

Summary of Proposed Changes

The proposed changes to King County Code (KCC) will align King County's code standards with the 2025 Strategic Climate Action Plan (SCAP) to better support its implementation – particularly for electric vehicle (EV) charging stations, EV adoption rates, the green building program, and the carbon offset program. The proposed ordinance covers these code changes, along with other clarifications, technical adjustments, and updates to KCC 18.25, which outlines requirements for the Strategic Climate Action Plan (SCAP) itself.

Electric Vehicle (EV) charging stations

Ordinance

Section	KCC Section	Current Code	Proposed Change	Intent/Rationale
2	4A.700.700	Metro Transit department sets use fees for use of EV charging stations	Amends ownership of public EV charging stations on King County property from “Metro Transit” to the “custodial agency” that hosts them	Technical adjustment to reflect operational reality that most public EV charging stations are owned or overseen by both Metro and the Facilities Management Division (FMD)
2	4A.700.700	Requirements for calculating EV charging fees	Replaces language about “setting” fees to allow custodial agencies to “recommend” user fees for charging stations under their authority; amends requirement to calculate fees based on single per-use fee to a user fee that contributes to the County’s cost of operations	Updates fee structure for public EV charging stations with flexibility for future changes; currently, fees have not been updated for over a decade and are out of sync with the rest of the region in terms of price, and with industry standards in terms of methodology
2	4A.700.700	n/a	Add a provision for imposing reduced user fees for County employees who are using EVs for commuting	Aligns with priorities in Executive Climate Office (ECO) Annual Plan and the 2025 SCAP, Action GHG 81

2	4A.700.700	Allows establishment of differing user fees	No substantive change; adjusts the existing code numbering	No substantive change; adjusts the existing code numbering to account insertion of newly proposed section
2	4A.700.700	Sets process for managing user fees and penalties for failure to comply	Updates references to “King County Metro Transit” or “department” to “custodial agency” or “agency”	Ensures alignment with 2025 SCAP priorities and consistency within KCC 18.22
2	4A.700.700	Requires review of user fees twice a year	Replace “twice a year” with “no less frequently than every two years”; remove “however, user fees shall not exceed five dollars per use”	Adjust language to reflect operational realities, contemporary fee-setting methodology, and better support implementation

Green Building Program

Ordinance

<i>Section</i>	<i>KCC Section</i>	<i>Current Code</i>	<i>Proposed Change</i>	<i>Intent/Rationale</i>
3	18.17.010	Defines LEED certification levels	Add clarification of updated LEED certification levels	Clarifies net zero certification requirement as outlined in 2025 SCAP, Action GHG 64
4	18.17.050	Requires LEED certification levels for new buildings	Add clarification of updated LEED certification levels	Clarifies net zero certification requirement as outlined in 2025 SCAP, Action GHG 64
4	18.17.050	n/a	Defines county capital projects that need to achieve Envision Platinum certification	Adds third-party certification requirement for large infrastructure projects to align with 2025 SCAP, Action GHG 63
4	18.17.050	n/a	Defines County capital projects that need to achieve Salmon Safe certification	Adds third-party certification requirement for large infrastructure projects to align with 2025 SCAP, Action GHG 63
4	18.17.050	Sets minimum diversion rate of 80 percent for construction and demolition materials	Updates minimum diversion rate to 85 percent	Aligns with new minimum requirement, per 2025 SCAP Performance Measure GHG 21

Electric Vehicle (EV) adoption rates

<i>Ordinance Section</i>	<i>KCC Section</i>	<i>Current Code</i>	<i>Proposed Change</i>	<i>Intent/Rationale</i>
5	18. 22.010	Sets EV goals for King County	Updates EV targets to align with updated targets in the 2025 SCAP Performance Measure GHG 28	Reflects current EV market conditions and slower than expected availability of medium-duty and heavy-duty weight classes.
5	18. 22.010	Requires installation of 125 chargers at King County owned park and rides by 2030	Amends requirement for “125 chargers at Metro Park and Rides” to “125 public chargers at King County-owned facilities”	Aligns with recommendation from the Rural/UKC/P&R charger proviso report; amended language offers more flexibility for implementation
5	18.22.010	Requirement to transmit report on EV charging infrastructure by September 2020	Removes section	To clean up the code since the requirement was completed
5	18.22.010	Encouragement to submit appropriations for installation of charging infrastructure at park and ride locations, county parks and other county facilities used by the public	Removes language specifying “park and ride locations” and “county parks”	Update to reflect priorities in 2025 SCAP Action GHG 9 to encourage broader focus on adding EV charging stations at County facilities

Strategic Climate Action Plan

<i>Ordinance Section</i>	<i>KCC Section</i>	<i>Current Code</i>	<i>Proposed Change</i>	<i>Intent/Rationale</i>
6	18.25.010	Describes requirements for key sections that must be included in each SCAP update	No substantive change; reorders the existing code to describe requirements for the core sections of the SCAP first, before describing related but separate strategies	Reorders the existing code to promote logical flow and comprehension

6	18.25.010	Describes requirements for developing a sustainable and resilient community strategy	Administrative change to remove “and” from task force name; adds language about identifying opportunities to increase access to affordable energy efficiency and decarbonization	Administrative change to reflect correct task force name; alignment with 2025 SCAP priorities to address disproportionate impacts
6	18.25.010	Defines “green jobs” and describes intent for a green jobs strategy	Replaces “green jobs strategy” with “climate and workforce strategy”; removes definition of “green jobs”; updates intent	Administrative change to ensure alignment with updated strategy name and intent
6	18.25.010	Describes who needs to be involved in the development process of green jobs strategy	Updates list of groups that should be consulted	Ensures relevance in groups consulted for workforce and economic development initiatives
6	18.25.010	Describes core requirements for a green jobs strategy	Adds language to reflect 2022 industry sector analysis; replaces vague terms such as “green vehicle” with more specific terms; replaces “pipeline” with “pathways”; administrative changes for grammar; replace language describing type of workforce development programs to language specifying the sectors that need workforce development programs	Alignment with 2025 SCAP recommendations; adjusts language in response to Climate Equity Taskforce feedback that “pipeline” is not a preferred term; administrative edits for grammar
6	18.25.010	Requires an initial green jobs strategy in the 2020 Strategic Climate Action Plan update	Removes requirement	Requirement complete and no longer relevant
6	18.25.010	Describes requirement to assess climate change impacts and identify goals and strategies to address them	Removes references to “strategy”; adds “performance” to clarify “measures”; removes “priority” from “priority actions”	Alignment with terms used in 2025 SCAP

6	18.25.010	Requirement for a biennial progress report on priority actions	Amends requirement of “biennial” reporting to a “mid-point” of the five-year SCAP; add additional requirement for climate performance tracking dashboard	Reflects transition to a more dynamic climate reporting model that is aligned with Council request for climate performance tracking dashboard; addresses implementation issues for incorporating biennial reporting frequency during a five-year update cycle
6	18.25.010	Describes partners to convene for recommendations on green jobs strategy and to guide future updates	Replaces with organizational partners named in subsection above to ensure consistency	Consistency within code requirements; alignment with 2025 SCAP
7	18.50.010	Describes requirements for a biennial report for each SCAP update	Amends language to reflect a “midpoint report” referenced in KCC 18.25; updates all references to “green jobs strategy” with “climate and workforce strategy”	Administrative changes for consistency with updated reporting frequency in KCC 18.25; and for accuracy with updated strategy name
7	18.50.010	Requirement for an update on green jobs strategies	Updates all references to “green jobs strategy” with “climate and workforce strategy”	Administrative change for accuracy with updated strategy name
7	18.50.010	Requirement for an update on jump start transportation electrification strategy as required in KCC 18.22	Capitalize strategy name for accuracy	Administrative change for accuracy

Carbon Offset Program

Ordinance

<i>Section</i>	<i>KCC Section</i>	<i>Current Code</i>	<i>Proposed Change</i>	<i>Intent/Rationale</i>
----------------	--------------------	---------------------	------------------------	-------------------------

8	28.30.020	Requires Department of Natural Resources and Parks (DNRP) divisions to achieve carbon neutral operations by 2017, and the Wastewater Treatment Division (WTD) and Solid Waste Division (SWD) to achieve carbon neutral operations by 2025	Reprioritizes how DNRP will achieve operational GHG reductions to achieve 2025 SCAP performance measures through strategies that avoid, reduce, and replace emissions over the purchase of carbon offsets	Amends section to require alignment with the SCAP so that this section continues to stay relevant over time
8	28.30.020	Describes standards for calculating carbon-neutrality	Amends existing provision on carbon-neutral approach to instead prioritize actions that reduce direct sources of GHG emissions	No longer relevant due to organizational changes in data collection; focus on project types ensures alignment with 2025 SCAP, Action GHG 74
8	28.30.020	Requires DNRP divisions to have separate annual greenhouse gas emissions inventories with third party review under certain circumstances	Requires continued annual wastewater treatment and solid waste GHG inventories but deletes separate third-party reporting for these divisions. Changes the reporting for the GHG data to be integrated and included in data reporting for the overall SCAP	Reflects the maturation of the climate work at King County and a centralization of data collection and analysis for SCAP-related climate measures by ECO
9	28.30.030	Requires Metro Transit and Wastewater Treatment Division (WTD) to evaluate purchase of Metro carbon offsets	Removes this provision	Metro Transit and WTD have evaluated this option and the creation of Metro Transit carbon offsets and sale to WTD is not directed in the 2025 SCAP as an approach to reduce GHG emissions