

**From:** [Jenna Kay](#)  
**To:** [Cnty 2025 Comp Plan](#); [Jeffrey Delapena](#)  
**Subject:** FW: Plan B for Warehouse and Truck emissions  
**Date:** Friday, August 22, 2025 7:09:34 AM

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For record

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**From:** Don Steinke <crvancouverusa@gmail.com>  
**Sent:** Thursday, August 21, 2025 6:28 PM  
**To:** Tina Hallock <tina@swcleanair.gov>; Stacey Dalgaard <Stacey.Dalgaard@cityofvancouver.us>; Rebecca Small <Rebecca.Small@cityofvancouver.us>; Jenna Kay <Jenna.Kay@clark.wa.gov>; Harrison Husting <Harrison.Husting@clark.wa.gov>  
**Subject:** Plan B for Warehouse and Truck emissions

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From Don Steinke, Climate Action of Southwest Washington

To The SWCAA Board c/o Tina Hallock  
To the relevant City of Vancouver staff  
To relevant Clark County Staff

Re Plan B for Warehouse and Truck emissions

Hello,  
I've recently discovered another tool in the Clean Air Act for reducing emissions. It's called The Indirect Source Rule. According to the link below, local air quality districts are allowed to regulate entities, such as warehouses and airports, that attract pollution.  
Source: <https://environmentalenergybrief.sidley.com/2025/04/16/states-propose-new-indirect-source-rules-targeting-warehouse-emissions/>

Ecology has apparently done this in at least one case.  
Source: <https://ecology.wa.gov/ecologys-work-near-you/regional-work/southwest-region/bridge-point-development-tacoma-settlement>

I urge SWCAA to seek authority to do this. You may need to ask Ecology to include this within their State Implementation Plan.

I've asked Ecology and Commerce to include the Indirect Source rule within their Comprehensive Climate Action Plan

I urge the City of Vancouver and Clark County to work with SWCAA to regulate the pollution from trucks serving warehouses and other pollution magnets.

Don Steinke

