sectors to meet Washington's statutory requirement: 95 percent reduction in GHG emissions below 1990 levels by 2050. These strategies and actions are also expected to improve air quality by reducing fossil fuel combustion.

The Role of Education and Incentive Programs

Education, outreach, and community engagement can complement tools to reduce emissions and improve air quality and public health. Ecology and LCAAs communicate risk statewide, often partnering with communities, local health jurisdictions, and cities to share information about air quality science, pollution risks, and ways in which people can take action to protect the air they breathe. Also, monitoring data and analyses serve as the trusted public face of air quality information that people rely on. People particularly access this information during wildfire smoke season and wintertime air inversion/air stagnation events.

Incentive programs are a key part of addressing criteria pollutants, air toxics, and GHG emissions. For example, grant programs such as those that support and fund the removal or replacement of old, polluting wood stoves[15] and diesel trucks are longstanding examples of incentive programs that have reduced emissions[16].

Environmental Justice

Washington's air quality agencies also address environmental justice. Ecology is one of several state agencies that implement the Healthy Environment for All (HEAL) Act that guides activities and expenditures in overburdened communities.[2] Overburdened communities, whether or not they are highly impacted by air pollution, are defined as geographic areas where vulnerable populations face combined, multiple environmental harms and health impacts. In addition, as directed by the Climate Commitment Act, Ecology has identified 16 communities that are overburdened and highly impacted by air pollution and is conducting work to evaluate and improve air quality within them.[3]

LCAAs also prioritize actions to reduce air pollution in overburdened communities in their jurisdictions, utilizing tools like Ecology's Overburdened Communities Highly Impacted by Air Pollution map, the Washington State Environmental Health Disparities Map, and others like PSCAA's Community Air Tool. These tools combine information on air pollution sources, health outcomes in populations, and socioeconomic factors to identify overburdened communities. Providing resources in these areas can provide greater air pollution reductions and public health benefits and co-benefits, reducing disparities. This is important, as studies and data demonstrate that lower income communities and communities of color can be exposed to higher air pollution levels and experience associated poorer health outcomes. [8,9,17,18]

As a component of environmental justice, Washington air quality agencies work to make and implement decisions according to fair processes. To achieve this, the agencies work to improve inclusivity, reduce barriers to participation in agency processes like rulemaking or grant applications, and work to better understand communities' concerns. Examples include scheduling events at times and locations that are more accessible, providing language assistance for non-native English speakers, providing food and family friendly options, and intentionally designing agendas to create open and transparent environments. Washington air quality agencies hold public comment hearings on major decisions, and seek ways to increase community engagement through outreach events, community-based air quality monitoring, incentive programs, and more.

[2] RCW Chapter 70A.02
[3] RCW 70A.65.020

The Trailer Researching Environmental Equity[19] (TREE) was an EPA-funded community engagement project designed to bring PSCAA's air quality work directly into communities. Four communities were selected for months-long engagement in which community members could share their concerns and help identify areas to monitor. PSCAA staff shared air quality information and facilitated monitoring with sensors to give participants a hands on experience in addition to existing monitoring efforts. Conversations with residents at workshops helped affirm that the air monitoring locations and air quality concerns aligned with what communities were experiencing on the ground. TREE was more than an outreach effort — it strengthened the connection between community knowledge, air quality data, and PSCAA's understanding of where monitoring can boost environmental equity.



Air Pollution Monitoring and Trends

A key foundation of air quality management is monitoring air pollution in outdoor (ambient) air. Washington air quality agencies maintain a robust, accurate, and publicly accessible air monitoring network in our state. Monitoring data helps agencies understand pollution trends, identify areas of concern, evaluate compliance with NAAQS, and inform the public about current air quality conditions. In addition, academic partners regularly use air quality data to deepen our collective understanding of air pollution and its health effects through peer-reviewed studies. Reviews of the air monitoring network consistently show that it is more than sufficient to track pollution trends with health-based NAAQS, provide information to the public, and support air pollution research.[20]

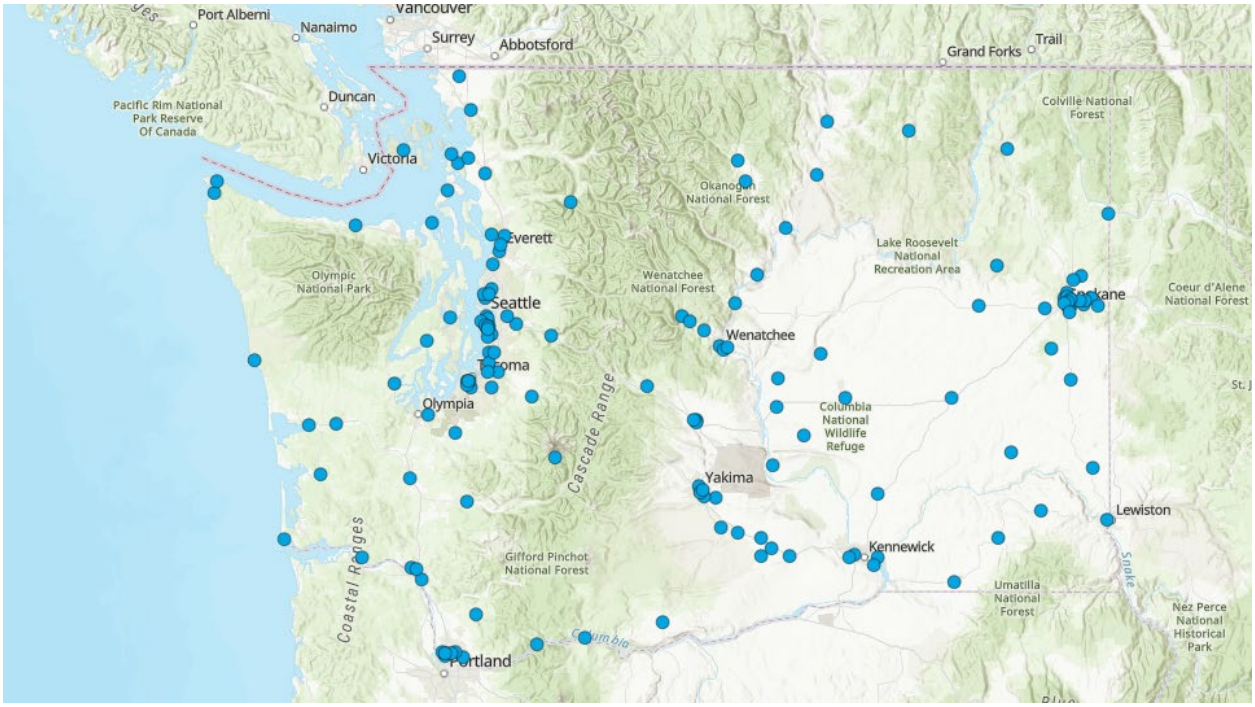
All Washington monitoring sites include monitors that measure $PM_{2.5}$, which is particularly harmful to human health. Real-time information and data from these monitors is available to community members around the clock. In addition to $PM_{2.5}$, some monitoring sites also measure other criteria pollutants, such as ozone, PM_{10}, and sulfur dioxide. Ecology maintains a National Air Toxics Trends Stations in Seattle that provides long-term trend information. Additionally, Ecology and LCAAs regularly conduct special studies for additional air toxics monitoring.

Washington air quality agencies also engage in research on emerging pollutants to better understand trends. PSCAA monitors ultrafine particles (UFP) at two monitoring stations in the Seattle area, one at Ecology's monitoring station directly adjacent to Interstate 5 and one near Seattle-Tacoma International Airport. Ecology's High Resolution Mobile Monitoring (HRMM) study will also monitor for UFPs, along with criteria air pollutants, and air toxics across nearly two dozen Washington communities and participating Tribal areas. UFPs are even smaller than $PM_{2.5}$, at less than 0.1 micron in diameter. While the health effects of these very tiny particles are not yet well understood, PSCAA has responded to community interest and has partnered with the University of Washington to better understand the level and distribution of these very tiny particles. Preliminary data show similar levels of these very tiny particles at the two monitoring sites, with the site adjacent to Interstate 5 being slightly higher.[21]

Ecology is launching a High Resolution Mobile Monitoring (HRMM) study in late 2026, funded by the Climate Commitment Act. This study will send air monitoring vehicles to nearly two dozen communities and participating Tribal areas. These specially equipped vehicles will continously measure a range of criteria, hazardous, and toxic air polluants. These data will complement existing air monitoring and provide greater understanding of air quality variability on a very detailed scale.

In addition to regulatory monitoring stations, many Washington air quality agencies also make information available from non-regulatory air pollution sensors that, when properly calibrated from more accurate regulatory monitors, help people better understand their local community's current air pollution levels. There are now well over a thousand $PM_{2.5}$ sensors across Washington state. In the central Puget Sound region (King, Snohomish, Pierce, and Kitsap counties), more than 98 percent of the population lives within 5 kilometers of a sensor that PSCAA calibrates and displays on a real-time map.

Figure 2: Monitoring sites across Washington state, managed by Ecology, LCAAs, and Tribes.



The Cheeka Peak Observatory (CPO)

At the farthest northwest corner of the contiguous United States, where pristine air from the Pacific blows across Neah Bay and the ancestral home of the Makah Tribe, Washington has a rare gem of an air monitoring site. The Cheeka Peak Observatory (CPO) has been home to air monitoring activities since the 1980s.

Found at the far northwest tip of the Olympic Peninsula, CPO sits at an elevation of approximately 1,500 feet above sea level. That makes the site less likely to be impacted by nearby pollution sources. That's why CPO serves as a background or reference site for the other network sites across the country. Data collected here helps validate global atmospheric transport and air quality models. That data also provides reference background concentrations of various pollutants, as well as measurements of continental influence to compare with model output. More than 30 research papers have been published using data collected at CPO.

Researchers from the University of Washington maintained an atmospheric monitoring station at CPO from 1983 until 2010. Then ORCAA took over the site operations with funding from EPA. EPA supports the site as part of the National Core (NCore) network. The NCore network is a critical tool for monitoring air pollution, supporting ecosystem and public health assessments, and ensuring compliance with national air quality standards. Its multipollutant approach and standardized design make it a cornerstone of the U.S. air quality monitoring infrastructure. The other NCore site in Washington is located at Beacon Hill in Seattle and is operated by Ecology.

The Makah Tribe has operated an **I**nteragency **M**onitoring of **Pro**tected **V**isual **E**nvironments (IMPROVE) protocol air monitoring site at Cheeka Peak since 2010. This site collects a 24-hour sample of PM_{10} and $PM_{2.5}$ every three days for laboratory analysis to determine the chemical composition of the collected particles.

The NCore and IMPROVE air monitoring networks at CPO monitor different pollutants. The two network sites complement each other and provide a long-term record of chemically speciated particulate matter, trace gas, and meteorological data. Parameters measured at CPO include:

- $PM_{2.5}$ and PM_{10} , 24-hour sample every 3 days (IMPROVE)
- $PM_{2.5}$ continuous (NCore)
- Ozone (NCore)
- Sulfur Dioxide (SO_2) (NCore)
- Carbon Monoxide (CO) (NCore)
- Oxides of Nitrogen (NO_y) (NCore)
- Meteorology (wind speed, wind direction, temp, pressure, relative humidity) (NCore)



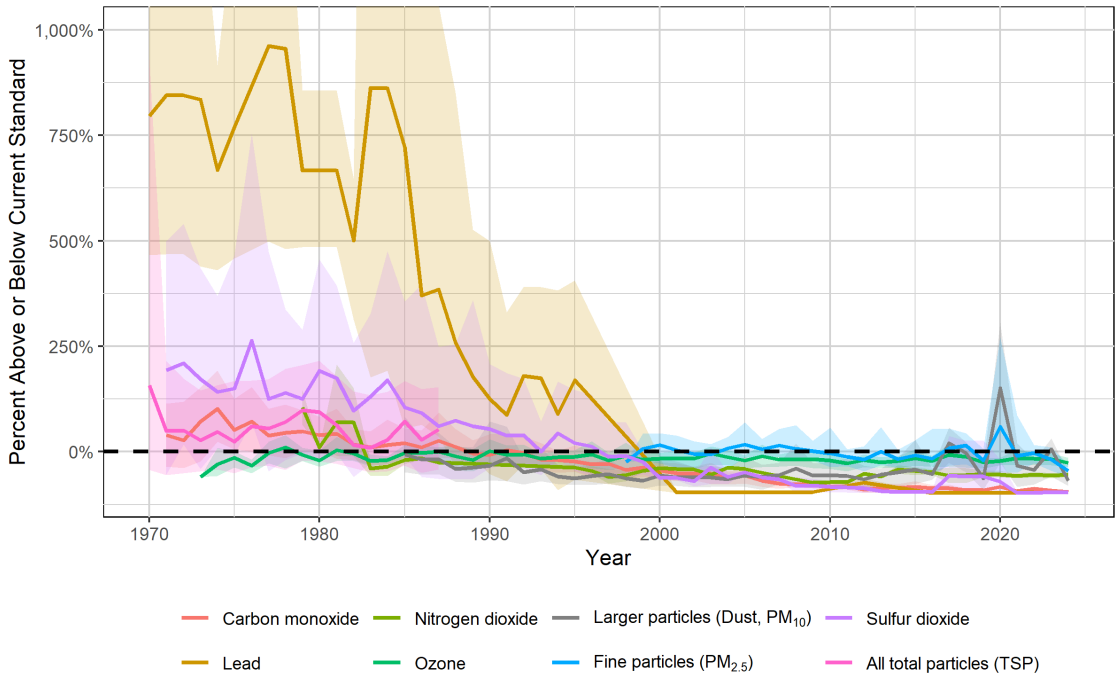
NCore and IMPROVE monitoring trailers at Cheeka Peak

Air Pollution Trends

Air quality in Washington has improved dramatically since the adoption of the Washington Clean Air Act in 1967 and the federal Clean Air Act in 1970. Despite tremendous gains, there are still air quality concerns from sources like wood stoves, outdoor burning, and transportation that pose public health risks, in addition to emerging threats from greenhouse gas emissions and wildfire smoke.

The graph below (fig. 3) demonstrates how criteria pollutants trend since the enactment of the federal Clean Air Act. Despite significant population growth since then, there has been a dramatic reduction across all criteria pollutants. Pollutants of concern have also changed. In previous decades lead, sulfur dioxide, and carbon monoxide frequently exceeded the current NAAQS but are now well below. And in more recent years, $PM_{2.5}$ and ozone are closer to exceeding the NAAQS. The graph illustrates that 2020 was a significant wildfire smoke year, which influenced $PM_{2.5}$ and PM_{10} levels.

Figure 3: Criteria pollutant levels relative to current NAAQS. Mean (colored lines) and 5th-95th percentile (shading) design values as a percent of their corresponding current NAAQS, 1970-2024.



With a focus on more recent decades, figure 4 shows how fine particulate matter ($PM_{2.5}$) levels have compared to the annual NAAQS since 2001. The dark blue trend line removes wildfire smoke-impacted days, with a trend towards improvement. The orange trend line includes data from all days (including those impacted by wildfire smoke), and it is clear wildfire smoke has negatively affected some of the air quality gains made in earlier years. The blue and orange shaded areas range from the 5th to 95th percentiles across all sites. In Washington, $PM_{2.5}$ is the single greatest driver of heart and lung health risk in our ambient air. Measuring at a fraction of the diameter of a human hair, $PM_{2.5}$ is easily inhaled deep into the lungs and can enter the bloodstream and cause health problems, such as breathing troubles, heart and lung disease, stroke, and premature death. Children, older adults, pregnant people, people with pre-existing health conditions are especially at risk.[3]

Figure 4: PM2.5 levels across Washington monitoring sites

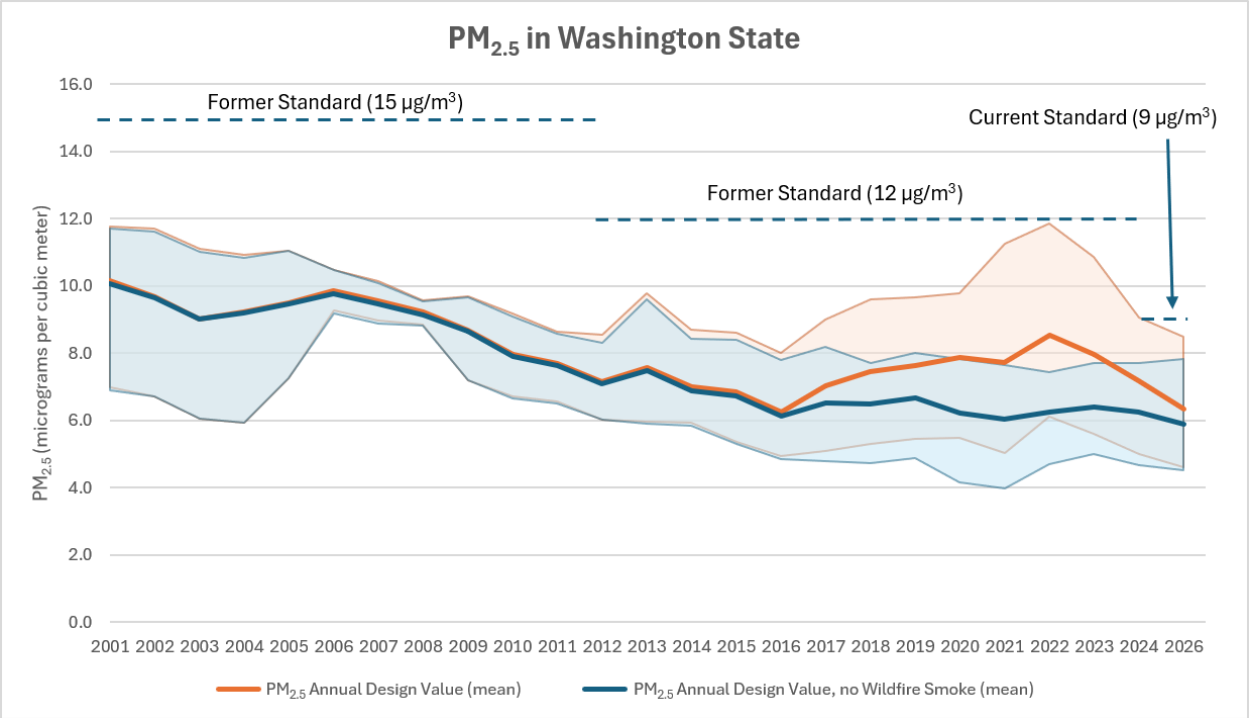
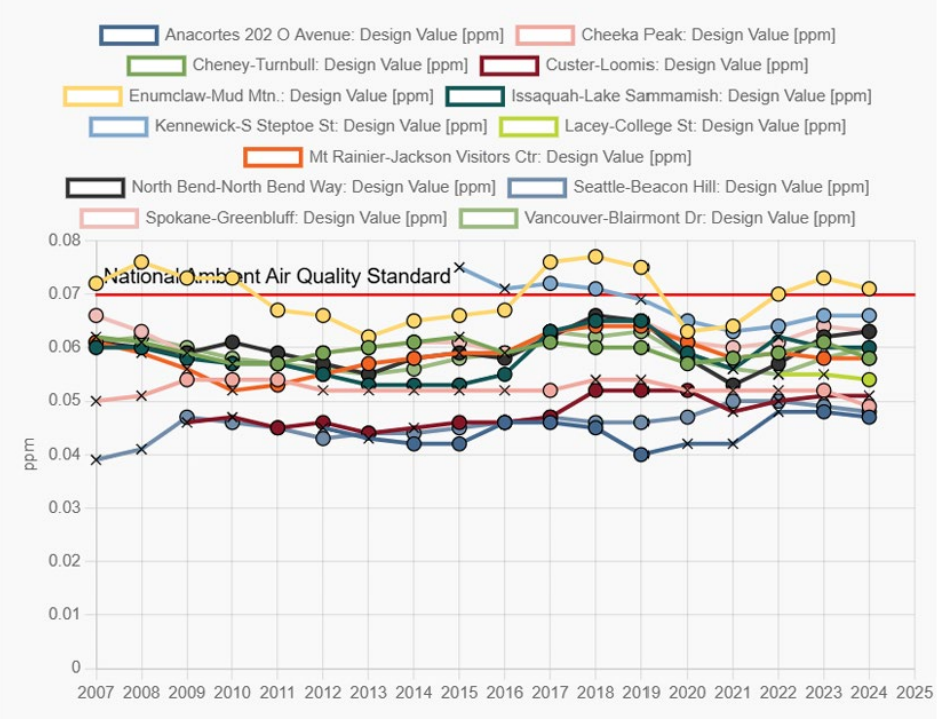


Figure 5, below, shows levels of ground-level ozone across Washington state compared to the current NAAQS. Ozone is a secondary pollutant created from chemical reactions between nitrogen oxides and volatile organic compounds reacting in the presence of sunlight, typically on hot summer days. The highest ozone levels in Washington State tend to occur in the greater Puget Sound area, represented by the Enumclaw monitor, as well as in the Tri-Cities, represented by the monitor in Kennewick. Exposure to ozone can cause difficulty breathing, lung inflammation, and aggravate asthma. Children, older adults, pregnant people, and people with existing lung conditions are particularly vulnerable and can experience health effects from levels below the NAAQS.[22]

Figure 5. Ozone levels at Washington monitoring sites



Trends for the remaining four criteria pollutants (carbon monoxide, lead, nitrogen dioxide, and sulfur dioxide) are all well below the NAAQS and are available in Ecology's five-year 2025 Washington Ambient Air Monitoring Network Assessment[20] and also in LCAA data summaries.[23,24,25]

Priority Air Pollution Sources, Pollutants, and Programs

Washington's clean air framework identifies pollution levels, their sources, and then importantly, ways to reduce those pollution levels. Strategies to accomplish these goals include regulation and programs designed to address a specific source through incentives or other means. Priority pollutants include fine particle pollution ($PM_{2.5}$), diesel exhaust, ozone, and greenhouse gases. The main sources of these priority pollutants include wood

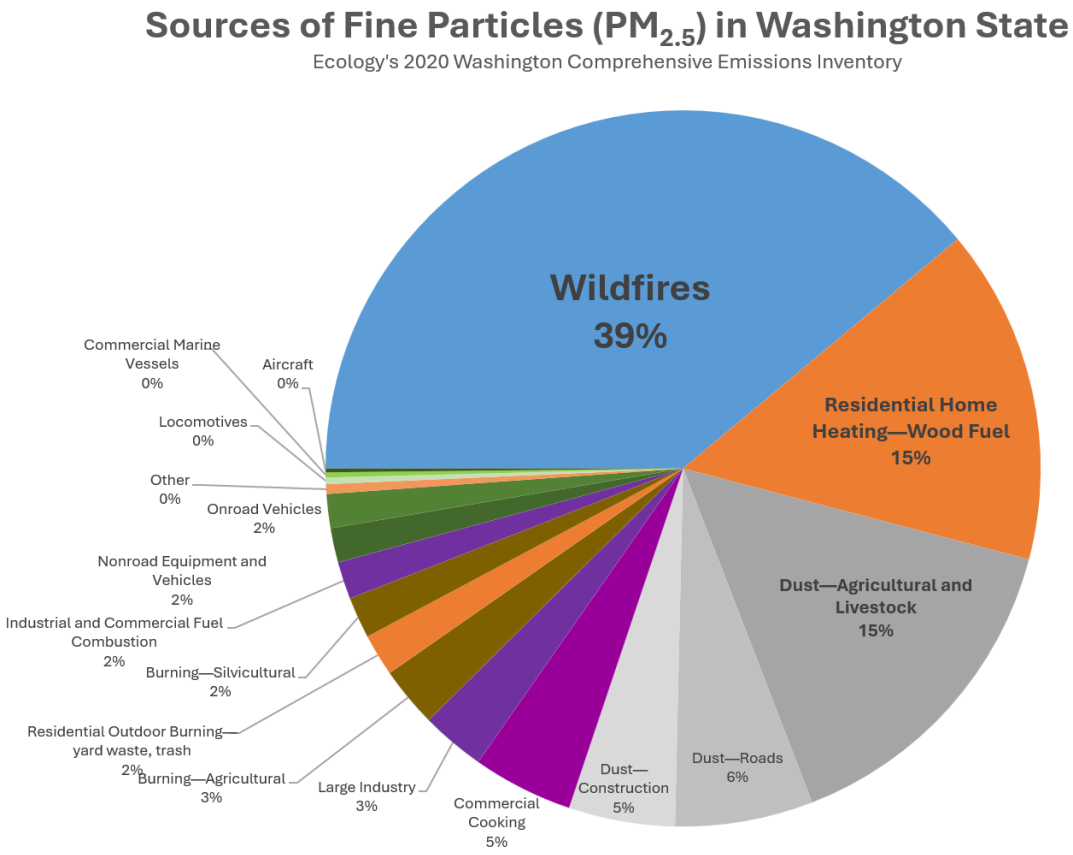
burning (both indoor and outdoor), transportation, heating and cooling of buildings, and industry. Below is an overview of the main sources of priority pollutant sources, and the programs that address them.

Priority Source: Indoor and Outdoor Burning

Priority Pollutant: $PM_{2.5}$

Figure 6 shows an estimate of the main sources of $PM_{2.5}$ pollution in Washington in 2020. Wildfire smoke (light blue) is a major contributor to $PM_{2.5}$ emissions for 2020 (a high wildfire smoke year). Residential wood burning for home heating (orange) is the second largest contributor. Other main sources include dust from agriculture and livestock, road and construction dust, commercial cooking.

Figure 6: Sources of $PM_{2.5}$ in 2020



PM_{10} Fugitive Dust

While most emphasis is on fine particle pollution ($PM_{2.5}$), areas of eastern Washington also experience elevated coarse particle pollution (PM_{10}) due to their semi-arid climates and soil types.

It's not uncommon during hot, windy days and when agricultural fields are susceptible to wind erosion, for parts of eastern Washington to experience dust storms that lead to PM_{10} exceeding federal air quality standards. In addition to agricultural fields, unpaved roads that generate a lot of dust can be a large source of PM_{10}. To address these emissions, LCAAs have developed outreach materials for contractors at construction sites that encourage them to implement work practices that reduce dust leaving their sites. Ecology's Air Quality in Overburdened Communities and Prevent Nonattainment grant programs have awarded funding to help pave dirt roads. Washington air quality agencies also work with local conservation districts and farmers to adopt farming practices that reduce agricultural lands' susceptibility to soil loss. Ecology and LCAAs monitor for PM_{10} as part of the state monitoring network to help keep the public informed about current pollution levels.

Programs to Reduce Emissions from Home Heating

Residential wood-burning devices like wood stoves and fireplaces are a significant source of air pollution in Washington. Burning in old uncertified wood stoves and fireplaces significantly contributes to elevated outdoor levels of $PM_{2.5}$ during colder months. To address these emissions, Ecology regulates which wood stoves and other wood burning devices can be sold in Washington and has provided funding for over 20 years through the Wood Smoke Reduction Grant Program to support wood stove replacement and recycling programs implemented by Ecology region offices, LCAAs, and other grantees. These programs have also been supported through Ecology's Air Quality in Overburdened Communities Grant Program. These tremendously successful programs have resulted in measurable reductions in particulate pollution and improved outdoor air quality in communities across the state.

Over the past two decades, these programs have collectively replaced over 13,300 old wood stoves from areas in Washington that are near the $PM_{2.5}$ threshold for federal air quality standards. This work includes replacing nearly 7,900 uncertified wood stoves with cleaner home heating alternatives, ranging from certified wood stoves to heat pumps. Over 5,400 other uncertified stoves were recycled and rendered inoperable during that time

period, preventing the sale of unsafe devices on secondary markets. In the central Puget Sound region (King, Kitsap, Pierce, and Snohomish counties) alone, over 9,700 stoves have been removed from 2006 to 2026, resulting in more than 140 tons of $PM_{2.5}$ reduced annually.

In addition to wood stove replacement and recycling programs, Washington air quality agencies also limit a buildup of $PM_{2.5}$ in the air by calling burn bans when weather patterns, like wintertime inversions, can lead to air stagnation.

Programs to Reduce Emissions from Outdoor Burning

Outdoor burning is a source of $PM_{2.5}$ pollution that often results in community complaints. Outdoor burning can include many different types of burning including land clearing, residential yard waste, recreational, agricultural, silvicultural, and more.

Many types of outdoor burning are already illegal within all urban growth areas under RCW 70A.15.5020. Additionally, under the Washington Clean Air Act, the burning of residential yard waste and land clearing is required to be banned once a reasonable alternative has been identified based on criteria set in the Washington Administrative Code (WAC) 173-425-040. PSCAA banned land clearing burning almost two decades ago, and SRCAA has also largely banned land clearing burning in Spokane County. Several LCAAs including PSCAA, NWCAA, ORCAA, and SWCAA are now evaluating alternatives to residential yard waste burning as it compares to criteria set in the WAC. PSCAA is currently engaging community members to better understand alternatives available and barriers that exist across its four counties.

Washington air quality agencies frequently coordinate with fire districts, local conservation districts and other community partners to coordinate enforcement of outdoor burning rules and provide education on permitting requirements and available alternatives like composting, chipping, and more. To provide burning alternatives, Ecology's Prevent Nonattainment Grants Program and Air Quality in Overburdened Communities Grant Program support yard waste collection events, woodchipper purchases and chipping events, and encourages agricultural best management practices to reduce burning.



Agricultural field burn, following a harvest.

Many farmers in Washington practice agricultural burning to manage their agricultural waste and prevent diseases. Ecology works to balance the needs of farmers to use agricultural burning while protecting clean air and public health for people and communities. Through permitting, Ecology ensures that agricultural producers burn in ways that mitigate the negative health effects from smoke. Ecology also partners with research institutions to find alternatives to agricultural burning that will work for farmers, the public, and the environment.

There is increased interest in prescribed burning to prevent or reduce the risk of wildfire. The Washington Department of Natural Resources (DNR) is responsible for issuing and regulating burn permits for waste forest material. DNR also issues permits in urban growth areas for outdoor burning that reduce the risk of wildfire. Ecology works with DNR to help reduce smoke impacts on communities and to implement the statewide Smoke Management Plan, which was approved by EPA in 2023.

Programs to Track and Communicate Wildfire Smoke

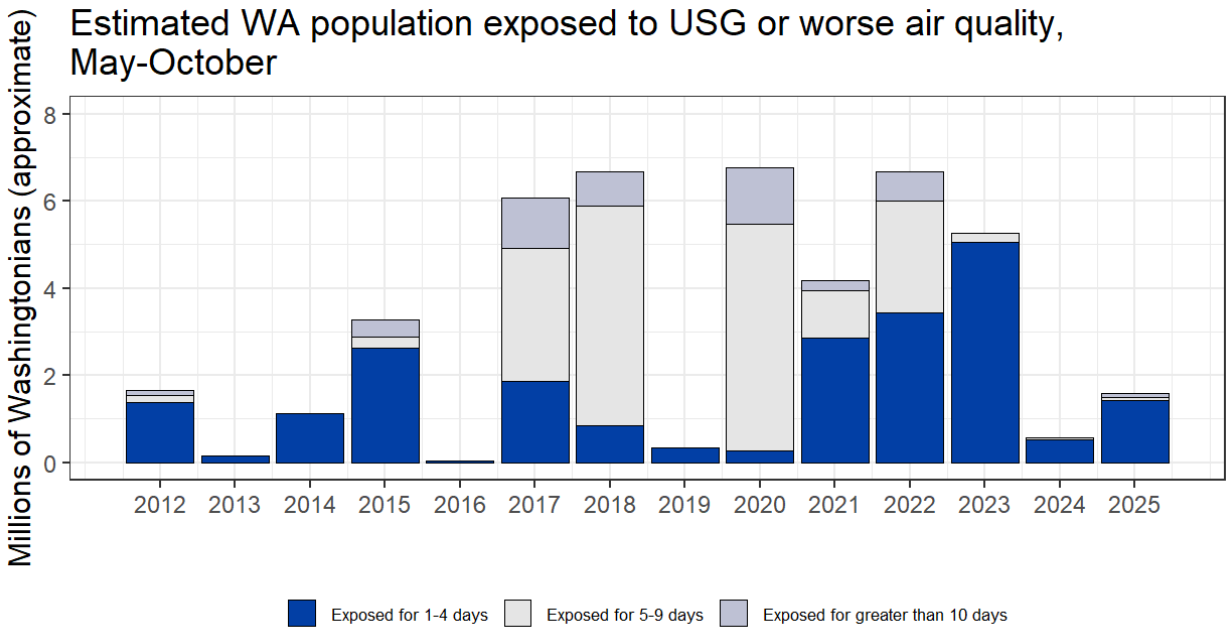
Wildfire smoke presents a different air quality challenge. Unlike the ongoing emissions associated with residential wood burning and outdoor burning, wildfire smoke typically causes dramatic short-term increases in air pollution. During major wildfire seasons, smoke can travel hundreds of miles and affect large portions of the state, resulting in some of the highest particulate matter concentrations recorded each year. Although these episodes are generally temporary, they can have significant health impacts, particularly for sensitive populations, and have become an increasingly important factor influencing air quality in Washington. We've seen trends that indicate increasing acreage burned from wildfires in our state, and projections forecast more increases in wildfire frequency and intensity.[26,27] A changing climate contributes to increased wildfire frequency and intensity in Washington, and wildfire smoke is the main cause of unhealthy air quality days in our state.[26]



Satellite observation of wildfire smoke impacting Washington in August, 2026.

The graph below shows the estimated population in Washington state that is exposed to air quality at the level deemed "Unhealthy for Sensitive Groups" (USG) on the Air Quality Index in summer months, based on $PM_{2.5}$. The figure shows more people are exposed to higher levels of air pollution compared to past years, with high variability between years.

Figure 7: Estimated Washington Population Exposed to Unhealthy for Sensitive Groups (USG) or worse air quality, from May to October by year



Unfortunately, there is less ability to prevent outdoor air pollution when wildfires are the source. DNR regulates prescribed fires in Washington and coordinates with Ecology, other state agencies, and federal partners on prescribed burns to reduce fuel in parts of central Washington where future wildfires may occur, but this work remains in the pilot phase. With wildfires smoke, Washington air quality agencies shift their role to forecasting and communicating the health risks. Communication managers from Ecology and LCAAs regularly coordinate their wildfire smoke messaging with federal, state, and local partners to provide clear and consistent guidance across the Pacific Northwest. LCAAs rely on local health jurisdictions, counties, and cities to help amplify and target messaging. Ecology and some LCAAs provide support and outreach on mitigation techniques for indoor air quality such as low-cost box fan filters, or long-term solutions like air purifiers, HVAC improvements, and heat pumps, which can filter air and cool people, allowing windows to stay closed during a smoke event. While indoor air quality is not the mission and mandate

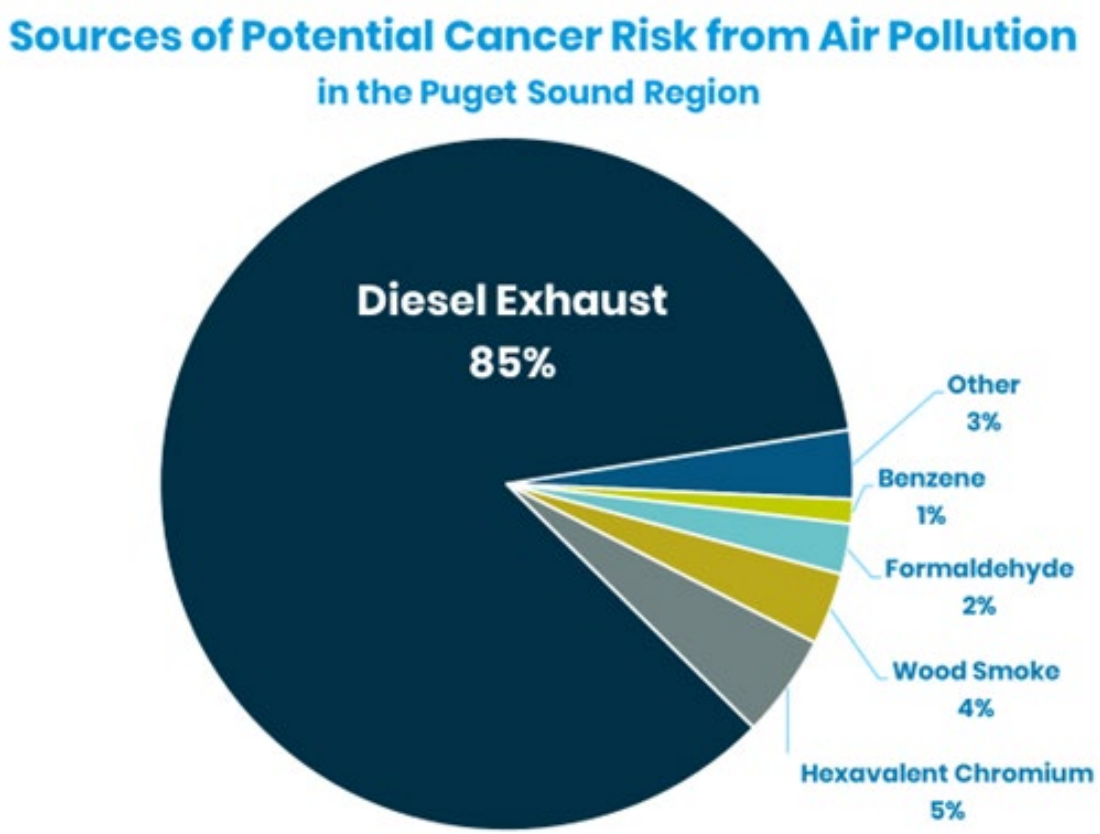
of Washington air quality agencies, it's important to help minimize the public's exposure to smoke, especially during wildfire smoke events. Many Washington air quality agencies coordinate with public health partners to amplify public health messaging related to indoor (and outdoor) air quality concerns.

Priority Pollution Source: Transportation

Priority Pollutants: Diesel Exhaust and Ozone

Diesel exhaust is the most harmful air toxic pollutant in Washington, contributing two-thirds of the total statewide cancer risk from toxic air pollution across the state. The graph below shows potential cancer risk from air toxics in the central Puget Sound region.[9,28]

Figure 8: Sources of Potential Cancer Risk from Air Pollution in Puget Sound Region (including King, Snohomish, Pierce, and Kitsap)



Since air toxics monitoring began in 2003, there has been a roughly 50% decrease in potential cancer risk from air toxics.[9] This significant decrease can be attributed to reductions in diesel exhaust from improved engine technology standards and cleaner

fuels. Even with this decrease, diesel exhaust remains the main risk driver for potential cancer risk due to its high toxicity.

While diesel exhaust is primarily from heavy duty transportation, ozone precursors (pollutants that form ozone when exposed to sunlight and heat) come predominantly from both heavy duty vehicles and light duty gasoline vehicles. Ozone precursors are nitrogen oxides (NO_x) and volatile organic compounds (VOCs). NO_x and VOCs combine to form ozone on hot summer days, occasionally at levels near the ozone NAAQS. Some areas of Washington, including Puget Sound and the Tri-Cities area are being closely monitored for potential ozone NAAQS exceedances. Other sources of ozone precursors include natural sources like trees, solvents, paints and industrial processes.

Programs to Reduce Transportation Emissions

The largest diesel emissions reduction comes from replacing diesel engines with newer, cleaner engines and re-powering to zero-emission engines. Diesel engine replacement is typically very expensive, and old diesel engines can work for a long time. Washington air quality agencies provide grant funding and support to replace old diesel engines to help improve air quality. Ecology's Zero Emission School Bus, Diesel Reduction, and VW Federal Settlement grant programs are providing concrete solutions to vehicle emissions across Washington. Hundreds of electric school buses and chargers have been purchased by school districts; ports have installed new electrification capabilities, allowing ships to shut down their engines and generators while berthed; and communities have adopted pioneering technology like electric firetrucks and vehicle-to-grid discharging to improve electrical grid stability.

Many LCAAs have applied directly for federal Diesel Emission Reduction Act funding and received support for projects to reduce diesel emissions in their jurisdictions. Seaports have many types of diesel-emitting equipment like trucks, ships, harbor vessels, cargo handling equipment and rail. Partnerships like the Northwest Seaport Alliance implementing the Northwest Ports Clean Air have identified their own diesel emission reduction targets and continue to implement innovative programs to reduce diesel emissions across their operations using funding from multiple sources including Ecology, in close coordination with PSCAA.[29]

Ozone precursor emissions, diesel emissions, and other transportation pollutant emissions are also reduced through transportation measures designed to reduce greenhouse gas emissions.

Priority Source: Commercial and Industrial Sources

Industrial sources can range from small gas stations in neighborhoods to large factories. Sources of priority pollution from commercial and industrial sources can be seen in the previous figures for $PM_{2.5}$ emissions and air toxics. Industrial and commercial sources contribute a modest percentage for estimates (less than 10%) relative to other sources.

Permitting and inspecting industrial sources are core strategies Washington air quality agencies use to address pollution. Community members are often interested in emissions from industry and the programs that address them and opportunities for public input are available.

Emissions information varies tremendously by registered source, although a complete catalogue of information is available through EPA's Enforcement & Compliance History Online (ECHO) database and website, which displays geographic information and source specific information related to a variety of environmental topics like air quality, water quality, and more.[30]

Asbestos

Pollutant of Concern: Asbestos is a known human carcinogen with no known safe level of exposure. When asbestos-containing materials are disturbed, microscopic fibers become airborne. These fibers are easily inhaled and settle deep into the lungs where they can cause lung cancer, asbestosis, or mesothelioma (a related terminal cancer) years or decades later.[31]

Pollution levels: Asbestos has been widely used in many construction materials and manufactured products: from insulation to vinyl flooring, to spray-on "popcorn" ceilings and cement board siding. Left undisturbed and in good condition, these products can perform as intended. Problems arise, however, when they deteriorate or are disturbed during demolition and renovation.

Sources and related programs or strategies for reduction: Federal, state, and local laws establish restrictions and requirements related to the identification, licensing, removal, disposal, and management of asbestos. In Washington, EPA and LCAAs regulate asbestos emissions to protect public health during demolition, renovation, and handling of asbestos containing materials. Anyone who works, or has the potential of working, with products containing asbestos must fully comply with all regulatory requirements, beginning with

obtaining an asbestos survey before demolition or renovation takes place. Surveys are designed to identify the type, quantity, and condition of asbestos and guide removal or encapsulation methods. The goal is not to eliminate asbestos that will remain undisturbed, but to prevent fibers from becoming airborne where workers, residents, and neighbors could inhale them. Notification requirements for asbestos removal and demolition projects combined with field inspections ensure regulatory requirements are met. Ecology regulates asbestos at large industrial sources, and the Department of Labor and Industries helps protect the safety of workers.

Programs to Address Commercial and Industrial Emissions

Ecology and LCAAs issue air permits for new construction and modifications of existing sources, as well as Air Operating Permits to limit and manage air pollution from commercial and industrial sources. For Washington, that includes many source categories, such as aerospace, cement, steel, petroleum refining, and landfills. Ecology and LCAAs provide oversight of compliance with air permits, conduct compliance inspections, provide technical assistance, and issue enforcement actions. These activities ensure commercial and industrial facilities in Washington meet permit conditions and appropriately control air pollutants. A key part of this is requiring many commercial and industrial sources to measure or model pollution from the specific industrial source at an emitting facility (such as stack testing) to ensure that these sources comply with their emissions limits. When permitting, this can include modeling for a health-based review of toxic air emissions in order to protect people's health.

Ecology is also responsible for permitting some major industrial source categories from chemical pulp mills and primary aluminum plants, as well as the federal Prevention of Significant Deterioration (PSD) program. LCAAs are still often called upon to assist Ecology with PSD permit development and are expected to lead enforcement actions related to PSD compliance. LCAAs and Ecology are subject to Washington's Public Records Act and must operate in a transparent manner to ensure the public has access to information about current air quality and sources of air pollution in their communities.

Priority Greenhouse Gas Pollutants, Sources, and Programs

GHG Pollutants and Sources

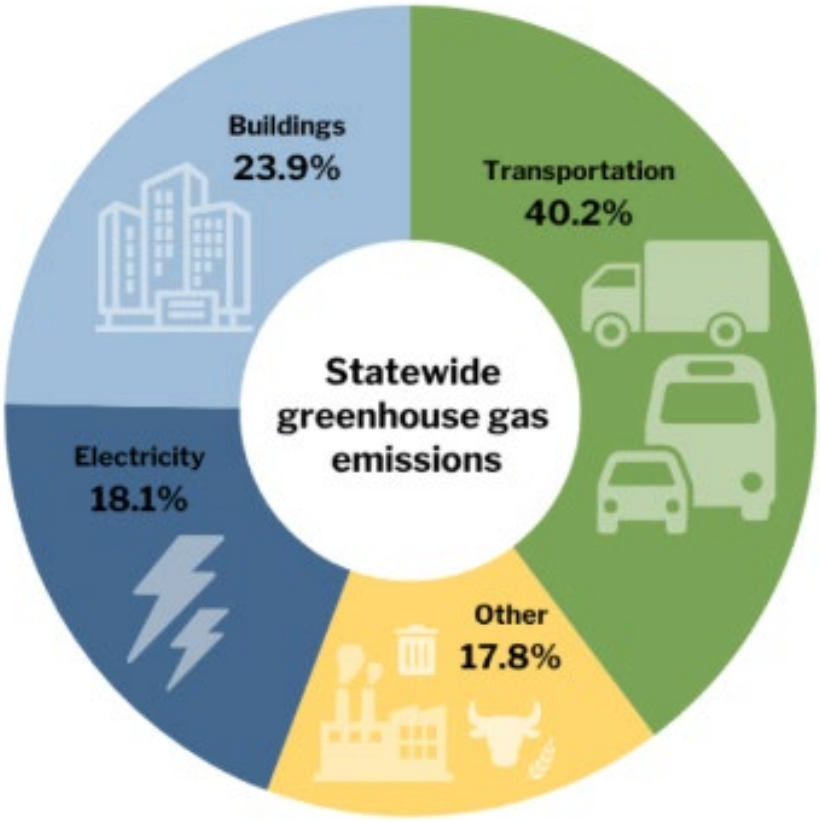
Greenhouse Gas (GHG) emissions typically don't pose a direct health risk but contribute to the global health threat of climate change. These emissions include carbon dioxide, methane, nitrous oxide, and fluorinated gases. Washington has science-based statutory requirements to reduce emissions to 1990 levels by 2020, 45% below 1990 levels by 2030, and 95% below by 2050. Ecology continuously tracks progress toward these targets.

While we see significant progress with reducing GHG emissions in Washington, the most recent 2022 statewide emissions inventory demonstrates 12.4% below peak levels at the turn of the century. Washington is already experiencing the impacts of climate change in the form of prolonged drought, extreme heat in the summer, increased smoke from wildfires, and more.[26,32]

On a global level, atmospheric carbon dioxide has risen more than 50% since 1800, hitting a new high of 433.95 parts per million in 2026.[33]

Figure 9 below shows the 2022 breakdown of GHG emissions for Washington state[12] with "Transportation" and "Buildings" being the two greatest contributors. "Transportation" includes emissions from on-road gasoline and diesel vehicles, marine vessels, jet fuel and aviation gasoline, railroads, and natural gas used in transportation. "Buildings" includes burning fuels for heating homes and workplaces, and energy used by industries. This category also includes heat generated from coal, natural gas, and oil. Emissions from electricity generation are also a key contributor.

Figure 9: Washington State Greenhouse Gas Emissions for 2022



Programs to Reduce GHG Emissions

However, it is important to note that Washington also passed the Climate Commitment (CCA) as the main driver of emissions reductions across the entire economy. The CCA established the Cap-and-Invest Program, which took effect in 2023 and sets a declining annual limit, or "cap," on roughly 70% of the state's total emissions. Revenue generated through the program is invested in projects that reduce pollution, improve climate resilience, and support clean transportation, buildings, and natural resources. By law, at least 35 percent of these investments must directly benefit overburdened communities to help address environmental justice[34] concerns.

Programs to Reduce Transportation GHG Emissions

This section focuses on actions to reduce the largest contributors of GHG — transportation and building emissions.

Transportation — which includes passenger vehicles, diesel trucks and trains, and ships, planes, and construction and agricultural equipment — is Washington's largest source of greenhouse gas emissions and a significant contributor to air pollution. In recent years, Washington has adopted several policies to accelerate the transition to cleaner vehicles and fuels, including two key ways to reduce GHG emissions from transportation emissions. The first two advance cleaner vehicles, while the last one requires a shift to cleaner fuels.

Recent Washington Policies to Reduce GHG from Transportation

- **Low-emission vehicle standards** require all new internal combustion engine vehicles sold in Washington to pollute less. These new standards include fuel efficiency requirements and reductions in certain types of air pollution.
- **Advanced Clean Cars II is a zero-emission vehicle standard** that requires 100% of new passenger vehicles sold in Washington to be electric or plug-in hybrids by 2035. This policy also includes stronger consumer warranty protections for electric vehicles.[35]
- **Advanced Clean Trucks,** another zero-emission vehicle standard, extends this approach to commercial vehicles, requiring that 40 to 75% (depending on the vehicle type) of new medium- and heavy-duty vehicles sold in Washington run on zero-emission technology by 2035. Because heavy-duty vehicles produce a disproportionate share of transportation-related air pollution, this policy is expected to play a key role in reducing diesel emissions and improving air quality.[36]
- **The Clean Fuel Standard**, which took effect in 2023, complements these vehicle standards by requiring transportation fuels to become 45% less carbon-intensive by 2038. This program creates a revenue stream for low-carbon liquid fuel producers, as well as electric vehicle charger operators.[37]

In addition, the Legislature provided funding and direction for a consortium of several state agencies to form the Electric Vehicle Coordinating Council to increase electric vehicle adoption. This group developed a comprehensive statewide transportation electrification strategy to help Washington achieve its electric vehicle goals.[38]

Another mechanism to reduce GHG emissions from transportation is to reduce the number of vehicle trips. This can take several forms, from the expansion of public transit to the development of pedestrian alternatives, offering employee telework and carpooling options. Metropolitan Planning Organizations across the state engage in transportation planning, with reducing GHG being a key component.[39]

In 2025, Congress unlawfully used the Congressional Review Act[40,41] to attempt to revoke the federal waivers that allow California's vehicle emission standards, including Advanced Clean Cars II and Advanced Clean Trucks, to be implemented by states. As a result, Washington has chosen to temporarily pause enforcement of these standards.

These actions represent a major setback for reducing emissions from one of Washington's largest sources of air pollution. While programs for cleaner transportation continue through the Clean Fuel Standard, the WAZIP incentive program,[42] funding for electric vehicle charging, education campaigns, and the Puget Sound EV Charging Plan,[43] the loss of these standards is expected to make achieving long-term air quality and climate goals more challenging.

Governor Bob Ferguson and Ecology responded by releasing the ZEVergreen report[44] that details public feedback about how the state should address these setbacks. Some of the solutions put forth include rebates and low-interest financing, continuing to expand public charging, and ensuring businesses can get the power they need to set up charging hubs for their fleet vehicles.

Programs to Reduce Building GHG Emissions

The category of "Buildings" is the second largest contributor of GHG and includes primarily how we heat our buildings, including residential, commercial, and industrial spaces. There are several pieces of policy, programs and strategies to address these emissions:

The Clean Energy Transformation Act (CETA) sets Washington on a path to carbon-free electricity by 2045, accelerating the transition from fossil fuels to renewable and other non-emitting energy sources.[45]

Updated Building Energy Codes promote building electrification by requiring most new residential construction to use high-efficiency electric heat pumps for space heating and cooling. These standards reduce reliance on fossil fuels while improving energy efficiency and indoor comfort.

Refrigerant Regulations phase out the use of fluorinated gases for cooling and refrigeration. These gases are hundreds to thousands of times more potent than carbon dioxide.

Incentive Programs like Department of Commerce's Home Electrification and Appliance Rebates Program[46] and King County's regional Energize Program[47] offer residents and places like adult family homes and childcare centers rebates for energy-efficient ways to heat their buildings, reduce greenhouse gases, and add cooling capacity with heat pumps.

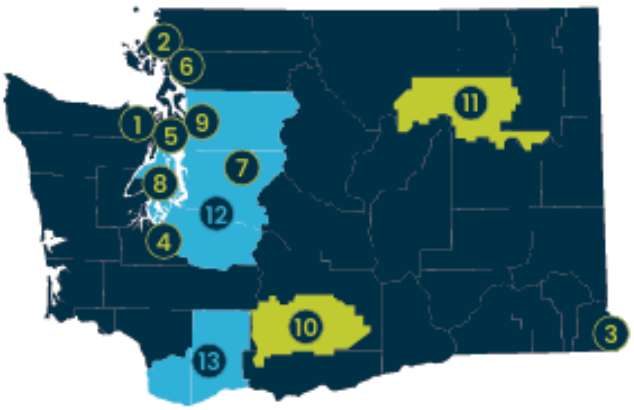
Additional Programs to Reduce GHG Emissions

A separate program that addresses GHG broadly through strong coordination with local jurisdictions is the adoption and implementation of legislation signed into law in 2023 (HB 1181.[48]). This law requires adoption of a climate element in comprehensive plans, with rolling adoption across the state.

Ecology is engaged in rulemaking to establish a fee structure to recover costs of implementing Chapter 70A.540 (Landfills – Methane Emissions). An estimated 27 municipal solid waste landfills are required by the law to evaluate and reduce methane escaping to the atmosphere. To help impacted landfills adopt new control technologies like auto-tuning well heads and drone monitoring for fugitive gas, Ecology offered the Landfill Methane Emissions Reduction grant program. Municipal Solid Waste landfills from Port Angeles to Asotin County, and 11 other sites across the breadth of the state have benefitted from the nearly $10 million program.

Lastly, the state, PSCAA, and some Tribes and Tribal Consortiums recently created or are creating comprehensive climate action plans (CCAPs).[12,13,14] These CCAPs provide a comprehensive list of high-impact regional strategies and actions to reduce GHGs with a focus on maximizing benefits in overburdened communities. The plans are built on a strong foundation of climate planning work already underway across the region and state, and are designed to synergize, complement and reinforce other climate planning efforts. These plans can serve as a reference to support the implementation of policies and programs that reduce greenhouse gas emissions, improve public health and air quality, spur green job growth, and enhance the quality of life for Washington residents.

Figure 10: CCAP grantees in Washington state (including the State of Washington as a grantee)



Tribes and Tribal Consortiums:

1. Jamestown S'Klallam Tribe
2. Lummi Nation
3. Nez Perce Tribe
4. Nisqually Tribe
5. Port Gamble S'Klallam Tribe
6. Samish Indian Nation
7. Snoqualamie Tribe
8. The Suquamish Tribe of the Port Madison Reservation
9. Tulalip Tribe
10. Yakama Nation
11. Upper Columbia United Tribes
* Affiliated Tribes of Northwest Indians (ATNI)

Metropolitan Statistical Areas:

12. Seattle-Tacoma-Bellevue MSA
13. Portland-Vancouver Metro Area MSA

*ATNI is a 501(c)(3) tribal consortium supporting 57 member Tribes that reside in Oregon, Washington, Idaho, Alaska, California, Montana, and Nevada.

For More Information

For questions or concerns, please contact the most appropriate representative from the list of contacts below.

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Washington Department of Ecology	Kathy Taylor Kathy.Taylor@ecy.wa.gov	Air quality - Washington State Department of Ecology
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Northwest Clean Air Agency	Mark Buford Markb@nwcleanair.gov 360-428-1617	Homepage - Northwest Clean Air Agency
Olympic Region Clean Air Agency	Jeff Johnston Jeff.johnston@orcaa.org 360-539-7610	Home - ORCAA
Puget Sound Clean Air Agency	Christine Cooley Christine.Cooley@cleanairpugetsound.net 206-343-8800	Puget Sound Clean Air Agency, WA | Official Website
Southwest Clean Air Agency	Uri Papish Uri@swcleanair.gov 1-800-633-0709	Southwest Clean Air Agency Home Page
Spokane Clean Air Agency	April Westby AWestby@spokanecleanair.org 509-477-4727	https://spokanecleanair.org/
Yakima Clean Air Agency	**Yakima Regional Clean Air Agency** 186 Iron Horse Court, Suite 101 Yakima, WA 98901	Yakima County Air Quality - Yakima Regional Clean Air Agency

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