

SEPA Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for Nonproject Proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

Electric Pathways for Transportation Grant Program

2. Name of applicant:

Public Utility District No. 1 of Snohomish County

3. Address and phone number of applicant and contact person:

Lisa DiMartino, Program Manager Strategic Partnerships
Public Utility District No. 1 of Snohomish County
PO Box 1107
Everett, WA 98206
Telephone: 425-565-5164
Email: ladimartino@snopud.com

4. Date checklist prepared:

3/16/2026

5. Agency requesting checklist:

Public Utility District No. 1 of Snohomish County

6. Proposed timing of schedule (including phasing, if applicable):

The Electric Pathways program is offered under Washington State's [Clean Fuels Standard \(CFS\)](#). The CFS under [RCW 70.535](#) was [initiated on January 1, 2023](#), and will be [in place through 2038](#).

PUD's Electric Pathways for Transportation Program (the "Program") was presented to the PUD's Board of Commissioners (the "Board") during a public meeting on July 1, 2025. The PUD launched the program on November 3, 2025, with a grant program designed for non-residential customers to purchase and install Electric Vehicles (EVs) and Electric Vehicle Supply Equipment (EVSE). Other [eligible projects](#) are identified here. Grant funding includes upgrades to the electric system.

The initial grant phase closes on March 31, 2026. Grant notifications will take place no later than June 30, 2026. Grant agreements will be signed, and initial grant payments will take place during the third quarter of 2026. Projects will be completed within 18 months of receiving the initial grant payment. The second and final grant installment is paid upon project completion.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Under the PUD's Program, future non-residential grant phases are expected to open as soon as the end of 2026. The PUD may expand the Program to offer rebates beyond non-residential customers. As the Program expands, it will be a topic of future discussions by the Board at one or more publicly noticed meetings.

Program funding is from the PUD's participation within the CFS. The PUD elected to participate in the CFP in 2023. With required quarterly reporting to Ecology, PUD receives credits for at-home residential charging in its [service area](#) (Snohomish County and Camano Island) and for any charging related to PUD electric vehicles charged by PUD chargers.

Organizations that produce or use cleaner transportation fuels in Washington may [generate credits](#) through the Clean Fuel Standard (CFS). Under this program, fuels are evaluated based on their carbon intensity — lower-carbon fuels generate credits, while higher-carbon fuels create deficits, creating a market-based incentive to use cleaner options. These credits can be sold for revenue, banked, or used to meet a compliance obligation.

Producers and suppliers of low carbon fuels — fuels with a carbon intensity below the standard for that year — are eligible to generate credits in the Clean Fuel Standard. Examples of clean fuel providers include businesses or organizations that supply biofuels, own electric vehicle charging stations, or operate natural gas refueling stations.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The Program grants funds to non-residential customers. [Eligible projects](#) for grant funding include EVs, EV Chargers and EV Infrastructure (See answer to Question 11 for more details). No other environmental information or documents are known or expected directly related to the Program. The Program does not result in specific new construction activities and therefore does not include new environmental studies.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

N/A – This is a non-project action that does not contemplate the use of specific property.

10. List any government approvals or permits that will be needed for your proposal, if known.

The PUD is an approved participant in Ecology's CFS and is obligated to meet the requirements of the Standard as follows:

Washington Clean Fuels Standard Legislation:

[Engrossed Third Substitute House Bill 1091, April 2021](#)

[Second Substitute House Bill 1409, April 2025](#)

Current RCW:

[Chapter 70A.535 RCW: TRANSPORTATION FUEL—CLEAN FUELS PROGRAM](#)

Major program updates will be presented to the PUD's Board.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Washington State Department of Ecology's (Ecology) Clean Fuel Standard regulation is designed to reduce greenhouse gas (GHG) and conventional air pollutant emissions from transportation fuels used in Washington while spurring economic development.

- All investments made with CFS residential EV charging credit revenues must be spent on transportation electrification projects. (RCW 70A.535.080)
- The CFS law requires the credit revenue to be allocated into the following categories:

Category 1 - Spend a minimum of 50% of credit net revenues on transportation electrification projects selected from a list of GHG emissions-reducing project types developed jointly by Ecology and the Washington State Department of Transportation (WSDOT) (see page 5 in this document (RCW 70A.535.080(2)(a))

Category 2 - Spend a minimum of 30% of credit net revenues on transportation electrification projects within or benefitting specific communities designated by the Environmental Protection Agency (EPA), Washington Department of Health (DOH), or Ecology (see page 8 in this document). (RCW 70A.535.080(1)(b))

Category 3 - Spend any remaining net revenues on general transportation electrification projects (see page 9 in this document). (RCW 70A.535.080(1)(a))

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to

duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Program funds are available to PUD customers throughout Snohomish County. Funding is emphasized per the categories listed above for eligible communities and populations as follows:

1. 'Low-income' means household incomes that do not exceed the higher of eighty percent of area median income or two hundred percent of federal poverty level, adjusted for household size (WAC 194-40-030).
2. 'Vulnerable populations means communities identified by the Clean Energy Transformation Act (CETA) as experiencing a disproportionate cumulative risk from environmental burdens due to: (a) Adverse socioeconomic factors, including unemployment, high housing and transportation costs relative to income, access to food and health care, and linguistic isolation; and(b) Sensitivity factors, such as low birth weight and higher rates of hospitalization (RCW 19.405.020(40)). Utilities should interpret this to mean highly impacted communities identified in their clean energy implementation plans (CEIPs).
3. Communities disproportionately impacted that are identified by the Washington Department of Health as having a rank of 9 or 10 on the [Environmental Health Disparities \(EHD\) map](#).

B. Checklist

This section is not required as this is a non-project action.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: *Lisa DiMartino*
Lisa DiMartino (Mar 31, 2026 12:32:57 PDT)

Name of Signee: Lisa DiMartino

Position and Agency/Organization: Snohomish County Public Utilities District No. 1

Date Submitted: 3/31/2026

D. Supplemental sheet for nonproject actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The CFP will curb carbon pollution from transportation, the largest source of greenhouse gas emissions in Washington, by reducing these emissions from the production and supply of transportation fuels. It will provide an

increasing range of low-carbon and renewable alternatives that reduce dependency on petroleum and improve air quality.

Transportation is Washington's largest source of greenhouse gas emissions, making up about [40%](#) of the state's total emissions.

Fuels create pollution at every stage of their life cycle — from production and refining to transportation and use in vehicles. The CFS reduces emissions by expanding the availability and affordability of low-carbon fuels, which ultimately displaces the use of fossil fuels. The policy does this by creating a revenue stream for producers and suppliers of low-carbon fuels – including liquid and gaseous alternative fuels, and electricity – that can be used to expand production and further decarbonize.

Reducing fossil fuel combustion also reduces some of the most harmful air pollutants linked to asthma, cancer, heart disease, and other health problems. These impacts fall hardest on people who live near highways, ports, and freight corridors.

- **Proposed measures to avoid or reduce such increases are:**

Switching from internal combustion engines to EVs will reduce [chemical discharge](#) (oil and grease, pesticides, etc.) to water, emissions to air, and the release of other pollutants in our environment. In addition, EVs are generally quieter than gas-powered vehicles.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

[RCW 70A.535.005](#) refers to low carbon transportation technologies, including electric vehicles. The legislature further finds that the health and welfare of Washingtonians is threatened by the prospect of crumbling or swamped coastlines, rising water, and more intense forest fires. These changes are caused by higher temperatures and related droughts and are intensified and made more frequent by greenhouse gas emissions. The transportation sector contributes to 40 percent of Washington's greenhouse gas emissions. The legislature's interest in the life cycle of the fuels used in the state arises from a concern for the effects of the production and use of these fuels on Washington's environment and public health, including its air quality, snowpack, and coastline.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Switching from internal combustion engines to EVs will reduce harm to plants, animals, fish and other marine life.

3. How would the proposal be likely to deplete energy or natural resources?

The Program will increase demand for electricity.

- **Proposed measures to protect or conserve energy and natural resources are:**

The PUD will assess how grid needs may change over time with increased EV adoption. The PUD may consider time of use or managed charging platforms to incentivize EV users in the service area to charge during off-peak hours to support grid needs. In 2024, the PUD's resource mix was 89% carbon free. To meet state clean energy targets, the PUD's long-term forecast, outlined in the [IRP](#), includes conservation measures, demand response and new solar generation.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

[RCW 70A.535.005](#) refers to low carbon transportation technologies, including electric vehicles. The legislature further finds that the health and welfare of the people of the state of Washington is threatened by the prospect of crumbling or swamped coastlines, rising water, and more intense forest fires caused by higher temperatures and related droughts, all of which are intensified and made more frequent by greenhouse gas emissions. The transportation sector contributes to 40 percent of Washington's greenhouse gas emissions. The legislature's interest in the life cycle of the fuels used in the state arises from a concern for the effects of the production and use of these fuels on Washington's environment and public health, including its air quality, snowpack, and coastline.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Switching from internal combustion engines to EVs will reduce harm to environmentally sensitive areas.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

[RCW 70A.535.005](#) refers to low carbon transportation technologies, including electric vehicles. The legislature further finds that the health and

welfare of the people of the state of Washington is threatened by the prospect of crumbling or swamped coastlines, rising water, and more intense forest fires caused by higher temperatures and related droughts, all of which are intensified and made more frequent by greenhouse gas emissions. The transportation sector contributes to 40 percent of Washington's greenhouse gas emissions. The legislature's interest in the life cycle of the fuels used in the state arises from a concern for the effects of the production and use of these fuels on Washington's environment and public health, including its air quality, snowpack, and coastline.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Switching from internal combustion engines to EVs will benefit Washington land and shoreline and mitigate the effects of climate change.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The intent of the Program is to shift transportation demand from gas to electric to incentivize more EVs and EV charging infrastructure in Snohomish County. Grants to cities, schools, and other government agencies may support public services.

- **Proposed measures to reduce or respond to such demand(s) are:**

The PUD requires new service assessments to determine required grid infrastructure upgrades prior to issuing grants.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Program follows Washington State's Department of Ecology (DOE) Clean Fuels Standard. The DOE is responsible for rulemaking, compliance monitoring, reporting requirements, and penalties. The PUD follows all compliance obligations and reporting requirements for this program.







Electric Pathways SEPA Checklist draft

Final Audit Report

2026-03-31

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