King County released the New Energy design for King County Metro's zero-emission bus fleet - a visual representation of the cleaner, quieter, sustainable buses providing healthier mobility for riders and community.

REDUCING GREENHOUSE GAS EMISSIONS

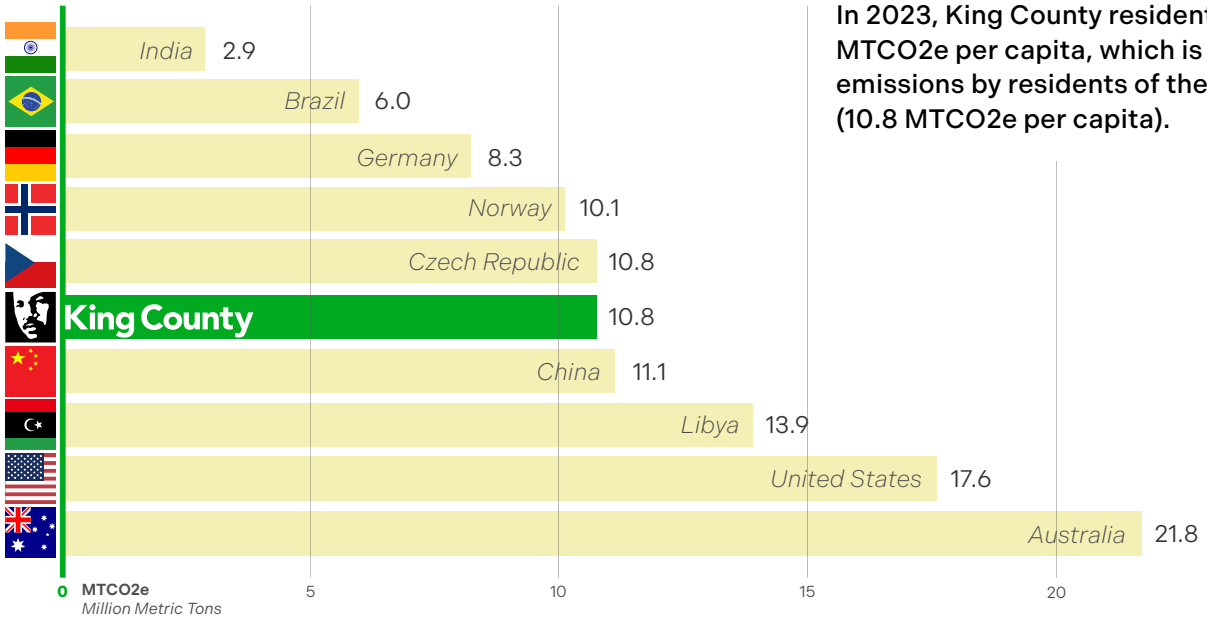
INTRODUCTION

King County has a long history of taking action to reduce greenhouse gas emissions (GHGs), the primary driver of climate change. GHGs—including carbon dioxide, methane, and nitrous oxide—trap heat in the Earth's atmosphere, creating a "greenhouse effect" that warms the planet. While these gases occur naturally, human activities—such as burning fossil fuels for heating and transportation, deforestation, industrial processes, and waste decomposition—have drastically increased their concentration in the atmosphere. This excess heat leads to more extreme weather, rising sea levels, and disruptions to ecosystems and communities. Reducing GHG emissions is critical to slowing climate change, minimizing its most severe impacts, and protecting residents, the economy, and the natural environment. The severity of climate change depends on the level of GHG emissions—the higher the emissions, the more severe the risks.[1] Rapid and deep reductions across all sectors are necessary to limit warming and avoid the worst climate impacts.[2]

Overall GHG emissions in King County remain down from a peak in 2019. Emissions fell sharply due to the COVID pandemic in 2020 and—while increasing slowly—have not returned to pre-pandemic levels. GHG emissions were up 13 percent from 2007 to 2019. In 2023, emissions were six percent lower than in 2019, an overall increase of five percent compared to 2007 levels.[3] In 2019, projections showed that if no climate action was taken emissions would have increased as a result of population and economic growth, whereas instead they have fallen.[4] The average King County resident's GHG emissions have declined 16 percent compared to 2007 levels. At this level, the average resident in King County contributes 10.8 metric tons of carbon dioxide equivalent (MTCO2e) which is more similar to the average European Union resident of the Czech Republic (10.8 $MTCO_2e$)[5] than to the average U.S. resident (17.6 $MTCO_2e$).[6] The recent reduction in GHGs demonstrates that when local, state, and federal action is aligned, there is a greater opportunity to reduce the threat of climate change.

The 2025 SCAP builds on King County's legacy of climate action, outlining both a five-year roadmap and a long-term plan to achieve goals out to 2050. It also identifies priorities for state, federal, and local advocacy to support these goals.

Figure 3. Average Resident GHG Emissions



In 2023, King County residents produced 10.8 MTCO2e per capita, which is comparable to emissions by residents of the Czech Republic (10.8 MTCO2e per capita).

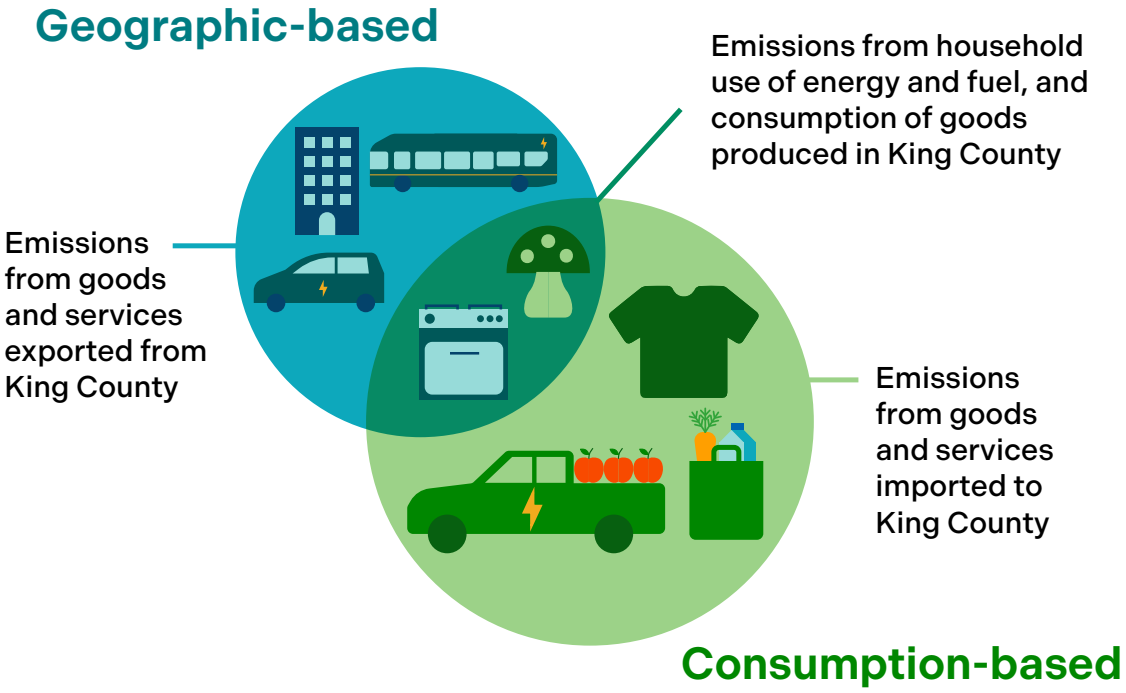
Source: European Commission Emissions Database for Global Atmospheric Research (2024), King County Executive Climate Office (2025)

BACKGROUND

As a regional government, King County can directly implement climate actions through its services and plays a key role in convening local jurisdictional partners, through the King County–Cities Climate Collaboration, to advocate for strong federal and state actions. To achieve significant carbon reductions, climate action must be integrated across the federal, state, regional, and local levels.[7] Integration is necessary due to differences in jurisdictional authority and available implementation tools. For example, to reduce vehicle emissions at the local level, state level action—such as a requirement for renewable electricity production via Washington's Clean Energy Transformation Act (CETA)[8]—and federal action on vehicle emission standards are required,[9] since the County does not have jurisdictional authority over utilities or vehicles sold. While those policies require a limited local government role to be implemented, integration looks different in other sectors. For example, home weatherization programs or electric vehicle charging infrastructure development depend on access to state funding from revenues of the Washington Climate Commitment Act (CCA)[10] and federal funding from the Inflation Reduction Act (IRA),[11] yet implementation of programs are most effectively carried out at the local and regional levels, where there are direct connections with residents, building owners, and contractors to ensure benefits are achieved.

King County reduces GHG emissions at two levels: countywide/community scale emissions, which include all residents and businesses, and County government operations emissions, which come from services the County operates such as wastewater treatment and transit buses. The 2025 SCAP includes strategies and priority actions to work at both levels. King County seeks systemic, transformative solutions to reduce countywide GHG emissions while leading by example in cutting its own governmental emissions.

Figure 4. Geographic versus Consumption-based GHG Inventory



COUNTYWIDE GHG EMISSIONS

To understand the full picture of countywide emissions, King County measures both geographic and consumption-based emissions, as shown in Figure 4. Types of GHG Emissions.[12] Geographic emissions occur within King County's borders and include emissions from cars driving on local roads, natural gas in buildings located in King County, and electricity used—regardless of where the electricity is generated. In 2023, GHG emissions in King County were 25.5 million metric tons carbon dioxide equivalent ($MMTCO_2e$) down from a peak of 27.1 $MMTCO_2e$ in 2019.[13] King County emissions are comparable to annual emissions from the nations of either Croatia (25 $MMTCO_2e$) or Lebanon (24.7 $MMTCO_2e$).[14]

The largest sources of emissions are 46 percent from transportation and 41 percent from buildings, followed by small contributions from refrigerants, land use change, and waste (i.e. fugitive methane from municipal solid waste and wastewater treatment), as shown below in Figure 5. Community Scale GHG Emissions by Sector. Carbon is stored in forests and soils, and from waste at landfills. The largest recent GHG reductions at the community scale come from electricity and aviation, while the largest increases observed are due to industrial natural gas usage. At the individual level, per capita emissions in King County have fallen from 12.9 MTCO2e per year in 2007 to 10.8 MTCO2e in 2023.[15] The largest reductions have been from electricity and vehicles, and smaller reductions in fuel oil, aviation, and waste generation.

Consumption-based emissions are those associated with the production, transportation, use, and disposal of the goods, foods, and services that are consumed in King County. Consumption-based emissions are larger than geographic-based emissions and occur all over the world, where the goods and services consumed by County residents are produced and manufactured. In 2023, the average emissions per King County resident was 34 metric tons of carbon dioxide equivalent ($MTCO_2e$), a total of roughly 46.5 million $MTCO_2e$ for all of King County.[16]

GOVERNMENT OPERATIONAL GHG EMISSIONS

Operational GHG emissions are those associated with King County government's daily operations and the services that it provides to the community. These include Metro transit fleets, County buildings, fleet services, wastewater treatment plants, landfills, and more. Operational GHG emissions have decreased by 24 percent in 2023, compared to 2007 baseline. The largest reduction in operational emissions, 11 percent, is a result of the purchase of 100 percent renewable electricity from Puget Sound Energy's Green Direct program. Reductions in Metro transit fleet use, as well as building energy use, are the other largest contributors to the reduction in emissions.

Figure 5. Community Scale Geographic GHG Emissions by Sector

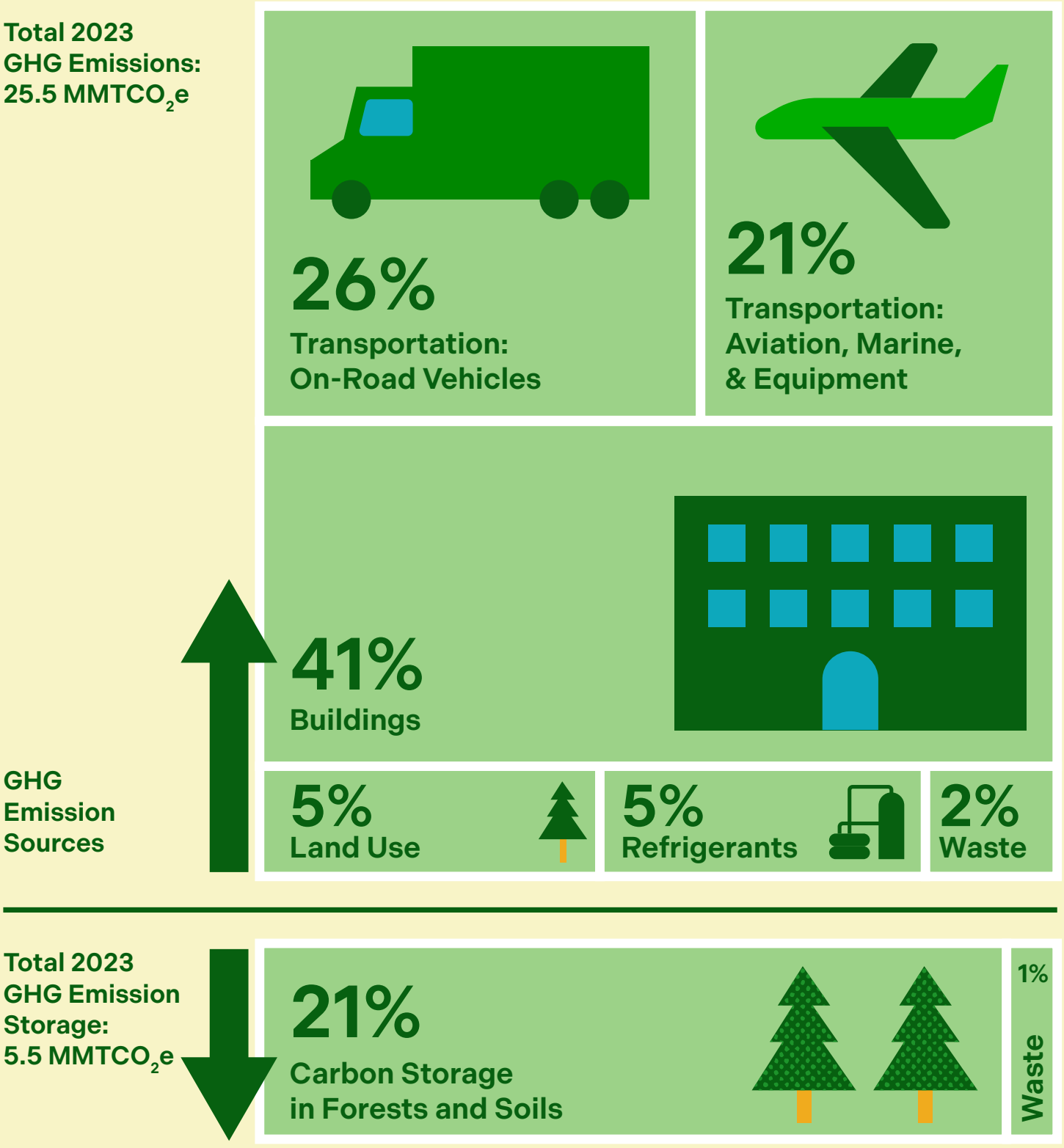
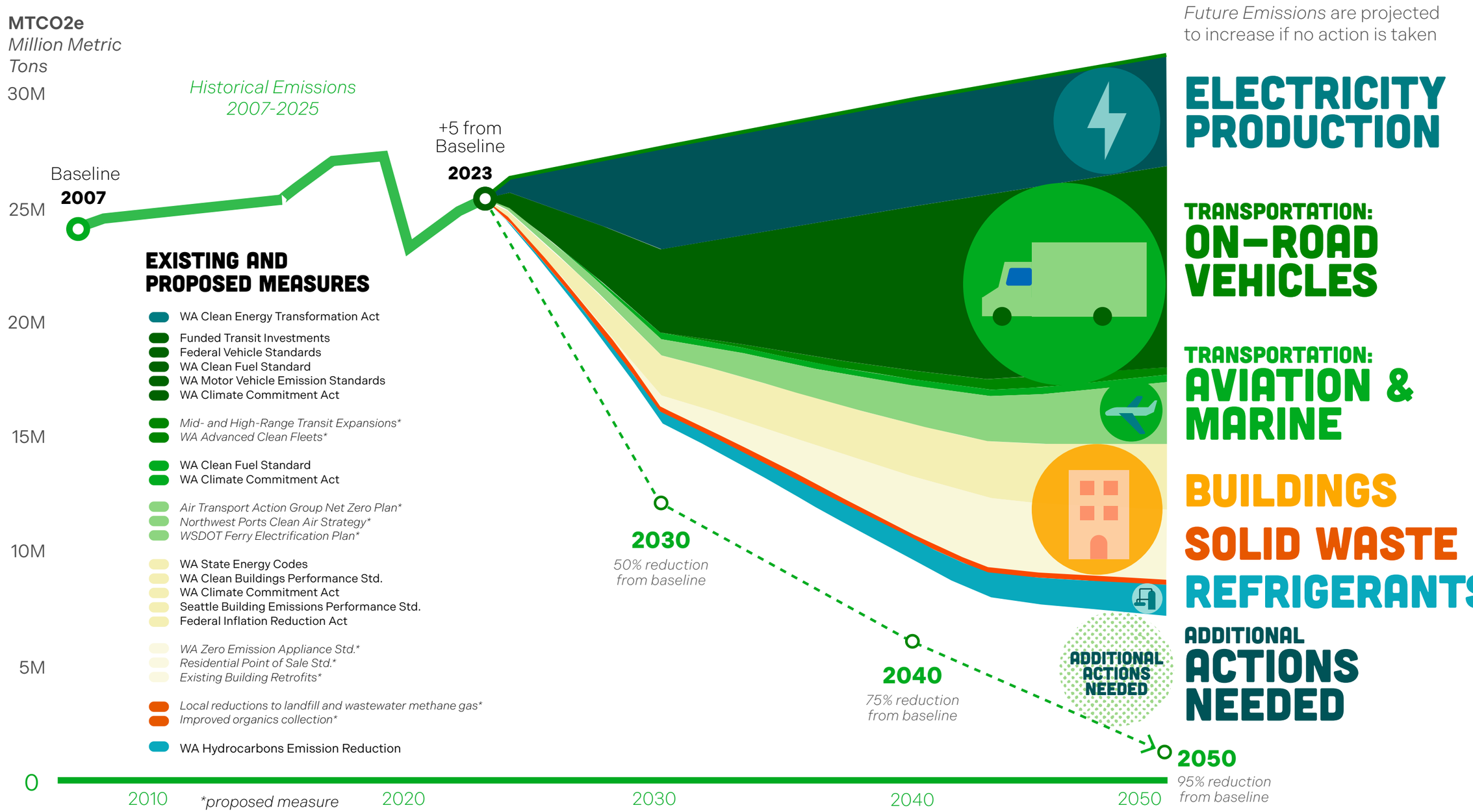


Figure 6. GHG Reduction Wedge — Pathways to Achieve Countywide Emissions Targets



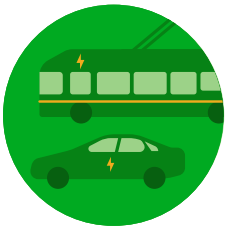
KEY ISSUES

Existing federal, state, and local policies and actions drive emission reductions across many sectors. Local government has a key role to implement policies and ensure that measures achieve intended reductions and benefits for residents and frontline community members. The GHG section of the 2025 SCAP identifies measures and actions to achieve countywide emission reduction goals. It builds on and is informed by technical analyses that identify key opportunities and pathways to reduce emissions. The updated wedge analysis, based on the 2023 GHG inventory, projects emission reductions from federal, state, and local actions, along with key measures identified in the 2025 SCAP.

King County Executive and Washington State Governor tour King County Georgetown Wet Weather Treatment Station, where revenue from the WA Climate Commitment Act will fund solar panel installation.

Countywide GHG Policy and Leadership

- King County's goal is to reduce countywide sources of geographic GHG emissions, compared to a 2007 baseline, 50 percent by 2030, 75 percent by 2040, and 95 percent by 2050 (with net-zero emissions through carbon storage and other strategies by that year), as shown in the wedge analysis. The County will pursue additional goals and actions to store carbon and reduce emissions from consumption of goods and services.
- Existing and proposed federal, state, regional, and local climate measures, combined with the local climate measures proposed in the 2025 SCAP, jointly chart a path for King County to make significant progress toward regional GHG reduction goals. If existing measures are upheld and fully implemented, estimates project a 35 percent emissions reduction in the County compared to 2007 levels. This progress falls short of 50 percent reduction target by 2030. Further cuts in fossil fuel use in buildings, vehicle emissions, and the aviation sectors are needed.



Transit and Transportation

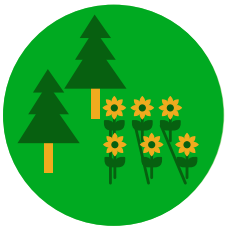
- Transportation is the largest source of GHGs in King County, totaling 46 percent.
- Burning diesel, gasoline, and other fuels for on-road vehicles accounts for about 26 percent of King County GHG emissions. Since 2019, these emissions have overall increased by 2.5 percent, though per person they have fallen by 18 percent from 3.5 to 2.8 MTCO2e per year.
- Existing measures, including regionally funded expansions to transit service and increased land-use density, along with federal and state vehicle emission standards[17, 18, 19] and WA Clean Fuel Standard[20] and cleaner electricity resulting from the WA CETA will reduce emissions from on-road vehicles, as shown in the wedge analysis. King County is directly involved in the implementation of regionally funded transit improvements and installation of grant funded public EV charging,[21] but will have a limited role supporting implementation of the federal and state vehicle emission standards.
- The 2025 SCAP proposes regional measures to increase and fully fund expansions to transit service and equitable transit-oriented communities in alignment with VISION 2050[22] and Metro Connects,[23] and state measures to adopt Advanced Clean Fleets.[24] Combined, these measures will further reduce on-road transportation emissions.
- Fuel for airplanes, marine, rail, ferries and other non-road equipment (e.g. tractors and construction) accounts for 21 percent of King County GHG emissions. Aviation emissions, quantified in this report using a passenger-based approach[25] for air travel attributable to King County residents and visitors, contribute 16 percent of King County emissions.
- There is limited state and federal jurisdiction over aviation and marine emissions. Emission reductions for aviation & marine projected in the wedge analysis are based on industry climate action plans, including the Air Transport Action Group[26] commitments for net zero civilian aviation emissions by 2050 and Northwest Ports Clean Air Strategy,[27] along with the Washington State Ferries System Electrification Plan.[28]
- The 2025 SCAP proposes measures to support sustainable aviation fuel and regional transportation contribute to the goals in partner plans.

Building Energy and Green Building

- Electricity, natural gas, fuel oil, propane, and industrial processes from residential, commercial, and industrial buildings contribute 41 percent of King County GHGs. Since 2019, emissions from electricity have decreased by approximately 23 percent and increased from natural gas by approximately 20 percent.
- Existing state and local measures through the WA CETA, WA Energy Code,[29, 30] WA Clean Buildings Performance Standard,[31, 32] WA CCA, WA Hydrofluorocarbons use restrictions,[33, 34, 35] and the federal IRA will reduce emissions from buildings in King County, as shown in the wedge analysis. Though these are federal, state, and local programs, King County will need to have an active role in upholding these policies. King County will need to directly support their implementation through 2025 SCAP proposed measures including assistance for commercial building owners through financing, accelerator, and other direct assistance programs.
- The 2025 SCAP proposes measures at the state and regional levels, including zero-emission appliance standards,[36] residential point of sale performance standards,[37] and direct implementation of retrofits funded by the WA CCA and federal IRA,[38] which as shown, further reduce emissions from this sector.
- Additional enabling measures, not quantified in the wedge, at the local and regional level are included in the 2025 SCAP related to advancing green building in new construction and facilitating existing building retrofits to achieve needed reductions in this sector.

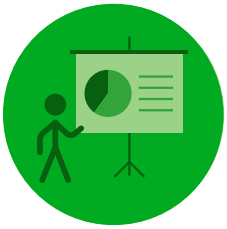
Circular Economy

- Landfills, compost production, and wastewater treatment facilities contribute approximately two percent of King County geographic GHG emissions. Carbon storage in landfills is equivalent to one percent of County GHG emissions.
- Existing regional measures led by King County will directly reduce emissions through improved landfill gas and wastewater methane gas capture. The 2025 SCAP proposed regional measures, in alignment with the King County Re+ Strategic Plan, are projected to support achievement of the WA Organics Management Law target.
- Emissions from the goods and services consumed by residents in King County are only partially captured in the wedge analysis. Most emissions from consumption occur where products are manufactured and produced. The 2025 SCAP includes measures to reduce consumption-based emissions that focus on reuse, repair, and accelerating the circular economy for food, goods, and services.



Forest and Agriculture

- King County forests and farms are a net carbon sink, meaning that they absorb and store more carbon from the atmosphere than they emit. Emissions from land cover changes, including forest harvest or wildfire, contribute approximately five percent of King County GHG emissions. Increased carbon storage on forest and agricultural lands in King County, due primarily to forest growth, is equivalent to 21 percent of the County's GHG emissions. Net carbon storage is not shown in the wedge analysis, but remains a key part of achieving the 2050 net-zero target.
- The 2025 SCAP proposes regional measures to accelerate implementation of the Land Conservation Initiative, King County Forest Carbon Program, and 30-year Forest Plan to expand carbon storage through efforts to protect and restore natural lands.

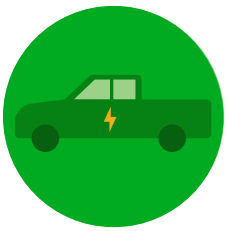


Enterprise Leadership and Accountability

- King County's goal is to reduce total GHG emissions from government operations by 50 percent by 2025 and 80 percent by 2030, compared to 2007 baseline. The largest sources of government operational emissions are building energy use, dependent on maintenance and operations of existing facilities, as well as capital investments in new and retrofitted facilities; fleet and transit fuel use, dependent on vehicle fueling type and fuel purchased; and fugitive methane from landfills and wastewater.
- The 2025 SCAP proposes actions to build capacity of employees to advance climate action, integrate climate action into budgets and planning, and champion leadership for climate action across the King County enterprise.

Sustainable County Infrastructure

- Emissions from natural gas, propane, and fuel oil usage at County owned and managed facilities contributed 7 percent of King County governments GHG emissions. The 2025 SCAP proposes measures to strengthen the Green Building Ordinance (GBO) and capital project management systems to maximize the opportunity to reduce GHG emissions and benefits for community through County investments.
- Emissions from landfill and wastewater treatment at County owned and managed facilities contribute 34 percent of King County governments GHG emissions. The 2025 SCAP proposes measures to improve landfill gas capture and biogas utilization to reduce emissions from fugitive methane.



Zero-Emission County Fleets

- Emissions from diesel, gasoline, propane, and alternative fuels used by County-owned fleets vehicles contribute 57 percent of King County government GHG emissions. The 2025 SCAP proposes measures to transition to a zero-emission fleet and expand the use of alternative low-carbon fuels to reduce fleet GHG emissions.

STRATEGIES & TOOLS

The 2025 SCAP builds on King County's commitment to reducing greenhouse gas (GHG) emissions equitably and effectively. As both a local government and a regional service provider, the County plays a critical role in shaping policies, programs, and infrastructure that influence emissions across sectors, including transportation, buildings, energy systems, waste management, and land use. By integrating emissions reduction strategies with broader climate preparedness goals, King County ensures that efforts to cut carbon pollution also enhance community resilience, protect public health, and strengthen ecosystems in the face of climate change.

County Policies and Plans

King County is embedding GHG reduction goals into its policies and planning frameworks to ensure that climate action is integrated across sectors, equity-centered, and aligned with regional sustainability efforts. These policies guide investments in clean energy, sustainable land use, low-carbon transportation, and circular economy strategies, all of which are essential for reducing emissions and preparing for climate impacts. Foundational policies and plans guiding the County's approach and how they support emissions reductions include:

- **30-Year Forest Plan (2021).** Expands and protects forests to enhance carbon sequestration and watershed health.
- **Comprehensive Plan (2024).** Integrates climate resilience and equity into countywide planning.
- **Comprehensive Solid Waste Management Plan (2019).** Advances waste reduction, recycling, and circular economy goals.
- **Equity and Social Justice Strategic Plan (2016–2022).** Ensures equitable implementation of climate strategies.
- **Green Building Ordinance (2022).** Requires sustainable design and emissions reductions in County-owned capital projects.
- **Green Jobs Strategy (2023–2024).** Expands workforce opportunities in clean energy and climate resilience sectors.
- **Joint Aircraft Emissions Task Force Report (2023).** Recommends actions to reduce aviation-related emissions.
- **Metro Connects Long-Range Plan (2021).** Plan for transit service expansion, speed and reliability improvements, equitable transit-oriented development and reducing vehicle miles traveled (VMT).
- **Metro Strategic Plan for Public Transportation (2021–2031).** Increases transit ridership, cuts fleet and facility emissions, and advances equitable transit-oriented development (TOD).
- **Open Space Plan (2022).** Guides land conservation priorities to protect green spaces and support climate resilience.
- **Sustainable Purchasing Ordinance and Executive Policy (2018, 2023).** Guidance for reducing embodied carbon in construction, managing waste, and prioritizing sustainable procurement.
- **Re+ Strategic Plan (2022).** Develops a circular economy to cut waste-related emissions.

County Programs and Initiatives

King County also advances GHG reduction through strategic land conservation, clean energy investments, and innovative carbon sequestration initiatives. These efforts focus on protecting natural carbon sinks, reducing emissions from the built environment, and expanding funding for decarbonization projects.

- **Building Decarbonization Grant (CPRG)** – A $50 million federal grant from the U.S. EPA to fund building electrification and energy efficiency projects that reduce carbon emissions in King County.
- **Forest Carbon Program** – Generates carbon offsets by acquiring and preserving forested lands, reinvesting revenue into additional conservation efforts.
- **Land Conservation Initiative** – Protects working forests, urban green space, and agricultural lands, and enhances natural carbon sequestration.
- **C-PACER financing program** – Alternative loan program that allows owners of eligible commercial properties to seek long-term financing for qualified improvements related to energy and building resiliency.

Finally, reducing GHG emissions in King County requires an approach that prioritizes climate equity while ensuring that communities can withstand worsening climate hazards. The County is committed to addressing disparities by integrating equity into emissions reduction policies; supporting workforce development in the clean energy sector; and ensuring that frontline communities have access to affordable, low-carbon solutions that also enhance resilience. Investments in clean energy, land conservation and green infrastructure not only cut carbon pollution but also reduce climate-related risks such as extreme heat, air pollution, and energy instability. By embedding emissions reduction strategies within the broader climate preparedness framework, King County is advancing a comprehensive approach to meeting its climate goals while ensuring that communities are both protected from climate impacts and positioned to benefit from the transition to a clean energy future.

SUMMARY

King County is committed to ambitious climate action. The following pages outline how the County plans to work with partners and communities over the next five years to:

- **Demonstrate leadership** and advocate for additional policies to support GHG emissions reductions;
- **Advance building energy and green building** initiatives;
- **Improve transit and transportation;**
- **Promote a circular economy** to reduce waste;
- **Support forest and agricultural practices** to increase carbon storage;
- **Strengthen enterprise leadership** and accountability within the County;
- **Build sustainable County infrastructure** in preparation for the future; and
- **Achieve zero-emission** County fleets.

COUNTYWIDE GHG POLICY AND LEADERSHIP

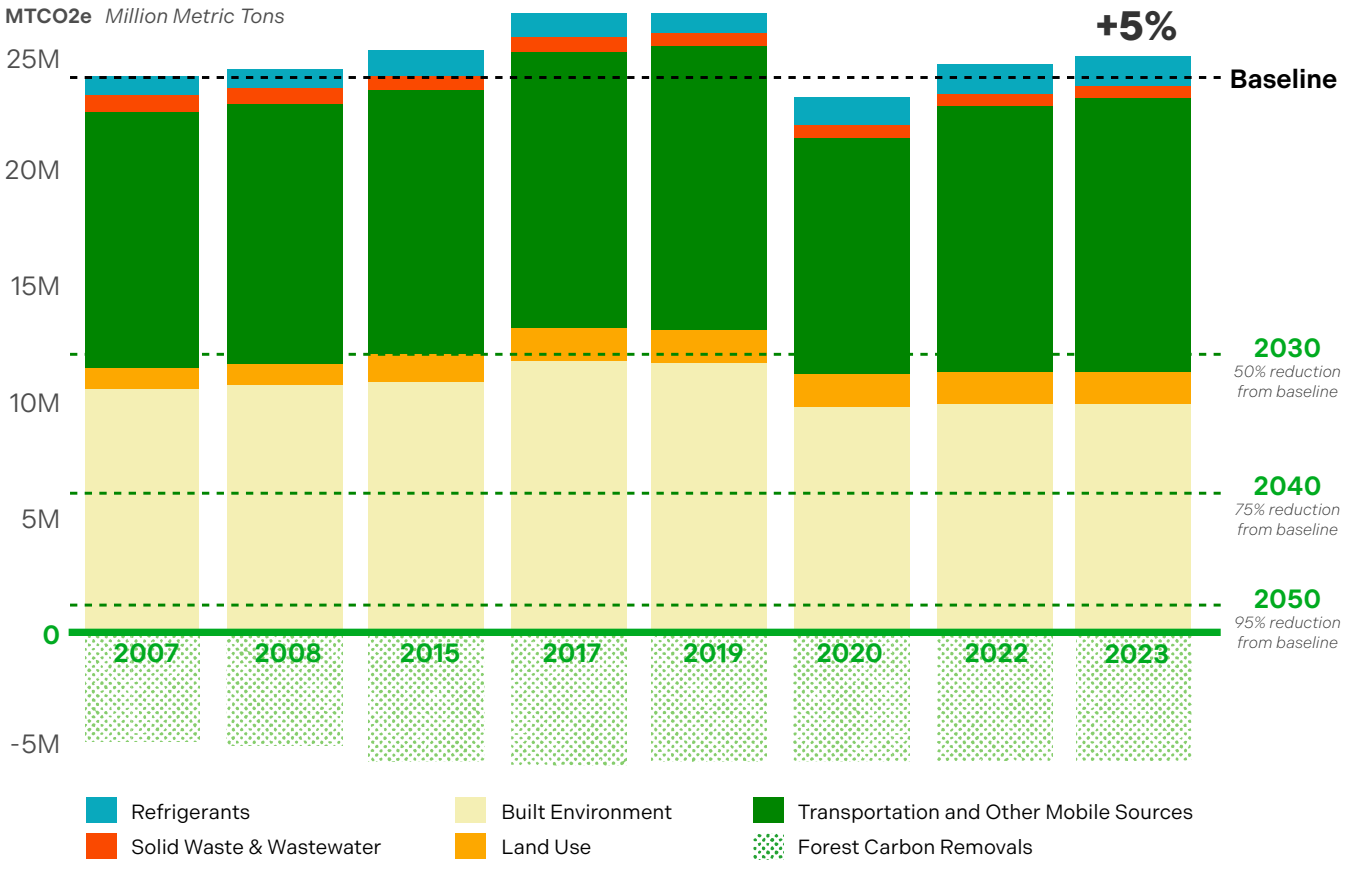
Local governments have a critical role in climate action. King County serves as the regional government for 39 cities and unincorporated areas. The County is one of the largest counties in the United States with a population of 2.3 million, spanning from downtown Seattle to the crest of the Cascades. As the regional provider for services including transit, wastewater, solid waste, housing, legal, regional parks, and public health among others, King County can directly influence emissions from residents and visitors.

King County plays a key leadership role in supporting local jurisdictions to advance climate action. It has demonstrated this by adopting stronger countywide greenhouse gas (GHG) emission reduction targets through the King County Growth Management Planning Council (GMPC). Cities and counties serve as hubs for innovation, and by documenting and sharing local successes, the County can inspire and encourage climate action across the region.

Local governments cannot take all necessary steps alone, as certain climate action measures fall under state or national level jurisdiction. King County and its partners have a key role convening partners and advocating for strong climate policies at the state and national levels.

Figure 7. King County Community Scale GHG Emissions, by Sector

In 2023, GHG emissions in King County increased by 5 percent when compared to the 2007 baseline.



Source: Executive Climate Office, King County (2025)

WHAT'S AT STAKE

As a County government, King County has direct authority over key services that are required to achieve GHG emission reduction targets. The County has the opportunity to work with partners at the local, state, and federal levels to equitably deliver GHG emission reductions and the benefits of investments to residents. King County is projected to see significant population and employment growth, approximately 30 percent from 2025 to 2050. If no action is taken to reduce GHG emissions, they are projected to grow from 25 million metric tons CO_2e to over 31 million, an increase of 25 percent.

A BETTER OUTCOME

King County has a vision for regional climate action that can serve as an example of how local governments can collaborate to address climate change at scale. By partnering with cities and other jurisdictions, King County aims to coordinate state legislative advocacy, share resources, and amplify local successes to chart a path toward broader national and global action. The 2025 SCAP serves as a roadmap for how the County, at the local level, can build on federal and state regulations and incentives, to achieve greenhouse gas reduction goals.

WHAT WE'VE DONE TO GET HERE

- King County and the 39 cities in the County strengthened shared GHG emissions reductions targets to 50 percent below 2007 levels by 2030; 75 percent below 2007 levels by 2040; and 95 percent below 2007 levels and net carbon neutral by 2050.
- Advocated and convened partners to successfully adopt a suite of transformative state-level climate policies.

WHAT WE'LL DO NEXT

- **GHG 1.** Share local climate action successes in King County with regional, state, and national audiences
- **GHG 2.** Engage utilities to advance clean energy and vehicle electrification
- **GHG 3.** Advocate for and protect climate policies at the local, regional, state, and federal level
- **GHG 4.** Support local climate action through the King County–Cities Climate Collaboration
- **GHG 5.** Explore utilizing a regulatory framework for city-scale emission reduction targets
- **GHG 6.** Track SCAP progress through a public facing climate dashboard

GHG 1.
SHARE LOCAL CLIMATE ACTION SUCCESSES IN KING COUNTY WITH REGIONAL, STATE, AND NATIONAL AUDIENCES

Beyond direct implementation, one of the most powerful ways that King County can advance climate action is communicating the successes and lessons learned of local action to spur action across the region, nation and the world. King County will lead and coordinate departmental communication teams to tell a unified story about the county's efforts, achievements, and lessons learned regarding climate action. Stories will convey ways frontline communities are driving efforts, show how people can get involved in climate action, and demonstrate the results of grants and additional funding invested in SCAP actions.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DCHS-DO; DES-DO; DLS-Admin; DNRP-DO; Metro-GM

EXTERNAL PARTNERS:
Media

EQUITY OBJECTIVES:
Engagement

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:

Easy | Moderate | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | Grant | Other

GHG 2.
ENGAGE UTILITIES TO ADVANCE CLEAN ENERGY AND VEHICLE ELECTRIFICATION

Utilities will be a major driver and implementer of GHG emission reductions from the state Clean Energy Transformation Act (CETA), Washington State Energy Code, Clean Buildings Act, and the Climate Commitment Act (CCA). Utilities have significant influence and capacity to invest in the future of King County's energy and clean building landscape. It is crucial that King County collaborate with utilities and community partners to advance an equitable green energy transition. The County will collaborate and mobilize partners to work with utilities on related efforts and programs, including review of utility integrated resource plans. The County will advocate for grid reliability, grid modernization, renewables access and an equitable, managed transition off fossil fuels for buildings and transportation sectors. King County priorities include reducing impacts of energy transition to low-income households and frontline communities; supporting demand response and storage technologies that reduce peak load and provide grid flexibility; prioritizing underserved communities with community solar on community buildings or similar shared ownership models; and advocating for equitable electricity rates that do not penalize electrification.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
Metro–GM; DNRP–DO; DES–DO

EXTERNAL PARTNERS:
K4C; utilities; equity and environmental nonprofits.

EQUITY OBJECTIVES:
Alignment and partnership; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Washington State Energy Strategy – Commerce; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 3.
ADVOCATE FOR AND PROTECT CLIMATE POLICIES AT THE LOCAL, REGIONAL, STATE, AND FEDERAL LEVEL

Achievement of King County GHG emission targets is dependent on critical, ambitious climate policies adopted by local jurisdictions, regionally by the GMPC, Washington State, and at the federal level. The County will convene partners to protect against the weakening or repeal of critical climate policies. King County will advocate to protect provisions that require allocation of benefits to frontline communities. As shown in the GHG wedge analysis, successful implementation of the following policies is critical to achieving GHG targets, including: the Seattle Building Emissions Performance Standard, VISION 2050 (limits on growth outside of the Urban Growth Area combined with a Regional Transportation Plan); state legislation such as CETA, CCA, Clean Buildings Act, Clean Fuel Standards, Energy Codes, Zero Emission Vehicle Standards, Hydrofluorocarbon Policies; and federal legislation such as Corporate Average Fuel Economy (CAFE) Vehicle Standards, and the Inflation Reduction Act.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
K4C; PSRC

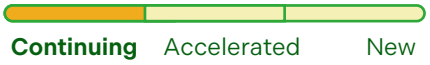
EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; King County Countywide Planning Policies; K4C Washington State Legislative Agenda

EARLY ACTION

KING COUNTY ROLE:

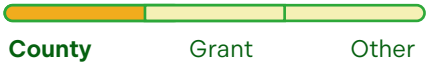
ACTION TYPE:



IMPLEMENTATION FEASIBILITY:

FUNDING NEED:

FUNDING DEPENDENCIES:



GHG 4.
SUPPORT LOCAL CLIMATE ACTION THROUGH THE KING COUNTY-CITIES CLIMATE COLLABORATION

The King County–Cities Climate Collaboration (K4C) is a voluntary, but formal partnership of King County, 22 cities, and the Port of Seattle focused on coordinating and enhancing the effectiveness of local climate and sustainability action. K4C partners now represent the local governments of more than 87 percent of the King County's 2.3 million residents. The work of K4C partners is guided by the K4C's Joint Climate Action Commitments, which are periodically updated, and shared greenhouse gas reduction targets established in the King County Countywide Planning Policies.

King County will continue to lead coordination of the K4C partnership through a staff steering committee of local jurisdictional staff and an Elected Official Outreach committee. King County coordinates an Elected Official Work Session for elected officials in King County at least annually. Each member city is expected to identify a member of their city council to serve as representative to the K4C. The K4C will work to advance shared climate priorities in the SCAP via coordinated implementation, collaboration on grant support, and Washington State legislative priorities. The County prioritizes using the K4C peer support model to build capacity of local jurisdictions that have fewer dedicated climate staffing resources.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
K4C; Port of Seattle; Sound Transit; PSCAA

EQUITY OBJECTIVES:
Engagement; share benefits

STRATEGIC CONNECTIONS:
King County Countywide Planning Policies; K4C Joint Climate Action Commitments; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:

Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | Moderate | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | **Grant** | Other

GHG 5.
EXPLORE UTILIZING A REGULATORY FRAMEWORK FOR CITY-SCALE EMISSION REDUCTION TARGETS

All cities in King County have committed to shared GHG reduction targets, however no common mitigation commitments to achieve the targets have been established nor a regulatory framework to ensure that all cities are making progress toward shared goals. King County will work with the K4C and the GMPC to explore using the King County Countywide Planning Policies (CPPs) to implement the existing countywide GHG reduction targets at the jurisdictional level. This exploration could include following an approach similar to the recent state requirements (House Bill 1220) used to allocate housing needed by income level for jurisdictions to meet the Growth Management Act (GMA) housing requirements. This could include utilizing the GHG emissions inventory to inform the suballocation process, establishing mitigation measures that all jurisdictions could take to achieve targets, and/or updating the CPPs to establish mitigation measures that all jurisdictions shall take to achieve targets. Implementation would require new technical staff capacity that can work with jurisdictions on their allocations.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
Regional Planning

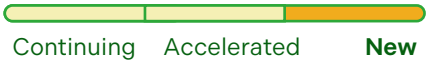
EXTERNAL PARTNERS:
K4C; GMPC; local jurisdictions;

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
King County Countywide Planning Policies

KING COUNTY ROLE:

ACTION TYPE:



IMPLEMENTATION FEASIBILITY:

FUNDING NEED:

FUNDING DEPENDENCIES:

GHG 6.
TRACK SCAP PROGRESS THROUGH A PUBLIC FACING CLIMATE DASHBOARD

King County residents, elected leaders, and partners are eager to better understand the progress the County is making toward its climate goals. King County will publicly display progress and performance on the 2025 SCAP in a visually compelling and accessible online format. King County will create and maintain a climate dashboard that includes progress on priority actions and performance targets for the 2025 SCAP.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–Fleet; FMD; KCIA; DNRP–SWD; WLRD; Parks; WTD; DCHS–DO; Metro–GM; DLS–Admin; PHSKC–DO; PSB–Performance

EXTERNAL PARTNERS:
K4C

EQUITY OBJECTIVES:
Engagement

STRATEGIC CONNECTIONS:
King County 2025 Budget; King County Comprehensive Plan

EARLY ACTION

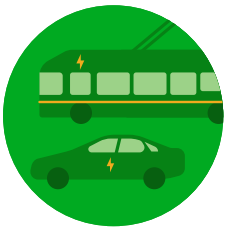
KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other



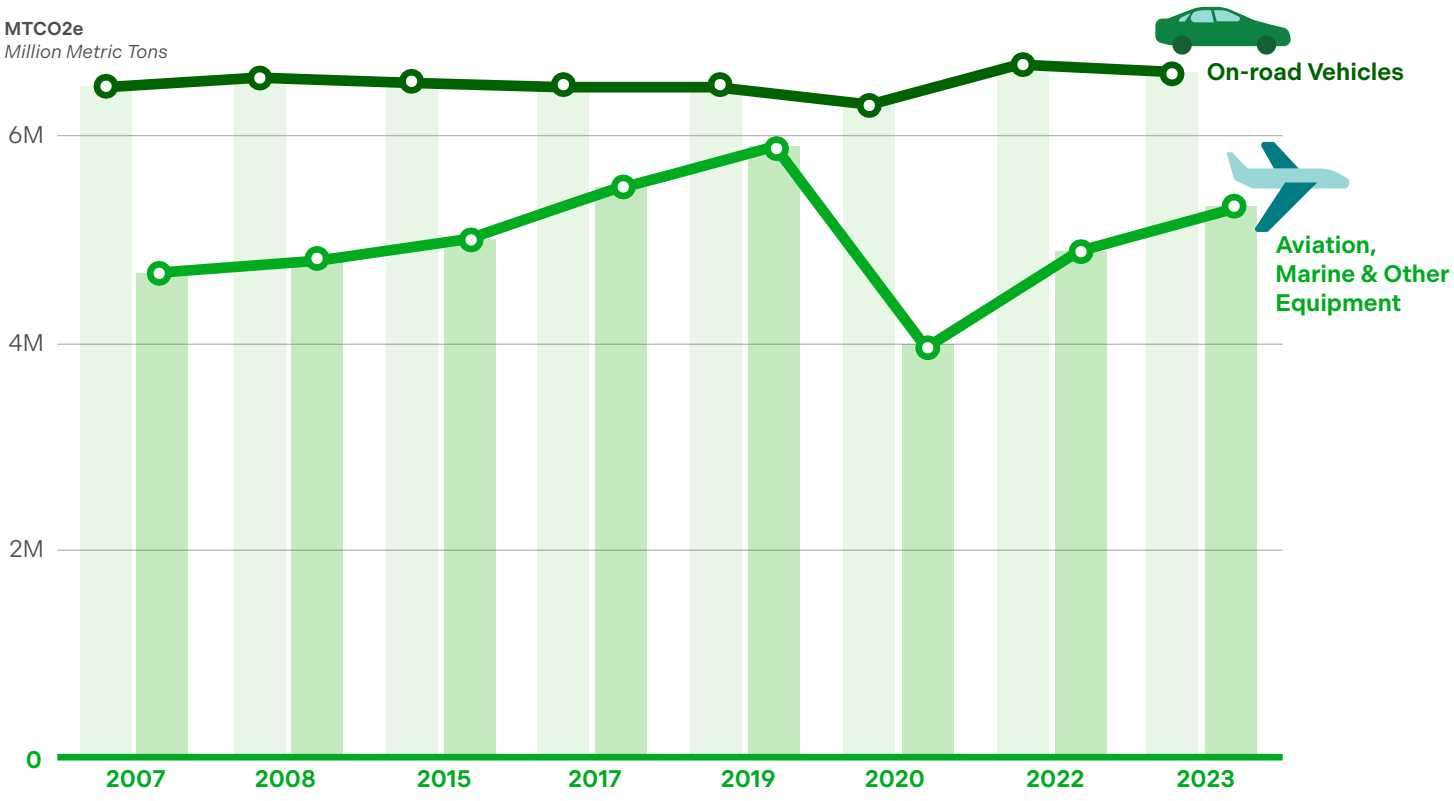
TRANSIT AND TRANSPORTATION

The transportation sector accounts for 47 percent of greenhouse gas (GHG) emissions in King County. On-road vehicles such as cars, trucks and buses cause over 26 percent of emissions, while the other 21 percent come from aviation, marine, and off-road mobile equipment. Lowering these emissions will require a combination of reducing car trips overall, using cleaner vehicles, and shifting as many trips as possible from private cars to transit, biking, rolling, and walking. Changes in the transportation sector and shifts in travel behaviors have multiple benefits for the health of all residents and overall quality of life.

Achieving climate gains through transportation and land use actions will mean continuing to advance policies that support safer, healthier, less carbon-intensive, and more efficient modes of transportation, and that encourage and incentivize walkable communities. Ensuring low-carbon modes are less expensive and more convenient to use is key to achieving King County's climate goals and creating a socially equitable and environmentally sustainable future.

Figure 8. Community Scale Transportation Emissions in King County

Compared to 2007, GHG emissions from on-road vehicles increased by 2 percent in 2023, while GHG emissions from aviation, marine, and other equipment increased by 13 percent.



Source: Executive Climate Office, King County (2025)

WHAT'S AT STAKE

King County has gained over 200,000 residents since 2018 and is expected to have a population of over three million by 2050. Meanwhile, rising housing costs have displaced many low-income households to more affordable but far-reaching parts of the County or region. This means people must travel further, increasing vehicle miles traveled (VMT) and associated emissions to get to work, school, and services. If there are not enough accessible options, it will mean more individual cars on the road, increasing gridlock and emissions.

This makes the transition to a sustainable, equitable transportation system more crucial than ever. King County needs to invest in higher frequency transit service and continue its commitment to transitioning to zero-emission vehicles where and when feasible. By increasing the frequency of bus and rail services and supporting non-motorized travel, King County can make public transit a more viable and attractive option for everyone. This will reduce dependence on private cars and minimize traffic congestion, especially in areas with high population and job density.

A BETTER OUTCOME

King County envisions connected communities that are more compact and walkable, and transit-served neighborhoods for this growing region. These actions will reduce dependence on private cars and minimize traffic congestion, especially in areas with high population and job density.

Supporting a shift to zero-emission vehicles will both reduce GHG emissions and significantly improve air quality and public health. Emissions from vehicles, especially heavy-duty trucks, profoundly impact the health of adults and children living near roadways.[39] Air pollution from vehicles is linked to increased asthma, respiratory, and cardiovascular health concerns, and disproportionately impacts children, low-income populations and communities of color.[40]

WHAT WE'VE DONE TO GET HERE

- Implemented Free Youth Transit Pass, launched RapidRide H and G lines, improved connections to Link light rail, expanded flexible transit services such as MetroFlex, and implemented spot improvements for transit speed and reliability.
- Expanded transit-oriented development (TOD) projects, including 232 affordable housing units at Northgate.
- Secured $7.9 million grant from the Washington State Department of Commerce to expand access to electric vehicle (EV) charging throughout the County in fleet, public, and multi-family residential settings.
- Established partnerships with power utilities to pilot curbside EV charging installations and collaborated with adjacent counties to scope the design of a regional EV charging plan.
- Convened Joint Aircraft Emission Technical and Community Task Force to update emissions accounting methodology for aircraft.

WHAT WE'LL DO NEXT

Support state, regional, and federal policy and enabling legislation to reduce transportation emissions:

- **GHG 7.** Improve local mobility by communicating the need for stable, sustained transit funding
- **GHG 8.** Support the Washington State Clean Fuel Standard (CFS) and robust life-cycle emissions accounting of low transportation fuels
- **GHG 9.** Expand public access to EV charging
- **GHG 10.** Support and advance Zero-Emission Vehicle Standards
- **GHG 11.** Advocate for sustainable and ethical procurement, re-use, and recycling of EV batteries
- **GHG 12.** Champion equitable road and vehicle usage pricing, and road use charges

Focus development within proximity of high-capacity transit and safe biking and walking infrastructure:

- **GHG 13.** Advance the development of Equitable Transit Oriented Communities (ETOC)
- **GHG 14.** Grow revenue backing for the Transit Oriented Development bond fund

Provide fast, reliable, frequent, integrated, and innovative transit and mobility services that reduce car trips:

- **GHG 15.** Develop and implement a funding strategy for Metro Connects to create a regional, innovative, and integrated mobility network that is safe, equitable, and sustainable
- **GHG 16.** Grow the number of people served by frequent transit, including RapidRide
- **GHG 17.** Invest in speed and reliability improvements at "hot spots" and along frequent bus routes

Provide enhanced incentives and education for car trip reduction and mode-shift, and disincentives to driving alone:

- **GHG 18.** Expand adoption of commuter benefit ordinances across King County
- **GHG 19.** Enhance transit rider education and incentive programs

Expand and maintain infrastructure that makes it easier and safer to take transit, bike, walk and roll:

- **GHG 20.** Improve access to mobility options
- **GHG 21.** Advocate for every city in King County to adopt a complete streets policy
- **GHG 22.** Develop regional trails for walking, biking and rolling

Reduce GHG emissions from aviation and marine sectors:

- **GHG 23.** Limit aviation emissions and local air pollution impacts

GHG 7. IMPROVE LOCAL MOBILITY BY COMMUNICATING THE NEED FOR STABLE, SUSTAINED TRANSIT FUNDING

It is critical for King County to maintain existing state and federal revenue streams for public transportation. King County's ability to maintain fleet and facilities in a state of good repair, transition to zero-emission operations (vehicles and facilities), and expand bus rapid transit are all very dependent on state and federal revenue streams. These investments provide safe, frequent, and reliable transit service to reduce VMT and GHG emissions. Over the next five years, the context at the state and federal levels presents several risks to the continued availability of transportation funding. Washington State has identified significant revenue shortfalls in transportation funding to support ongoing and planned future investments. Federal transportation funding authorization in the Infrastructure Investment and Jobs Act will expire in September 2026 and the future of the Inflation Reduction Act of 2022 is threatened. King County will advocate to maintain existing funding and communicate the need for additional funding to maintain and grow transit services and capital investments.

LEAD AGENCIES:
Metro–GM

PARTNER AGENCIES:
ECO

EXTERNAL PARTNERS:
PSRC; PSCAA; Regional Transit Committee – King County; King County Transportation Benefit District; local jurisdictions

EQUITY OBJECTIVES:
Accessibility; accountability; alignment and partnership; economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; PSRC Regional Transportation Plan; Seattle Transit Measure; VISION 2050; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 8. SUPPORT THE WASHINGTON STATE CFS AND ROBUST ACCOUNTING OF LOW-CARBON TRANSPORTATION FUELS

The Clean Fuel Standard (CFS) requires fuel suppliers to gradually reduce the carbon intensity of transportation fuels by 45 percent by 2038, as compared to 2017 levels. Under the CFS, suppliers of fossil-based transportation fuels are regulated entities that must comply with the regulation by reducing the carbon intensity of fuels they sell or by purchasing credits from producers and suppliers of low-carbon fuels. A CFS is a critical policy to support the transition to zero-emission vehicles. King County departments will generate credits, primarily from the use of electricity to fuel County fleet vehicles. King County will reinvest revenues from the sale of CFS credits into climate investments. King County will also advocate for efforts to extend and strengthen the CFS, along with rapid implementation of alternative fueling infrastructure in Washington state, such as the development of hydrogen hubs, to support zero-emission vehicle adoption across all transportation sectors. King County will continue to be engaged in state rulemaking (such as the CFS) to ensure stringency of emissions factors quantification is maintained. King County will ensure life-cycle emissions accounting of zero-emission fuels, such as green hydrogen and biofuels, includes upstream GHG emissions.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
Metro–GM; DNRP–WTD, SWD; DES–Fleet

EXTERNAL PARTNERS:
Ecology; K4C

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
Washington Transportation Electrification Strategy – EV Council; Commerce; King County Comprehensive Plan; K4C Joint Climate Action Commitments

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

Electric school buses eliminate diesel air pollution, giving kids a healthier start and end to their school day. Washington has 100 on the road today. Funding from the WA Clean Fuel Standard will support efforts to transition to clean electric school buses.

King County departments generate credits under the WA Clean Fuel Standard program for fueling transit buses with electricity, revenues will be reinvested in fleet electrification.

GHG 9.
EXPAND PUBLIC ACCESS TO EV CHARGING

Access to convenient and reliable public charging ranks as a top concern among prospective EV buyers, especially those without the option to install charging at home. Pursuant to state and federal funds being available, King County will continue to work with partners to expand publicly accessible EV charging infrastructure at County facilities and properties, assess fleet depot locations for shared use charging, investigate options for charging hubs with other agencies' fleets, and explore public-private EV charging partnerships. King County will deploy infrastructure programs that increase and prioritize frontline community access to EV charging infrastructure, and ensure that installations occur in "charging deserts," multi-family housing, and other overburdened areas not prioritized for buildout by commercial networks.

To most efficiently identify the top priority locations for future EV chargers, and to develop a portfolio of sites suitable for submission to grant funding opportunities, planners need a charging roadmap customized for the region. King County will collaborate with regional partners and neighboring counties, to support research and publication of a regional EV charger implementation roadmap. An underlying mapping exercise, in coordination with underserved communities and the Climate Equity Community Task Force, will catalog existing charging, identify public EV "charging deserts" and develop a prioritized plan for improved access and investment.

Many residents of multi-family apartment or condo buildings would consider buying an Electric Vehicle (EV) but need help convincing property owners that onsite chargers are worth installing. King County will support promotion of electric vehicle charging installation with commercial property owners by engaging commercial property owners and EV installation companies in specialized support for EV charging installation, including articulation of financial benefit and applicable loan products and state/local incentives or rebates. This includes promotional campaigns and connection to third party technical assistance providers. Specifically, ECO will take the lead on summarizing and packaging technical assistance resources and work with applicable County agencies, such as DLS's economic development team, to disseminate information through established networks and act as a trusted messenger for EV benefits within the local business community in unincorporated King County.

One of the biggest challenges in using public chargers in King County, and along the West Coast, is finding a reliable location where equipment is functioning properly and has not been vandalized. The County will engage with internal and external partners to identify opportunities and funding to support emerging EV charger designs and/or technology that improve overall resilience, increase repairability, and enhance resistance to repeated vandalism at County-owned and other public facilities. The County will seek funds to pilot new public EV charging equipment prototypes at County-owned facilities that can meet more stringent uptime requirements and explore how new ownership and maintenance agreements with third-party providers could serve to improve uptime of public chargers on King County property.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–FMD, DES–Fleet; Metro–GM, Metro–TFD; KCIT; PSB–RP; DLS–DO; OEOCE

EXTERNAL PARTNERS:
EV public charging networks; local jurisdictions; Commerce; Ecology; WSDOT; Sound Transit; PSCAA; PSRC; power utilities; charging equipment vendors; K4C; Breaking Barriers Collaborative, Tabor 100, Electric Utilities

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; capacity building; economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
Washington Transportation Electrification Strategy – EV Council, Commerce; King County Comprehensive Plan; King County Green Jobs Strategy Report

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 10. SUPPORT AND ADVANCE ZERO-EMISSION VEHICLE STANDARDS

Washington has adopted California's vehicle emissions standards, which set requirements for manufacturers to increase the zero-emission vehicle sales of passenger cars, light-duty trucks, and medium-duty vehicles over time. Clean car regulations have been effective in increasing the supply of zero-emission vehicles available for purchase and in improving regional air quality, but work remains to be done with regards to commercial fleets and trucking operations. King County will protect adopted state Advanced Clean Cars and Clean Trucks standards, and advocate for the adoption of additional zero-emission vehicle standards, including Advanced Clean Fleet rules, pending their approval in California.

King County will also support opportunities to pilot zero-emission medium and heavy-duty (MHD) vehicles in fleets countywide as they become available and engage in the rollout of related state rebate programs aimed at MHD freight vehicles. The County will raise awareness among regional partners and organizations of state rebates and funding opportunities for new technology, seek to collaborate on joint funding proposals aiming first for the most polluting diesel vehicles (including school buses and port drayage vehicles) in the most overburdened areas and freight corridors, and prioritize deployment of EV fast charging equipment in locations and sites that support heavy-duty diesel truck transition to EVs.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
Metro–GM; DES–Fleet; KCIT

EXTERNAL PARTNERS:
Ecology; WSDOT; PSCAA; PSRC; EV charging vendors; EV manufacturers; Northwest Seaport Alliance; Port of Seattle; City of Seattle; K4C

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Ordinance 19052; Washington Transportation Electrification Strategy – EV Council, Commerce; WSDOT MDHD Rebate Program; Washington Advanced Clean Trucks Regulations (WAC 173–234); King County Comprehensive Plan; Washington Clean Vehicles Program (Chapter 173–423 WAC); Northwest Ports Clean Air Strategy (NWPCAS); City of Seattle's Heavy Duty Vehicle Electrification Incentive Pilot; K4C Joint Climate Action Commitments

KING COUNTY ROLE:

Advocate/ Support | Convene | Implement

ACTION TYPE:

Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | **Grant** | Other

Public charging available at King County International Airport.

GHG 11. ADVOCATE FOR SUSTAINABLE AND ETHICAL PROCUREMENT, RE-USE, AND RECYCLING OF EV BATTERIES

Encouraging responsible sourcing is a key strategy to promote environmental stewardship and respect of human rights in the supply chain of primary materials for EV batteries, including lithium and cobalt. King County will advocate for the development of sustainable and ethically sourced batteries for EVs in the marketplace via national and state regulation. Metro will coordinate with the American Public Transit Association (APTA) to advocate for industry standards specifically for ethical EV battery sourcing, such as via the formation of an APTA working group on this topic for transit buses. King County will also support state level regulations for EV battery re-use and/or recycling and to support implementation of the WA Dept. of Ecology's EV Battery Management Study (2024).

LEAD AGENCIES:
ECO; Metro–VM; Metro–GM; Metro–TFD

PARTNER AGENCIES:
DES-DO, FBOD, DO; Metro-GM, TFD

EXTERNAL PARTNERS:
WSDOT; Ecology; Commerce; OEM's; NAATBatt (battery trade group); advocacy organizations; local jurisdictions; public transit agencies

EQUITY OBJECTIVES:
Accessibility; accountability; alignment and partnership; economic opportunity and workforce diversity; share benefits;

STRATEGIC CONNECTIONS:
Ecology EV Battery Management Report; Washington Transportation Electrification Strategy – EV Council, Commerce; King County Sustainable Purchasing Policy (KCC 18.20)

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | **Hard**

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 12. CHAMPION EQUITABLE ROAD AND VEHICLE USAGE PRICING, AND ROAD USE CHARGES

Analysis completed by King County in 2020 found that along with increased transit service and land use density, pricing vehicle travel via congestion pricing, tolling, a road usage charge, parking pricing, or similar tools is necessary to achieve goals to reduce vehicle miles traveled. King County will advocate for Washington State to develop equitable road and vehicle pricing, and road use charges from which the revenue generated is flexible and can be used to support transit and other multimodal investments to best meet the needs of the community and help achieve climate goals.

Washington State gas tax has been the primary revenue source to maintain, improve and expand the roadway (highway/local streets) in Washington State and is restricted to roadway uses. The State is looking towards implementing new revenue sources to replace the gas tax due to declining revenues as vehicles become more fuel efficient and more drivers transition to EVs. The State has investigated the creation of a road usage charge—a per-mile charge based on the number of miles driven rather than by the gallon of gas. The needs of the transportation system and the communities that it serves have changed since the gas tax was first enacted and new transportation revenue sources should be designed to meet these needs.

LEAD AGENCIES:
Metro–GM; ECO

PARTNER AGENCIES:
DLS–Roads

EXTERNAL PARTNERS:
Local jurisdictions; PSRC; WA State Transportation Commission; public transit agencies

EQUITY OBJECTIVES:
Accessibility; accountability; alignment and partnership; share benefits

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; VISION 2050; King County Metro Connects

KING COUNTY ROLE:

Advocate/ Support | **Convene** | Implement

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | Moderate | **Hard**

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | Grant | **Other**

GHG 13.
ADVANCE THE DEVELOPMENT OF EQUITABLE TRANSIT ORIENTED COMMUNITIES

Equitable Transit Oriented Communities (ETOCs) are mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. King County's ETOC Policy, adopted in 2021, provides a strategic approach to supporting and strengthening ETOC. In addition to TOD projects, where King County owns and leases the land and takes the lead, ETOC supports conditions that facilitate TOD led by the private sector. King County will fund Metro's ETOC program and partner initiatives to build capacity needed for ETOC policy implementation. Additionally, all new Rapid Ride projects will include ETOC studies to ensure communities can align transit investments with supportive development while addressing displacement risks through proactive measures.

King County Metro's ETOC program will support Metro's Real Estate program and will identify and implement strategic real property investments and repositioning in support of ETOC outcomes noted in the policy. King County will work to actively advance identified ETOC opportunity sites within Metro's property portfolio according to agreed-upon timelines and in cooperation with jurisdictional and community goals, per available development funds. The County will work to build capacity to allow for work with communities to slow displacement and provide opportunities to anchor communities in place through ETOC projects, to meet development opportunities currently in its pipeline, to participate in regional resource development to streamline projects where possible and to optimize King County's transit investments and real estate portfolio to bring more people within close proximity of frequent transit.

King County together with partners at the state and local level will advocate for state, regional, and local land use zoning that supports the creation of TOD with inclusionary zoning requirements.

King County will coordinate development of a model code for ETOC with King County jurisdictions to direct local infrastructure investments that support transit investments. Such a model code would include elements such as suggested parking maximums, suggested setbacks, sidewalk widths, appropriate development densities based on surrounding land use, inclusionary requirements and a menu of housing types, and supportive infrastructure. Providing a model code will aid jurisdictions in the adoption of supportive land use codes to support the creation and growth of vibrant transit-supportive communities.

King County will strive to remove historic barriers to funding TOD. The opportunity to successfully implement TOD projects on Metro's own property is limited to properties with clean titles. In Metro's current property portfolio, many sites that were originally owned by Washington State Dept. of Transportation (WSDOT) or purchased with Federal Highway Administration funds have title restrictions tied to the funds used to purchase those properties. Those title restrictions limit the current use of those sites and negatively impact their redevelopment potential. King County will work with the Public Attorney's Office and partner agencies to identify ways to remove outdated requirements that limit the ability to fund projects.

LEAD AGENCIES:
Metro–Capital

PARTNER AGENCIES:
DCHS–HCD; PSB–RP; DNRP–SWD; DLS–DO, Roads, Permitting; ECO; PAO

EXTERNAL PARTNERS:
Sound Transit; local jurisdictions; private developers; Regional Code Collaboration; K4C; WSDOT

EQUITY OBJECTIVES:
Accessibility; alignment and partnerships; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
VISION 2050; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Metro Connects; King County Comprehensive Plan; Metro's ETOC Policy

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 14.
GROW REVENUE BACKING FOR THE TRANSIT ORIENTED DEVELOPMENT BOND FUND

A Transit Oriented Development (TOD) bond fund was set up by the County Executive following the Sound Transit 3 ballot measure passed in 2016 and is backed by revenue generated from lodging taxes. The current TOD bond authority does not match requested funding needs resulting in many TOD projects not getting funded each year. King County will work to identify additional revenue sources for King County's TOD Bond funding to facilitate increased production of affordable housing units near transit service and maximize the connection between transit investments and housing growth. King County Metro will advocate for support needed for TOD and to align with long-range plans. King County Department of Community and Human Services (DCHS) will manage any future funds.

LEAD AGENCIES:
Metro–Capital; DCHS–HCD

PARTNER AGENCIES:
ECO; PSB-Budget

EXTERNAL PARTNERS:
Local jurisdictions; PSRC

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Regional Homelessness Authority (KCRHA) Regional Action Framework for King County; King County Comprehensive Plan

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | Moderate | **Hard**

FUNDING NEED:

Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:

County | Grant | **Other**

GHG 15. DEVELOP AND IMPLEMENT A FUNDING STRATEGY FOR METRO CONNECTS

Metro Connects, passed by King County Council in 2021, provides a vision for future service networks with fast, frequent, and reliable service all day, every day throughout the County. Implementation of Metro Connects exceeds available funding and additional resources will be needed for Metro to achieve the vision and goals identified in the plan. The County will collaborate with local elected leaders and community members to develop a decision package and regional ballot funding measure to create a regional, innovative, and integrated mobility network that is safe, equitable, and sustainable. Specifically, the County will seek additional funding to implement Metro Connects to help sustain and grow service and implement the supportive capital programs. Regional funding will require approval from the King County Transportation Benefit District, King County voter-approved funding, or both. Metro, in partnership with local elected leaders, will continue to evaluate new sources of revenue, many of which may require approval form the Washington State Legislature and ensure support for public transportation is integrated into future climate policy revenue sources.

LEAD AGENCIES:
Metro–GM; Metro–F&A

EXTERNAL PARTNERS:
King County Council; King County Transportation Benefit District

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; PSRC's Vison 2050 and Regional Transportation Plan; Sound Transit 3 (ST3); Washington Climate Commitment Act (RCW 70A.65); King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 16. GROW THE NUMBER OF PEOPLE SERVED BY FREQUENT TRANSIT, INCLUDING RAPIDRIDE

Frequent transit refers to transit services that run at least every 15 minutes in both directions throughout the day and evening, every day of the week, increasing reliability for riders. RapidRide is Metro's highest level of investment in frequent transit that provides convenience, innovation and reliability. King County will continue to grow access to RapidRide and other frequent transit service. By 2030, Metro will launch two new RapidRide lines (I and J) and continue work to plan two additional RapidRide lines (R and K). The quality of transit service—primarily the three main quality of service factors of frequency, proximity, and reliability of service—is critical to growing ridership and supporting land use change necessary to reducing vehicle miles traveled and the associated GHG emissions. Increasing the number of frequent routes in Metro's system addresses all three of the service quality factors.

LEAD AGENCIES:
Metro–Mobility, Capital

EXTERNAL PARTNERS:
SDOT; Sound Transit; local jurisdictions; utilities

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

Transit Oriented Development under construction at Northgate Light Rail Station – BRIDGE Housing and Community Roots Housing.

King County launched the RapidRide H line to expand rapid and frequent service.

GHG 17. INVEST IN SPEED AND RELIABILITY IMPROVEMENTS AT "HOT SPOTS" AND ALONG FREQUENT BUS ROUTES

Buses that operate on roadways in mixed traffic can experience delay such as re-entering traffic flow at bus stops and delay at congested intersections, increasing travel times for riders and costs for public transit providers. Investing in transit priority improvements that increase the speed and reliability of buses can help reduce delays and increase transit ridership. Transit priority improvements can range in complexity from less complex, such as traffic signal timing adjustments, to more-complicated projects requiring design and public outreach, such as new bus-only lanes. These improvements can be implemented through a combination of spot improvement and corridor improvement projects. King County will partner with local jurisdictions to complete a minimum of 20 spot improvements and assess needs for two to three corridors every two years. This action will improve bus travel time and reliability throughout King County.

LEAD AGENCIES:
Metro–Capital

EXTERNAL PARTNERS:
Local jurisdictions; SDOT; PSE; SCL

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro Mobility Framework; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 18. EXPAND ADOPTION OF COMMUTER BENEFIT ORDINANCES ACROSS KING COUNTY

Employer transit subsidies, such as for transit passes, vanpools and bicycle commuting reimbursements, help incentivize employees to travel without driving alone. King County will advocate for all cities in the County to pass and implement commuter benefit ordinances, similar to the example set by the City of Seattle. The City of Seattle's Commuter Benefit Ordinance requires that businesses with 20 or more employees offer employees a pre-tax option for a transit benefit. King County will work with local jurisdictions via the K4C to encourage the adoption of similar ordinances to reduce barriers to accessing transit benefits and enhance the provision of benefits to employees at smaller organizations.

LEAD AGENCIES:
ECO; Metro–Mobility

EXTERNAL PARTNERS:
K4C; local jurisdictions

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; engagement; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro Mobility Framework; King County Comprehensive Plan

KING COUNTY ROLE:

Advocate/ Support | Convene | Implement

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | Grant | **Other**

GHG 19. ENHANCE TRANSIT RIDER EDUCATION AND INCENTIVE PROGRAMS

Transportation Demand Management (TDM) programs focus on reducing single-occupancy vehicle trips and VMT by encouraging transit use, ridesharing, walking, biking, and telework. TDM programs work to understand and address barriers to using transit or other sustainable modes of transportation to restore and/or rebuild ridership. These programs also help to maximize use of significant capital investments in the region through an operational approach.

King County will implement several key TDM initiatives, including:

- Regional TDM campaigns to coincide with the openings of RapidRide, Light Rail, and other major system expansions or service changes. These campaigns will educate riders about new transit options and provide incentives to encourage them to explore and adopt these services, maximizing use and ridership on the expanding regional system.
- A revitalized In Motion program to deliver neighborhood-scale, community-based social marketing campaigns focusing on both commute and "beyond the commute" trips, given post-pandemic interest and demand to use transit for all trip types. These efforts will promote sustainable transportation choices, reduce congestion and single occupancy vehicle use, and help improve system reliability.
- Expanded Community Mobility and Community Transportation Navigators programs to foster strong relationships with community-based organizations and trusted local leaders to increase mobility access to priority communities. By offering peer-to-peer transit education that is culturally relevant, linguistically appropriate, and rooted in the priorities of local communities, these programs will empower individuals to embrace public transit options and expand opportunities.
- A robust Youth Mobility Program to inspire and prepare the next generation of transit users for long-term ridership. This program will increase awareness and use of the Free Youth Transit Pass Program, encourage young people to adopt transit as their first travel option, and provide workforce development opportunities for those interested in careers in transportation.
- Integration of TDM principles and programming into major land use and capital investment projects to maximize the efficiency of existing transit infrastructure. By syncing sustainable transportation strategies with regional capital investments, King County will increase transit ridership and optimize use of these major investments.
- Pilot innovative approaches to increase transit ridership for public events, aimed at festival and event ticketholders. Often attendees do not consider the option or are unaware of how to access transit. King County will work with external partners to pilot innovative approaches to reach new markets by partnering with event organizers of major cultural, sporting, concert, and festival events. Depending on the size, type, potential impact of and lead-time prior to the event, Metro's support may include facilitating fare sponsorship or transit fare integration with event ticketing (e.g. the Climate Pledge Area model), joint promotion and marketing of events, custom wayfinding, and signage and/or custom and/or shuttle service to/from major events. King County will develop and implement an event support strategy and pilot implementation of this strategy to understand how event partnerships help engage new riders, and expand ridership of existing riders. These pilot events will expand lessons learned to inform future strategies to further promote transit to and from major events across the County for all riders, adding to system reliability during major events.
- Integrate Transit GO rewards program into the ORCA system. The Transit GO rewards program allows riders to earn points by riding public transportation. Rewards points can be redeemed for either free mobile tickets on the Transit GO Ticket app or for credits on private transportation modes including Bird and Lime. King County will advocate for the Regional ORCA Operations Team to incorporate the Transit GO rewards program into the ORCA system and implement ORCA rewards program. King County has successfully utilized limited term local funding and grants to sponsor rewards campaigns for transit travel via the Transit GO reward program. Transitioning this platform to the ORCA system could result in more rewards campaigns with a larger scope of influence. The ORCA agencies will need to agree to add rewards functionality to the ORCA system and prioritize it against other new work.

LEAD AGENCIES:
Metro–Mobility

EXTERNAL PARTNERS:
Community based organizations; employers; local jurisdictions; transportation management associations; private sector; major sports franchises; event venues; Sound Transit; ORCA–Regional ORCA Operations Team (ROOT); local transit agencies–ORCA agencies

EQUITY OBJECTIVES:
Accessibility; alignment and partnerships; capacity building engagement; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro's Long Game; Metro's Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 20. IMPROVE ACCESS TO MOBILITY OPTIONS

Making car-free access to transit easier helps facilitate greater ridership and can lower local air pollution. This can be achieved through safety upgrades to bike lanes and sidewalks, strategic parking fees, reexamining how Park and Rides are used, and deemphasizing single-occupant vehicles. King County will partner with jurisdictions, community, and private sector partners to deliver these measures with an emphasis on improving access for frontline communities.

- **Enhance zero-emission micromobility connections to transit.** Micromobility devices are small, low-speed, human- or electric-powered transportation devices, including bicycles, scooters, electric-assist bicycles, electric scooters, and other small, lightweight, wheeled conveyances. Micromobility devices offer new and powerful ways to help people meet their transportation needs and can expand the reach of transit. King County will work with the King County–Cities Climate Collaboration (K4C) to pilot a regional approach to providing zero-emission micromobility (i.e., bike and scooter share) connections to transit. As micromobility services expand across King County, it is important to ensure that micromobility is integrated with transit as a seamless transfer experience and leverage micromobility as an important zero-emission access mode. King County will partner with Sound Transit and King County cities with micromobility services to incentivize and centralize parking for zero-emission micromobility devices at transit centers, stops and stations.
- **Make walking, rolling and biking to transit safe, convenient, and accessible.** King County transit riders need safe, comfortable, and convenient connections to transit, including sidewalks, street crossings, and protected bike lanes. Metro's 2025 Safe Routes to Transit Implementation Guide will identify improvement opportunities to make walking, rolling, and biking to transit safe, convenient and accessible for all, especially priority populations. King County will partner with cities and other regional partners to develop, prioritize, and help identify and/or secure funding for street and safety improvements that local jurisdictions will deliver on their streets that connect to Metro stops and stations.
- **Re-envision park and ride properties.** Metro's 2024 Park and Ride System Evaluation Study evaluates and recommends actions to re-purpose or improve King County-owned park and rides to better support customer mobility needs, transit operations, and climate action goals. Metro's Park and Ride System Evaluation will create a plan to right-size Metro's transit customer parking and implement alternative transit-supportive uses on park and ride properties, such as mobility hubs, TOD, and terminal facilities. Metro's paid parking program aligns with the ORCA Lift program to prioritize access for people with low-incomes and prioritizing permits for transit customers with low-incomes that need parking to access transit.
- **Bring more mobility choices through mobility hubs.** Mobility Hubs create better access to more ways to get around, especially for those with the fewest choices. King County's Mobility Hubs program works in partnership with local partners to supplement existing transit stops and stations with more multimodal options and travel amenities and bring more mobility choices to existing community destinations. Mobility hubs reduce the need to own or use a car for daily trips and make walking, biking, taking transit, and other zero-emission modes viable options for daily travel. Metro's Mobility Hub Implementation Guide identified hub types and potential locations through partnership with the Mobility Hub Board, community members that represent underserved populations across King County. King County will continue to work with local communities to design and implement mobility hubs. Metro will convene King County partners, like parks, libraries, and community and human services and community-based organizations to bring more mobility choices to community destinations. Metro will also convene internal partners to ensure that bus stop and station improvements integrate multimodal choices and supportive elements.
- **Invest in multimodal improvements in urban centers.** King County's transit-oriented urban centers are 15-minute neighborhoods where residents and employees can meet their daily needs without a car. In transit-oriented urban centers, Metro invests in access to transit through multimodal improvements and programs rather than single-occupancy vehicle parking for transit riders. Multimodal access improvements can be street improvements that make it easier for riders to walk, roll, and bike to transit or programs the incentivize or remove barriers to accessing transit. Metro will partner with local jurisdictions to identify, design, and help identify and/or secure funding for multimodal access improvements for local jurisdictions to deliver in transit station areas and transit-oriented urban centers.
- **Implement a regional paid parking program at transit parking facilities.** Parking at transit facilities is intended to provide access to those who need it most, and who intend to board transit. However, some facilities are used as free all-day car storage for people not using transit or are used by drivers who live very close by and could employ other first-mile-last-mile strategies (other than Single Occupancy Vehicle use) to reach their bus or train. King County will coordinate with Sound Transit and WSDOT to implement a regional paid parking program at transit parking facilities that regularly exceed 70 percent utilization to support access to transit, grow ridership, and incentivize multimodal access to transit. Actively managing public parking at high-demand transit stations will disincentivize driving to transit stations, ensure that people that need to drive to transit have access, and encourage more people to take transit or other access modes to reach transit facilities.

LEAD AGENCIES:
Metro–Mobility

PARTNER AGENCIES:
ECO; DNRP–Parks; DLS–Roads; DCHS–HCD

EXTERNAL PARTNERS:
Local jurisdictions; K4C; Sound Transit; SDOT; WSDOT; advocacy organizations; other transit agencies; utilities; libraries; community-based organizations

EQUITY OBJECTIVES:
Accessibility; alignment and partnerships; engagement; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; Sound Transit System Access and Integration program; Sound Transit Parking Program; Metro's 2025 Safe Routes to Transit Implementation Guide; Metro's ETOC Policy; Seattle Shared Mobility Program – SDOT; VISION 2050; Puget Sound Regional Council Regional Transportation Plan; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | **New**

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 21. ADVOCATE FOR EVERY CITY IN KING COUNTY TO ADOPT A COMPLETE STREETS POLICY

Complete streets designs improve safety for bicyclists and pedestrians and enhance community health by encouraging physical activity. Although Washington's 2011 Complete Streets Act encourages cities to adopt related ordinances, not all King County cities have done so. King County will work with K4C members to advocate for an adopted complete streets policy/ordinance in every city. King County Dept. of Local Services will lead implementation of a Complete Streets ordinance for Unincorporated King County that was adopted in 2024.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DLS–Roads; PHSKC–DO

EXTERNAL PARTNERS:
Local jurisdictions; K4C

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Washington Complete Streets Act (RCW 47.04.035); King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 22. DEVELOP REGIONAL TRAILS FOR WALKING, BIKING, AND ROLLING

Although King County has approximately 185 miles of mostly paved regional trails, there remain portions of the County with less access to these amenities, or that are less interconnected. King County will work with regional partners to extend existing regional trails and develop major new routes that facilitate walking, biking, and rolling for car-replacement trips, especially in historically underserved areas and communities with poor health indicators relative to the County population.

LEAD AGENCIES:
DNRP–Parks

PARTNER AGENCIES:
DLS–Roads

EXTERNAL PARTNERS:
Local jurisdictions; advocacy groups; CBOs; and regional coalitions

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; engagement; share benefits

STRATEGIC CONNECTIONS:
Regional Trails Needs Report (Appendix C2 – King County Comprehensive Plan); King County Open Space Plan; King County Comprehensive Plan

EARLY ACTION

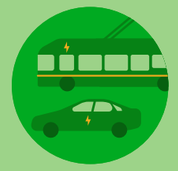
KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other



GHG 23. LIMIT AVIATION EMISSIONS AND LOCAL AIR POLLUTION IMPACTS

Not only are aircraft large contributors to GHG emissions in King County, but pollution from aviation takeoff and landing impacts the health of local residents. The King County Joint Aircraft Emissions Technical and Community Task Force report calls for developing and expanding mitigation efforts to limit the impacts of air quality pollution that are especially harmful to frontline communities. King County will work with partners to advance the following measures to reduce aviation GHGs and air pollution:

- Sustainable Aviation Fuel. King County will support the adoption and expanded use of Sustainable Aviation Fuel (SAF) and zero-emission aviation technology development. SAF is an alternative to conventional aviation fuel, due to its reduced GHG emissions throughout its lifecycle compared to fossil fuels. Depending on the bio-based fuel feedstock, SAF can reduce carbon dioxide emissions related to aviation emissions, but do not address the solar radiative forcing impacts of aviation emissions in upper reaches of atmosphere. King County will develop regional partnerships with the goal of advancing development of and use of SAF for flights from SeaTac and King County International Airport (KCIA), as allowable by federal regulation (FAA). Activities could include business development and retention, advocating for stringent SAF carbon accounting certification, support for legislative priorities and pilot projects, as well as planning for electrical and hydrogen fuel-cell infrastructure at KCIA to accommodate zero-emission aviation once approved by regulators.
- Cascadia High-Speed Rail. King County will advocate for alternatives to air travel, such as rail. Expansion of regional rail can reduce emissions by switching from air travel to rail and reduce congestion on roads and highways. King County will lead local exploration of high-speed rail. Washington State, in partnership with British Columbia and Oregon, is in the early stages of planning for Cascadia High-Speed Rail. King County will also advocate and support efforts to improve frequency and reliability of the Amtrak Cascades service currently serving the Vancouver–Seattle–Portland corridor, as well as other alternative modes.
- Phase Out Leaded Aviation Gas. KCIA will phase out leaded aviation gas. Lead from aviation gas is the largest source of lead pollution in Washington, which disproportionately impacts frontline and airport-adjacent communities. KCIA will work with the FAA's Eliminate Aviation Gasoline Lead Emissions program to phase out leaded aviation gas by 2030, adopt unleaded alternatives, and develop a clear plan to phase out use. Considering potential risks, KCIA will try to be early adopters as allowable by FAA.
- Indoor Air Quality. King County will promote and implement indoor air quality improvements and pollution mitigation in communities. This could include but is not limited to securing grant funding to support retrofit interventions that pay for improving indoor air quality in the most impacted areas like homes, schools, and day cares; implementing natural pollution mitigation solutions in airport adjacent communities where it is allowed by FAA; and similar interventions. The County will build on efforts to educate and engage communities on health impacts of pollution and mitigation strategies.

LEAD AGENCIES:
ECO; OEOCE

KEY AGENCY:
DES–KCIA

EXTERNAL PARTNERS:
Port of Seattle; Greater Seattle Partners; Snohomish County; Paine Field; WSDOT; FAA; WDOE

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Joint Aircraft Emissions Technical and Community Task Force Report; WDOE Proviso support for building retrofits; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | Implement

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

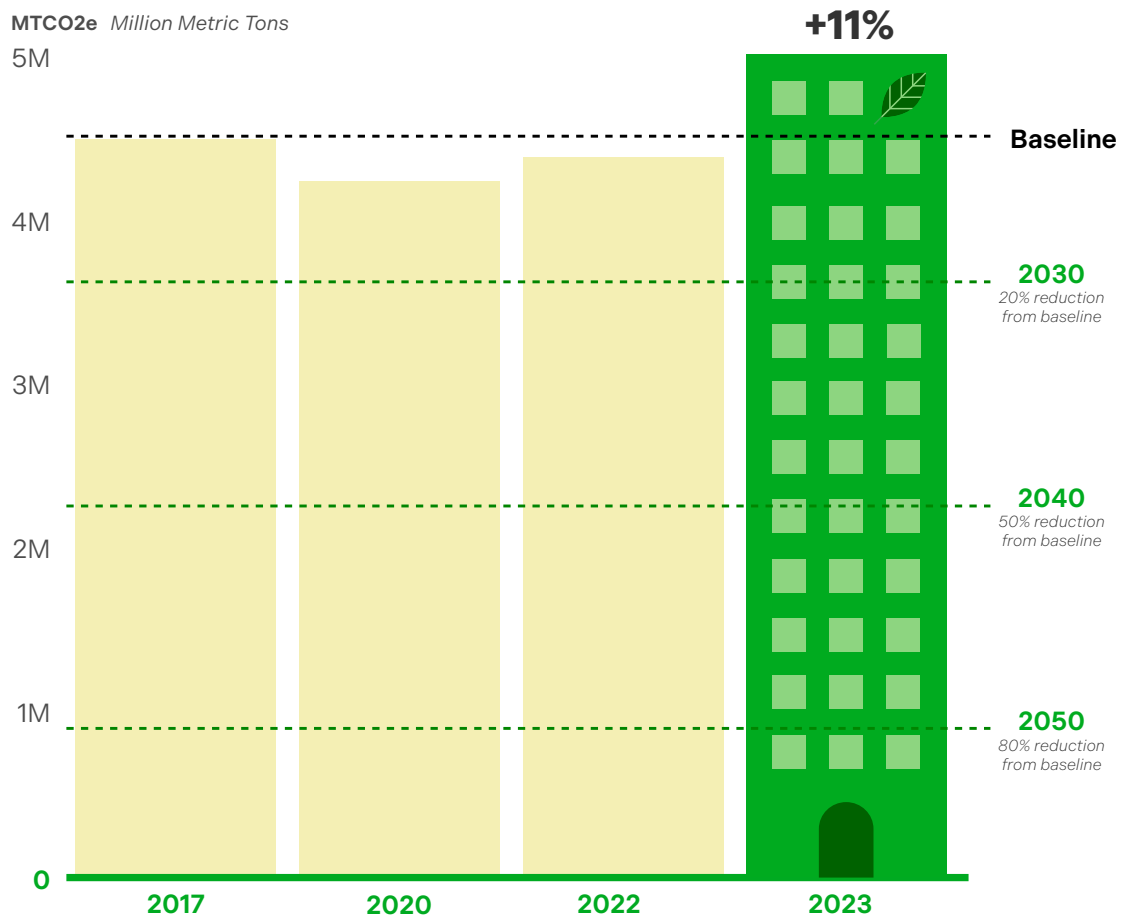
BUILDING ENERGY AND GREEN BUILDING

Buildings are a central part of daily life—they house workplaces, schools, homes, and gathering spaces. However, not all buildings have the same impact. Their effects on people and the environment are shaped not only by how they are used, but also by factors such as age, maintenance, utilities, and the fuels they rely on. These factors all play a role in the amount of greenhouse gases (GHGs) they emit.

Residential and commercial buildings currently contribute over 41 percent of King County's GHG emissions through building heating, cooling, lighting, and other energy uses. Existing buildings and new construction both provide opportunities to reduce energy demand and fossil fuel emissions. Stronger building codes, appliance standards, and building performance standards can significantly reduce energy demand and fossil fuel use. Incentive and assistance programs can reduce barriers and accelerate retrofits in existing buildings. Overall, advancing green building ensures buildings have lower climate impacts, are more beneficial for the environment, and are adaptable to a changing climate. It also provides opportunities to improve comfort, lower costs, and promote healthier communities and families.

Figure 9. Fossil Fuel Use in Existing Community Scale Buildings

In 2023, GHG emissions in existing community scale buildings in King County increased by 11 percent when compared to the 2017 baseline.



Source: Executive Climate Office, King County (2025)

WHAT'S AT STAKE

The buildings sector is the second largest contributor to GHG emissions in King County. Both the County and Washington state have made great strides in addressing building impacts through the state Clean Buildings Performance Standard, local performance standards, and the state's Clean Energy Transformation Act (CETA), which requires electricity provided by utilities be GHG-neutral by 2030. However, these regulations alone will not achieve emissions reduction goals for the built environment in King County, as many buildings continue to burn fuels onsite (natural gas, propane, and fuel oil) that emit GHGs and other air pollutants even as the electrical grid becomes cleaner.

A BETTER OUTCOME

King County envisions a healthier future with cleaner air, more efficient energy use, and less fossil fuel use. The actions in this section demonstrate how the County can improve well-being, comfort, and utility costs for all residents, with a specialized focus on low to moderate-income residents and frontline communities.

WHAT WE'VE DONE TO GET HERE

- Established the C-PACER (Commercial Property Assessed Clean Energy and Resiliency) program with $80 million of project financing for energy efficiency and water conservation.
- Launched the Energize Program and installed more than 100 heat pumps in low- and moderate- income (LMI) homes in Skyway and White Center.
- Integrated green codes into the 2021 WA State Building Codes through the Regional Code Collaboration.
- Adopted strong green building codes prohibiting new fossil-fueled water and space heating for unincorporated King County.
- Secured federal and state funding to strengthen and expand green building and retrofit programs.
- Increased green building knowledge of building owners, tenants, architects and contractors through the Green Building Handbook.
- Applied $5.5 million of Economy & Climate Equity Capital Pool Funds toward the installation of green building elements/ systems in affordable housing and homeownership projects.

WHAT WE'LL DO NEXT

Promote innovative policies to reduce building emissions:

- **GHG 24.** Defend and strengthen incentives and regulations at the federal, state, and local levels to advance clean electricity and reduce fossil fuel use
- **GHG 25.** Advocate for state or regional adoption of a zero-emission appliance standard
- **GHG 26.** Implement a residential point-of-sale energy disclosure and performance standard program

Make it easier to upgrade buildings from fossil fuels to efficient electric systems:

- **GHG 27.** Lower the financial and logistical barriers for building decarbonization retrofits
- **GHG 28.** Directly facilitate retrofits of housing and community assets of frontline communities
- **GHG 29.** Collaborate to expand the reach of local building retrofit programs
- **GHG 30.** Maintain a resource hub and coordinated entry system for rebates, incentives and retrofits
- **GHG 31.** Expand clean energy contractor training and support

Establish codes to reduce emissions, boost efficiency, and support green building:

- **GHG 32.** Develop regional green building codes
- **GHG 33.** Achieve embodied carbon reductions through building codes and market support

Enhance programs to promote clean energy and green building:

- **GHG 34.** Promote green building through education and incentives
- **GHG 35.** Strengthen green building and technical enforcement
- **GHG 36.** Incentivize and enforce construction and demolition material source separation
- **GHG 37.** Expand pathways to green, sustainable and resilient affordable housing
- **GHG 38.** Advance sustainable and resilient development in King County Metro Transit-Oriented Community projects
- **GHG 39.** Support district energy and thermal energy network projects
- **GHG 40.** Conduct a Battery Energy Storage Systems siting analysis

GHG 24.
DEFEND AND STRENGTHEN BUILDING SECTOR INCENTIVES AND REGULATIONS

State regulations, including CETA, the State Energy Code, Clean Buildings Act, and Climate Commitment Act (CCA), and local regulations, including the Seattle Building Emissions Performance Standards, and federal incentives through the Inflation Reduction Act are critical to achieving GHG emission reduction goals from the built environment. King County will convene and support partners as needed to defend and strengthen building sector incentives and regulations at the federal, state, and local levels to advance clean electricity and reduced fossil fuel use and ensure policies and regulations are fully and equitably implemented. The County will advocate for new and amended legislative bills that strengthen regulations, including support for Clean Buildings Act amendments that focus on reducing fossil fuel use in buildings, and increasing the solar net metering threshold.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–DO; DNRP–DO; Metro–GM

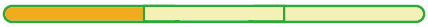
EXTERNAL PARTNERS:
Equity and environmental nonprofits; state and local government partners

EQUITY OBJECTIVES:
Alignment and partnership; economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
Washington Clean Energy Transformation Act (CETA); Washington State Energy Code; Washington Clean Buildings Act (HB 1257, 2019); Washington Climate Commitment Act (RCW 70A.65); King County Comprehensive Plan; Seattle Building Emissions Performance Standards; Inflation Reduction Act of 2022 (IRA)

EARLY ACTION

KING COUNTY ROLE:

ACTION TYPE:


IMPLEMENTATION FEASIBILITY:


FUNDING NEED:


FUNDING DEPENDENCIES:


GHG 25. ADVOCATE FOR STATE OR REGIONAL ADOPTION OF A ZERO-EMISSION APPLIANCE STANDARD

Appliances, including hot water heaters and furnaces, in homes and buildings are large users of natural gas, propane, and oil. Voluntary incentive programs have existed in Washington for many years, but they are not enough. Achieving King County GHG emission reduction targets requires further regulatory steps to ensure that fossil fuel appliances are phased out at their end of life. Mirrored on a program in California, King County will convene partners to advocate for a state or regional zero-emission appliance standard that would phase in mandatory requirements for the sale of zero-emission space and water heating and cooking equipment. Manufacturers and retail sellers would be required to phase out sale of fossil fuel powered appliances. King County will advocate for measures that reduce the disproportionate burden of any incremental costs associated with zero-emission appliances on low-income households, affordable housing providers, and homeownership, such as first focusing on water heating appliances which are lower-cost to replace, or ensuring appliance replacement or electrical panel upgrade funding is provided for low-income homes. Once a standard is in place, King County will work with local jurisdictions and partners to educate consumers about pre-approved appliances for smooth implementation.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
Equity and environmental nonprofits; local governments; air agencies; state agencies

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; reduce disproportionate impacts.

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan; K4C Washington State Legislative Agenda

KING COUNTY ROLE:
Advocate/ Support | **Convene** | Implement

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 26. IMPLEMENT A RESIDENTIAL POINT-OF-SALE ENERGY DISCLOSURE AND PERFORMANCE STANDARD PROGRAM

Reducing energy and fossil fuel use in residential homes at scale to achieve overall GHG reduction goals will require more than voluntary incentives and locally supported direct retrofit programs. There is no existing legal mechanism to require single-family homes to improve energy efficiency or reduce fossil fuel consumption. Residential energy disclosure would require, at the point-of-sale, that new home buyers are provided information on the energy consumption and the lowest-cost options to improve a home's efficiency. An energy performance standard would require homes to improve the energy efficiency or reduce fossil fuel use at the time of sale. The County will evaluate options for implementing a residential energy disclosure and performance standard program. King County has the legal authority to implement a program in unincorporated King County, though the intent of this action is to coordinate with other jurisdictions to support program adoption across the County. Program design would prioritize reducing GHG emissions and potential disproportionate impacts for low-income households, including potentially funding audits or retrofits for low-income households. If implemented, the Department of Local Services (DLS)–Permitting would require additional resources for enforcement.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DLS–Permitting

EXTERNAL PARTNERS:
Equity and environmental nonprofits; K4C; realtors

EQUITY OBJECTIVES:
Accountability; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
Home Energy Assessment (HES) Model Ordinance – Thurston; Home Energy Score Tool (U.S. Dept of Energy); ACEEE – Residential Energy Use Disclosure: A Guide for Policymakers (2014)

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 27. LOWER THE FINANCIAL AND LOGISTICAL BARRIERS FOR BUILDING DECARBONIZATION RETROFITS

Local action is required to realize emission reductions from state and local regulations. Owners and operators of commercial buildings and larger multifamily buildings are required to achieve efficiency improvements under the Washington State Clean Buildings Act. However, additional support is needed for some owners that lack the operational or fiscal support to achieve improvements in a timely manner. This includes lowering financial and logistical barriers for building decarbonization retrofits by collaboratively developing financing mechanisms and products that fill gaps in loan and incentive offerings for multiple income levels in both residential and commercial buildings. It also includes analyzing gaps in financial offerings by economic status or geography, working with financing institutions, people living with low incomes, underserved communities and other partners. King County will conduct a study that assesses and identifies County actions to advance market development, remove supply chain barriers and support broader use of decarbonization technologies. The County will also develop an Accelerator Network, coordinating with and adding to existing Accelerator programs to fill geographic or support service-gaps for commercial and multifamily buildings.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
Nonprofits and CBOs; financing institutions

EQUITY OBJECTIVES:
Accessibility; reduces disproportionate impacts

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan; King County C-PACER – Commercial Property Assessed Clean Energy & Resiliency

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 28.
DIRECTLY FACILITATE RETROFITS OF HOUSING AND COMMUNITY ASSETS OF FRONTLINE COMMUNITIES

Local action is required to realize the full benefits from federal, state, and local emission reduction policies in the building sector. For building owners, the process of retrofitting a building to improve efficiency and reduce GHG emissions can be daunting. Incentives and utility rebates alone are not sufficient for many frontline community members to implement retrofits. Barriers include not having funds to pay for retrofits or living in rental housing where they do not own the building and cannot themselves conduct improvements. King County can help bridge this gap, by securing federal and state grant funds to directly facilitate retrofit programs in frontline communities to reduce emissions and provide access to cooling. King County will administer a building retrofit program that prioritizes clean-energy conversions for low-income residents, senior residents, oil-heated homes, in-home daycares, and adult family homes. Additionally, the County will pursue retrofits of both subsidized and naturally occurring affordable housing, as well as single-family LMI rental households. King County has secured funding from federal and state grants to support this work and will continue to seek additional funding. The County will conduct a building retrofit prioritization analysis to assess building types and establish retrofit priorities for existing building and occupancy types with the greatest opportunity for GHG reduction and equity benefits. Program design will prioritize installation of heat pumps that provide the added benefit of cooling and reduce health risks during extreme heat events, and will evaluate opportunities to pair solar installations with retrofits to reduce energy costs. The program will also evaluate how to align with other building repair and safety needs at the same time, such as addressing the seismic hazards of unreinforced masonry (URM) buildings that often have LMI residents and/or residents that are black, indigenous, and people of color (BIPOC).

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DCHS–HCD

EXTERNAL PARTNERS:
Equity, equity and environmental nonprofit organizations; CBOs; state/federal/private funders; utilities; other jurisdictions; program implementers

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Extreme Heat Mitigation Strategy; King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 29. COLLABORATE TO EXPAND THE REACH OF LOCAL BUILDING RETROFIT PROGRAMS

Local jurisdictions in King County must work together to support building retrofits. To help achieve communitywide building and energy goals, the County will collaborate with its partnerships, such as the King County–Cities Climate Collaboration (K4C) and the Coalition for Climate Careers (C3), as well as utilities, regulators, and other partners to expand the reach of retrofit support programs available to building owners. Currently, Seattle, Shoreline, and five cities working together under Energy Smart Eastside (Bellevue, Issaquah, Kirkland, Mercer Island, and Redmond) have programs to directly support retrofits in income-qualifying homes. King County will convene partners to explore opportunities to expand the reach of building retrofits through partnerships. Future programs could include deep energy-efficiency retrofit programs, initiatives to increase green power enrollment in communities, streamlined local renewable permitting, and renewable and electrification retrofit incentives and programs.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
K4C; C3; nonprofits; utilities

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan; King County C-PACER – Commercial Property Assessed Clean Energy & Resiliency

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 30.
MAINTAIN A RESOURCE HUB AND COORDINATED ENTRY SYSTEM FOR REBATES, INCENTIVES AND RETROFITS

Home energy rebates and incentives are available for many, if not all, residents of King County and the Puget Sound region. In 2024, the County worked with K4C and regional partners to launch The Switch Is On Washington website as a central resource for residents to find home energy programs, incentives, financing options, and energy-saving technologies. King County will work with local and state partners to maintain and grow the Switch Is On Washington, or similar, website with additional educational materials in multiple languages and with specific examples of home energy improvement opportunities. The County will ensure outreach and engagement materials are culturally relevant to increase usage across multiple communities. Similarly, the different, overlapping household programs for energy efficiency, decarbonization, and utility bill reductions create access barriers. The County will explore and, if feasible, develop a collaborative, coordinated entry, and enrollment system for retrofit programs, or advocate for a state system. The program would support income-qualified individuals submitting a single application that enables a full application, or support applying in part, to all participating programs (i.e., Low Income Home Energy Assistance Program (LIHEAP), Seattle City Light, Puget Sound Energy (PSE), etc.) to reduce barriers and increase their knowledge of all incentives they may be able to pursue.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DCHS–HCD

EXTERNAL PARTNERS:
Switch is On; K4C; equity and environmental nonprofits; utilities; Energy Smart Eastside; King County Housing Authority; state agencies

EQUITY OBJECTIVES:
Accessibility

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 31. EXPAND CLEAN ENERGY CONTRACTOR TRAINING AND SUPPORT

To accelerate and expand the decarbonization of buildings in King County, residents need to be introduced to clean energy options by contractors who are aware of and able to install newer, cleaner and greener options. Similarly, with expansion of funding available for larger-scale building decarbonization programs at the County and other jurisdictions, contractors need to be able to navigate the public contracting process. King County will aid in increasing the technical, electrification and public contracting knowledge base of local building developers, designers, and contractors. Training will be conducted at both the individual building scale and the industry scale (e.g. heating, ventilation, and air conditioning (HVAC) contractors, electricians, plumbers) with a focus on smaller contractor development. These trainings may include contracting fundamentals with public entities, prevailing wage documentation, Women- and Minority-Owned Business (WMBE) enrollment, insurance requirements, proposal development for government programs, and technical support for contract compliance.

LEAD AGENCIES:
ECO

EXTERNAL PARTNERS:
Equity and environmental nonprofits; CBOs; workforce development organizations; small businesses; utilities

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Green Jobs Strategy Report; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 32. DEVELOP REGIONAL GREEN BUILDING CODES

Green building codes establish minimum requirements for all buildings that advance community health, resource efficiency, and resilience over the life cycle of a building. Having consistent code language, across multiple jurisdictions, helps reduce builder confusion. The Regional Code Collaboration will lead in the development of strong green building codes for new construction, altered existing buildings, demolished buildings, and building sites. Resulting codes may include but are not limited to renewable and geothermal energy, energy efficiency, water efficiency and reuse, building decarbonization, construction and demolition material management, material salvage & reuse, deconstruction, low embodied carbon and material toxicity, heat island mitigation, low impact development, electric vehicle charging infrastructure, and sustainable transportation infrastructure. Codes should also reduce the potential disproportionate burden any increase in cost can have on development. King County will work with local jurisdictions to adopt codes locally and mobilize jurisdictions and industry partners to actively participate in the code amendment processes of the WA State Building Code Council (SBCC), and other local and national code processes. Additional staff resources are needed to adequately enforce building and energy codes to increase countywide code compliance with the latest green building strategies, technologies, and science.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
ECO; DLS–Permitting

EXTERNAL PARTNERS:
Regional Code Collaboration; local jurisdictions; industry partners; K4C; utilities

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Washington Motor Vehicle Emission Standards (Chapter 70A.30 RCW); King County Solid Waste Code – Construction, Demolition and Land-Clearing Waste (K.C.C. 10.30.030): Construction & Demolition Waste; Washington Residential and Nonresidential Construction – Energy Consumption Reduction (RCW 19.27A.160); King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | **New**

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 33.
ACHIEVE EMBODIED CARBON REDUCTIONS THROUGH BUILDING CODES AND MARKET SUPPORT

Embodied carbon represents the GHG emissions from the life cycle of materials used to created something. For buildings, this includes the extraction, manufacturing, transport, construction, and disposal of building materials. Many industrial manufacturers of building materials have fewer GHG reduction requirements under the CCA as Energy-Intensive Trade Exposed industries. Embodied carbon regulations through building codes are an approach to incentivize these manufacturers to develop low-carbon products. The County will work to reduce embodied carbon of construction materials for commercial and large multifamily buildings through building code amendments and supporting applicable state codes. King County will assess potential unintended consequences for affordable housing and homeownership projects, to explore how best to consider this segment of the market, including, but not limited to, considering pursuit of additional revenue or rebates to offset new costs for housing providers. The program will also support private industry in developing and publishing Environmental Product Declarations and set Global Warming Potential limits in public and private construction projects. Program focus materials include cement, concrete, and steel, and possibly wood, gypsum board, and other products as identified through program research. King County has funding for an Embodied Carbon Program Manager to support code development, though additional resources are needed to implement building code updates and construction enforcement in unincorporated King County.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DNRP–SWD; DLS–Permitting; DCHS–HCD

EXTERNAL PARTNERS:
Carbon Leadership Forum (CLF); Commerce; K4C; WSDOT

EQUITY OBJECTIVES:
Accountability; economic opportunity and workforce diversity; reduce disproportionate impacts.

STRATEGIC CONNECTIONS:
U.S. EPA Climate Pollution Reduction Grant (CPRG) Building Decarbonization; Washington State Energy Strategy – Commerce; Washington Buy Clean and Buy Fair Law (HB 1282, 2023–2024); King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

The Southard, a new affordable homeownership development in the city of Tukwila is the first project to be Net Zero and Salmon Safe certified.

GHG 34.
PROMOTE GREEN BUILDING THROUGH EDUCATION AND INCENTIVES

Community members and frontline community partners have advocated for green building education to build the capacity of frontline communities. King County will provide continuing education to residents and industry professionals on healthy and sustainable practices for green building and site development, along with related programs, incentives, and financial opportunities. Language translation, cultural relevance, and outreach to historically underserved communities will be prioritized, with educational materials coordinated with local community groups and will apply to new construction, additions, retrofits, and demolition projects. Incentives can encourage green building practice adoption and innovation and build capacity in development and construction sectors to adopt new practices. King County will explore the best way to utilize incentives promoting the use of green building practices to attract green building participants. Program incentives could be tied to green building certifications, flexible zoning or design departures, incentive bundling, subsidized project consulting services, project and developer recognition and marketing, utility rebate partnerships, grants, rebates, and a reduction in permit fees and process timing.

LEAD AGENCIES:
DLS–Permitting; DNRP–SWD

PARTNER AGENCIES:
ECO

EXTERNAL PARTNERS:
Commerce; certification companies; K4C; local jurisdictions; utilities

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; engagement; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Green Building Ordinance (Ordinance 19402); Washington State Building Code; King County Green Building Handbook; King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | **New**

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 35. STRENGTHEN GREEN BUILDING AND TECHNICAL ENFORCEMENT

Additional building and energy code enforcement is needed to increase countywide code compliance with the latest green building strategies, technologies, and science. If resources are available, King County should provide training and education materials for all DLS–Permitting staff and jurisdiction staff on green building to aid in technical enforcement. Team responsibilities should include the development and implementation of education and outreach materials, training, programs, and incentives associated with green building and more sustainable and resilient building practices.

LEAD AGENCIES:
DLS–Permitting

KEY AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
K4C; local jurisdictions

EQUITY OBJECTIVES:
Accessibility; accountability; alignment and partnership

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:

County | **Grant** | Other

GHG 36. INCENTIVIZE AND ENFORCE CONSTRUCTION AND DEMOLITION MATERIAL SOURCE SEPARATION

King County codes were established in 2015 to direct commingled recyclable construction & demolition (C&D) materials to designated C&D recycling facilities and non-recyclable C&D materials to designated C&D waste transfer stations. However, not all C&D materials that could be recycled or reused are being separated, resulting in the landfilling (at Cedar Hills Landfill and elsewhere) of materials that have value. One primary reason that so many materials with value are not recovered is due to the complexities of separating and cleaning the materials once they are commingled and contaminated. The best way to address this issue is through source separation. In accordance with State and County codes, King County has an important role in enforcing jobsite source separation of recyclable C&D materials from nonrecyclable C&D materials in unincorporated King County. Additional incentives and enforcement are needed to ensure cleaner material streams and better access to recycling and reuse of materials, where possible. King County is committed to also working with other jurisdictions to support the implementation of similar C&D source separation programs and enforcement protocols and requirements.

LEAD AGENCIES:
DLS–Permitting

SUPPORTING AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
King County jurisdiction permitting departments; K4C

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Solid Waste Code – Construction, Demolition and Land-Clearing Waste (K.C.C. 10.30.030): Construction & Demolition Waste; Collection of Solid Waste and Recyclable Materials (WAC 173-345-040); King County Comprehensive Solid Waste Management Plan: Action # 26-s, 27-s, 28-s; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | Grant | Other

King County's Solid Waste Division is building a workforce trained in deconstruction, an effective alternative to demolition that dramatically reduces the amount of worksite material that ends up in the regional landfill.

GHG 37.
EXPAND PATHWAYS TO GREEN, SUSTAINABLE, AND RESILIENT AFFORDABLE HOUSING

Permitting delays in unincorporated King County create barriers for affordable housing, homeownership, and behavioral health projects, causing construction and financing setbacks. In collaboration with partners, the County will phase-in solutions to streamline permitting for developments meeting green building performance standards. Efforts may include faster and more predictable plan reviews, fee reductions, piloted managed account services, and application support. The County will also work with other jurisdictions to implement similar improvements. To further support the industry, King County will explore a mentorship model for smaller affordable housing organizations. Additional staffing resources are needed to implement these efforts.

King County will expand green building adoption in affordable housing and homeownership through permitting incentives and new funding sources. Green features improve residents' health, comfort, and energy savings. Funding green building in affordable housing remains a challenge due to the complexity of financing. King County will seek reliable annual funding to support green building elements exceeding Washington State Building Code requirements in new and altered affordable housing, homeownership projects, and Emergency and Permanent Supportive Housing under the Health Through Housing (HTH) Initiative. The goal is to secure new funding without reducing the number of affordable units. If successful, the County will integrate these funds into the Department of Community and Human Services (DCHS) Housing Finance Program, ensuring no extra administrative burden for developers.

LEAD AGENCIES:
DLS–Permitting; DCHS–HCD

PARTNER AGENCIES:
DNRP–SWD; ECO

EXTERNAL PARTNERS:
Affordable housing developers; Commerce; Housing Development Consortium (HDC); WA State Housing Finance Commission; WLIHA; Notice of Funding Availability (NOFA) funding; City of Seattle

EQUITY OBJECTIVES:
Accessibility; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Housing Finance Program; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 38.
ADVANCE SUSTAINABLE AND RESILIENT DEVELOPMENT IN KING COUNTY METRO TRANSIT-ORIENTED COMMUNITY PROJECTS

Sustainable, green building practices help reduce pollution, protect public and environmental health, and reduce long-term utility costs for building occupants. King County advances sustainable development practices in projects on County-owned and real property and supports the inclusion of green building best practices through the implementation of the King County Metro's Equitable Transit-Oriented Communities (ETOC) Policy. The County will require transit-oriented development market-rate projects to achieve advanced green building certification. King County will work with affordable housing developers to determine how best to advance green building practices above and beyond the Evergreen Development Standard where possible or as funding allows. The County will pilot new technologies and/or processes to advance environmental sustainability and resilience when possible, and work with regulators to allow the use of these advanced methods where appropriate. It will also encourage the use of the Metro ETOC Policy, or better, in transit-oriented development not owned by King County to reinforce the expansion of equitable efforts, affordability, and green building throughout the region.

LEAD AGENCIES:
Metro–Capital

PARTNER AGENCIES:
DCHS–HCD

EXTERNAL PARTNERS:
Sound Transit; private developers; local jurisdictions

EQUITY OBJECTIVES:
Accessibility; share benefits

STRATEGIC CONNECTIONS:
King County Metro Strategic Plan for Public Transportation 2021–2031; Metro Transit's Equitable Transit-Oriented Communities (ETOC) Policy; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 39. SUPPORT DISTRICT ENERGY AND THERMAL ENERGY NETWORK PROJECTS

Thermal energy networks (TENs) can reduce GHG emissions in buildings by distributing low-carbon heating and cooling to multiple buildings or facilities. While district energy and thermal energy networks have been used in campus settings for years, recent and proposed state policy changes are creating opportunities for utilities to scale their use in partnership with building owners. King County will support TENs pilot projects that have demonstrated sustainability and GHG emission reduction benefits through education and programmatic support and will advocate for additional state policy changes to enable scaling of TENs. The County will evaluate thermal energy network options for the Harborview Medical Center and Maleng Regional Justice Center renovation and remodeling efforts and will explore opportunities for district energy or TENs projects to help other County facilities meet emissions goals. King County will also continue to support private sector sewer heat recovery projects to heat and cool buildings by using the thermal energy in wastewater flowing through King County's wastewater system.

LEAD AGENCIES:
ECO; DNRP–WTD

PARTNER AGENCIES:
DES–FMD; DNRP–DO

EXTERNAL PARTNERS:
Utilities; potential future and current energy district managers

EQUITY OBJECTIVES:
Accessibility; share benefits

STRATEGIC CONNECTIONS:
Washington State Energy Strategy – Commerce; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 40.
CONDUCT A BATTERY ENERGY STORAGE SYSTEMS SITING ANALYSIS

Battery energy storage systems (BESS) are key to integrating renewable energy sources into the grid and managing peak power demand. King County will work with utility partners and engage communities to seek to identify areas most suitable for BESS facility siting. The analysis will identify areas with high potential for BESS, focusing on proximity to electrical substations, equity impacts, resource lands considerations, and minimal land-use conflicts. The siting analysis will help the County and local jurisdictions designate priority areas for BESS facilities, reducing conflicts, and streamlining permitting. The designations can also provide upfront information to expedite project reviews and may inform future County code updates.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–FMD; DLS–Permitting; PSB–RP

EXTERNAL PARTNERS:
Utilities; local jurisdictions

EQUITY OBJECTIVES:
Reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Ordinance 19824 (Battery Electric Storage Systems in Unincorporated King County); King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

CIRCULAR ECONOMY

At home, at work, on the move, and in the community, materials and their consumption are at the heart of people's daily lives. The planet's raw materials are the basis for all the products used to improve quality of life, the food that nourishes communities, and the services that businesses provide within the economy. These materials, the goods and foods that are produced, are often extracted, manufactured, or provided from outside of King County, but they're ultimately used and enter the waste stream here. This means consumption decisions made locally reach far beyond the County's borders.

WHAT'S AT STAKE

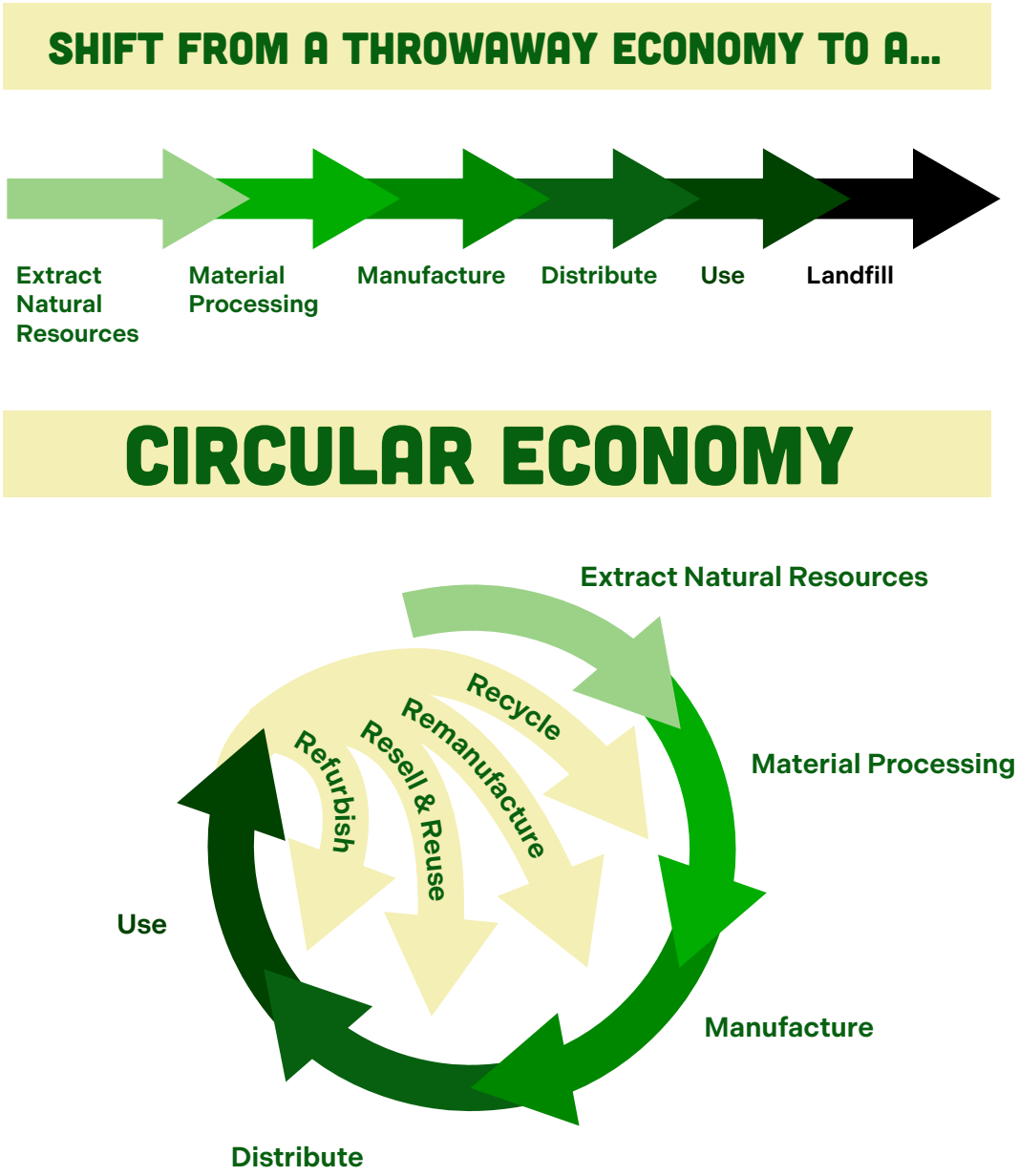
A systemic shift is needed to transition from a linear "throwaway economy" to a circular economy that prevents waste, makes better use of valuable materials, and centers the communities most affected. Products used on a daily basis consume finite resources and energy to produce and discarding them results in a significant loss of valuable materials and incurs high human, environmental, and climate costs. Greenhouse gas (GHG) emissions associated with the production, transportation, use, and disposal of the goods, foods, and services that are consumed in King County are more than double the emissions that occur solely within King County's geographic boundaries. Up to 70 percent of what goes into the region's landfill is recyclable. Materials like paper, plastic, metal, and food waste have value that can be accessed through reusing, recycling, or composting. Materials that could be recycled but end up in the landfill also represent missed opportunities for local job creation and preserving the health of King County's communities, forests, and waterways.

A BETTER OUTCOME

King County's goal for a circular economy is to achieve zero waste of resources by reducing consumption and waste generated, and increasing reuse, recycling, and composting. The County is committed to achieving a circular economy where waste is minimized, and materials remain in use longer. This approach reduces GHG emissions and regenerates natural systems. It encompasses not only the principles of reducing, reusing, and recycling but also improvements during the design and production phases, guiding purchasing decisions, reducing consumption, and transforming how products are treated at the end of their lifecycle.

Figure 10. Shift to a Circular Economy

A circular economy keeps materials and products in circulation for as long as possible.



Source: U.S. EPA (2025)

WHAT WE'VE DONE TO GET HERE

- Launched King County's Re+ Strategic Plan—an ambitious effort to reach zero waste and create a circular economy. Since then, several Re+ actions have been implemented including to establish the Re+ Community Panel; fund Re+ City Grants and Circular Economy Grants; collaborate to help pass impactful statewide organics legislation; and sign King County cities on to support the Re+ campaign.
- Furthered development of new recycling infrastructure and options such as the South County Recycling and Transfer Station (planned to open in 2026) and to increase recycling of key materials such as Construction and Demolition (C&D) materials at transfer stations through customer outreach, regulatory improvements, and staff support.
- Increased focus and progress to reduce food waste, through efforts such as the "Food: Too Good to Waste" program; work on statewide organics policies; and internal actions and policy to increase compost use by King County agencies.

WHAT WE'LL DO NEXT

Implement and expand policies and plans to minimize landfill waste:

- **GHG 41.** Pursue and expand Extended Producer Responsibility legislation
- **GHG 42.** Prevent waste through policies and programs that reduce or avoid waste before it is generated
- **GHG 43.** Require King County Single-Family customers to actively manage food waste
- **GHG 44.** Update and align Waste Management Plans to incorporate Re+ approach

Strengthen partnerships and provide resources to communities to reduce consumption, minimize landfill waste, and promote reuse:

- **GHG 45.** Empower partners and communities to reduce waste with grants and capacity building resources
- **GHG 46.** Collaborate with cities, partners, residents, and manufacturers to reduce waste
- **GHG 47.** Implement organics diversion policies with businesses
- **GHG 48.** Provide resources and education for residents and partners to reduce consumption-related GHG emissions

Enhance recycling, composting, and reuse within King County's Solid Waste system:

- **GHG 49.** Support waste management accountability at King County transfer stations
- **GHG 50.** Develop new infrastructure to increase reuse and recycling at existing solid waste and county-owned facilities.
- **GHG 51.** Increase reuse and recycling of building materials

GHG 41.
PURSUE AND EXPAND EXTENDED PRODUCER RESPONSIBILITY LEGISLATION

The growing climate impact and financial cost of increasing waste from materials from products and packaging requires a new approach that shifts the burden of recycling and disposal from residents and local governments to producers. Extended Producer Responsibility (EPR) is a policy approach that shifts the responsibility for end-of-use management of products and packaging from local governments to producers. EPR requires companies to fund and manage the recovery, reuse, and recycling of their own products and packaging. These programs provide residents and businesses convenient alternatives to disposal at no costs and are effective at recovering materials from the waste stream. King County will pursue new statewide EPR policies for high-impact product categories such as: packaging and paper products, mattresses, sharps, tires, textiles, etc. The County will also work with new and established EPR programs to ensure successful implementation that benefits King County businesses, communities, and residents.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
DNRP–SWD; PHSKC–DO

EXTERNAL PARTNERS:
NWPSC; Ecology; Local jurisdictions; AWC; WSAC; Waste Management Service Providers; environmental nonprofits; CBOs; K4C

EQUITY OBJECTIVES:
Accessibility; accountability; economic opportunity and workforce development; engagement; reduces disproportionate impact; share benefits

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; King County Comprehensive Solid Waste Management Plan; E-Cycle Washington; Washington Battery Stewardship Law (Chapter 70A.555 RCW); Safe Medication Return – Washington State Department of Health; Paint Stewardship: PaintCare – Washington Department of Ecology; LightRecycle Washington; Washington Solar Panel Stewardship Law (RCW 70A.510.010); King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 42.
PREVENT WASTE THROUGH POLICIES AND PROGRAMS THAT REDUCE OR AVOID WASTE BEFORE IT IS GENERATED

The most effective way to reduce GHG emissions and waste-related costs is to prevent waste before it is created. King County will implement policies and programs that emphasize waste prevention, promote sustainable consumption practices, and reduce reliance on single-use items to combat escalating issues of waste generation. Efforts to reduce waste need to go beyond recycling and compost. Waste prevention focuses on upstream activities, including encouraging County residents to consume less by having durable products that are easier to repair, encouraging sustainable consumption behaviors, reducing the use of single-use items, sharing, donating, reusing, repairing, reselling, and repurposing. Waste prevention reduces the number of natural resources and energy needed to produce products. King County will continue and expand a broad range of waste prevention programs such as campaigns, grants, pilots, technical assistance, and services and will develop new waste prevention policies and program.

LEAD AGENCIES:
DNRP-SWD

EXTERNAL PARTNERS:
WDOE; local jurisdictions; SPU; NWPSC; Waste Management Service Providers; environmental nonprofits; CBOs

EQUITY OBJECTIVES:
Accessibility; engagement; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; Re+ Circular Economy Grants – King County; King County Comprehensive Solid Waste Management Plan; NextCycle Washington; Waste Reduction and Recycling Education Grants – WWDOE; The Local Solid Waste Financial Assistance Program – WDOE; Reuse Commons; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 43. REQUIRE KING COUNTY SINGLE-FAMILY RESIDENTS TO ACTIVELY MANAGE FOOD WASTE

Nearly 20 percent of single-family households in King County do not have organics (food and yard waste) recycling services—rising to almost 50 percent in unincorporated King County. This represents a significant opportunity to increase waste diversion and recycling and reduce GHG emissions. The County will work to ensure all single-family King County residents subscribe to organics services or actively manage food waste on-site by 2030 and investigate a pathway for multifamily organics service adoption. About 81 percent of King County single-family households using waste collection services also choose the additional curbside organics collection service offered. However, reaching the additional households who do not subscribe to curbside organics service or otherwise separately manage organics materials represents a significant opportunity. Some residents will be required to divert organics by 2030 under the statewide Organics Management law, but 21 jurisdictions (with populations below 25,000 residents or that dispose of less than 5,000 tons of solid waste annually) within King County are exempt. To increase access to organics services, the County will develop and adopt code recommendations and work with city partners to adopt code changes requiring diversion of food waste for single-family households and to create a strategy for ensuring multi-family households have more opportunities to divert organic material.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
ECO; DLS–Permitting

EXTERNAL PARTNERS:
Re+ Community Panel; Ecology; Algona; Beaux Arts; Black Diamond; Carnation; Clyde Hill; Covington; Duvall; Enumclaw; Kenmore; Lake Forest Park; Newcastle; Normandy Park; North Bend; Pacific; Snoqualmie; Tukwila; Vashon Island; Zero Waste Washington

EQUITY OBJECTIVES:
Accessibility; accountability; alignment and partnership; capacity building; economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
Statewide Organics Management Law; Re+ Strategic Plan – King County; King County Comprehensive Solid Waste Management Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 44.
UPDATE AND ALIGN WASTE MANAGEMENT PLANS TO INCORPORATE RE+ APPROACH

Re+ is King County's approach to keeping valuable materials out of the landfill and reducing climate impacts. Related plans and policies need to be updated to incorporate Re+ so that the entire solid waste system is moving comprehensively towards a circular economy. The County aims to prevent, reduce, recycle, and locally reuse organic waste. King County's Re+ approach ensures that materials with economic value stay in use and out of landfills and creates an equitable system centered on community needs. This plan transforms King County's solid waste system from disposal-based to reduction, recovery, recycling, and regeneration. Since 2019, efforts have enhanced the regional compost market, supported by the Washington Organics Management Laws. King County will align and update waste-related plans and codes, including but not limited to the Comprehensive Waste Management Plan, the Re+ Strategic Plan, and the Regional Organics Market Development Plan. Through collaborative engagement, the Re+ Strategic Plan will be assessed, updated, expanded, and refocused. Additionally, the 2019 Comprehensive Waste Management Plan will be updated and expanded to include code updates, disposal restrictions, and accepted recyclables. This plan, required by RCW 70.95, guides actions by King County, its cities (excluding Seattle and Milton), and private recycling companies over the next six to twenty years. Further focus is needed on reducing input material contamination through education, outreach, and policy to ensure high-quality compost.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
DNRP–WLRD, Parks, WTD; OEOCE

EXTERNAL PARTNERS:
Local businesses; CBOs; local jurisdictions, WDOE; KCD; K4C; WSU; WORC

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; capacity building; share benefits

STRATEGIC CONNECTIONS:
Washington Organics Management Law (HB 2301); Compost Procurement Ordinance; Re+ Strategic Plan – King County; Clean Water Healthy Habitat Plan – King County; King County Equity and Social Justice Strategic Plan; King County Comprehensive Solid Waste Management Plan; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 45.
EMPOWER PARTNERS AND COMMUNITIES TO REDUCE WASTE WITH GRANTS AND CAPACITY BUILDING RESOURCES

King County has provided waste reduction and prevention grants since the 1990s that have led to the distribution of over $30 million to its cities. King County will increase rates and C&D collection fees in 2025 to boost funding for waste prevention grants, including grants focused on food waste prevention and consumption reduction strategies. These grants will be available to King County partners and communities to increase funding for programs and projects such as repair events, tool libraries, textile upcycling, food recovery and assistance, and technologies that support our broader waste reduction goals. King County will also use these additional resources to expand workforce training opportunities for C&D management along with technical assistance and engagement and outreach programs to help communities comply with waste management laws and policies, including the organic management law., As part of these engagement and outreach programs, the County will continue to communicate about the Re+ program, the Consumption Emissions Toolkit, and grant funding opportunities for waste prevention and reuse efforts. These grant funding opportunities include continued support of the NextCycle WA grant programs.

LEAD AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
NextCycle Washington; Local jurisdictions; CBOs; Re+ Community Panel; C&D business owners and partners

EQUITY OBJECTIVES:
Alignment and partnership; capacity building; engagement

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; King County Comprehensive Solid Waste Management Plan; NextCycle Washington Circular Funding Resource Guide; Re+ Circular Economy Grants – King County; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 46.
COLLABORATE WITH CITIES, PARTNERS, RESIDENTS, AND MANUFACTURERS TO REDUCE WASTE

King County recognizes that the most effective strategies for reducing consumption. minimizing waste, and increasing reuse are often influenced or controlled by others. King County will collaborate with cities and other partners through the Metropolitan Solid Waste Management and the Solid Waste Management advisory councils on policies, projects, and programs dedicated to consumption reduction, waste prevention and reuse, extended producer responsibility, recycling, composting, and beneficial use initiatives. This work will leverage and empower external organizations and committees such as the Re+ Community Panel, CBOs, Zero Waste Washington, Ecology, and others to implement initiatives aimed at reducing consumption and waste. King County will also collaborate more broadly to reduce waste, for example, through the U.S. Plastics Pact (USPP).

LEAD AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
Re+ Community Panel; local jurisdictions; K4C; USPP; MSWAC; SWAC; Recycling Coordinators Meeting; Zero Waste Washington; Ecology

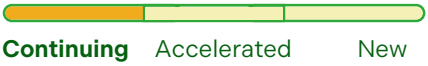
EQUITY OBJECTIVES:
Alignment and partnerships; engagement

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; King County Comprehensive Solid Waste Management Plan; Metropolitan Solid Waste Advisory Committee; Charter – King County; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:

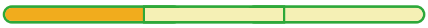
ACTION TYPE:



IMPLEMENTATION FEASIBILITY:

FUNDING NEED:

FUNDING DEPENDENCIES:



GHG 47. IMPLEMENT ORGANICS DIVERSION POLICIES WITH BUSINESSES

Increasing organics diversion at commercial businesses presents unique challenges, as the volume, type, quantity, and handling requirements differ from residential settings. King County will grow partnerships and programs, lead outreach, and establish a technical assistance program to support businesses and overall waste diversion practices. The County aims to develop and implement policies and enforcement support, including the statewide Organics Management Law, and grow partnerships to reduce the volume of business-generated organic waste currently going to landfill. To ensure equitable implementation, it will focus on accessibility by ensuring businesses have access to necessary resources and information, with specific programming and technical support for BIPOC/minority owned businesses. Capacity building will be addressed by providing training and resources to businesses, particularly those in underserved communities, to help them implement sustainable waste management practices. Engagement with diverse partners, including businesses from various sectors and communities, will be prioritized to ensure inclusive policy development and implementation. Relationship building between King County, businesses, and community organizations will be fostered to create a collaborative environment supporting long-term sustainability goals.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
PHSKC–DO; OEOCE; DLS–Permitting; ECO

EXTERNAL PARTNERS:
Ecology; CBOs; K4C; local jurisdictions; Waste Management Service Providers; Envirostars

EQUITY OBJECTIVES:
Accessibility; alignment and partnerships; capacity building; engagement

STRATEGIC CONNECTIONS:
Re+ Strategic Plan – King County; Washington Organics Management Law; King County Comprehensive Solid Waste Management Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 48.
PROVIDE RESOURCES AND EDUCATION FOR RESIDENTS AND PARTNERS TO REDUCE CONSUMPTION-RELATED GHG EMISSIONS

GHG emissions from the production, transportation, use, and disposal of the goods, foods, and services that are consumed in King County are a large and overlooked part of King County's footprint. Residents are interested in how they and their communities can reduce their own GHG emissions footprint. King County will implement the King County Consumption Emissions Toolkit (CET) as a dynamic, evolving resource that highlights the experiences of frontline community members. The toolkit will provide resources, tips, and information to help reduce emissions associated with consumption. As part of this, King County will amplify and adapt the CET based on community feedback and needs, including translation and accessibility services, ensuring a responsive and collaborative approach that all community members can benefit from. King County will also organize and collaborate with jurisdictions to implement community workshops and outreach, and engagement opportunities focused on reducing consumption and sustainable consumption practices.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
DNRP–SWD; PHSKC–DO

EXTERNAL PARTNERS:
Re+ Community Panel; CHOMP! (annual local food and sustainable living event); Envirostars; Zero Waste Washington; K4C; CECTF

EQUITY OBJECTIVES:
Alignment and partnerships; engagement

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; Comprehensive SW Management Plan; King County Comprehensive Plan; King County Regional Organics Market Development Plan

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | Grant | Other

GHG 49. SUPPORT WASTE MANAGEMENT ACCOUNTABILITY AT KING COUNTY TRANSFER STATIONS

A significant amount of recyclable and reusable material is currently being dumped as waste at King County transfer stations. To address this and increase material reuse and recycling, the County will enhance enforcement and compliance at its facilities by leveraging technology to identify Waste Acceptance Rule (WAR) violations and increasing enforcement staff at modern transfer stations. The initiative includes expanding the number of waste inspectors, ensuring that Subject Matter Experts (SMEs) are available for operational questions and violation identification. King County will assign additional staff to support city contracts with Waste Management Service Providers, shifting enforcement responsibilities to these providers while King County transitions to an auditor role. This approach will increase hauler accountability and incentivize self-regulation, with King County auditing and regulating haulers to ensure enforcement is equitable. Learning from experience from the City of Seattle's model, the program will start with often less resourced, smaller cities and expand to larger jurisdictions. Implementation will include targeted education and outreach for neighborhoods struggling with compliance and will focus on specific items, such as organics, for enforcement action.

LEAD AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
K4C; local jurisdictions; Waste Management Service Providers

EQUITY OBJECTIVES:
Accessibility; accountability; economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
City of Seattle's Waste Enforcement and Outreach Program; King County Comprehensive Solid Waste Management Plan; Re+ Strategic Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 50. DEVELOP NEW INFRASTRUCTURE TO INCREASE REUSE AND RECYCLING AT EXISTING SOLID WASTE AND COUNTY-OWNED FACILITIES

Customers within King County's service area can drop off waste and recycling at one or more of the eight transfer stations and two drop boxes operated by the County. There is opportunity to significantly increase material reuse and recycling at these facilities and reduce associated GHG emissions and operational costs.

King County will increase recycling at transfer stations by expanding Public Deck Spotter staff and by providing information, enforcement, and education about material diversion and sorting. It will continue to expand resource recovery by extracting valuable materials that enter facilities by expanding its fleet of equipment for resource recovery, including excavators, magnets, scrap handler buckets, and belts. The County will also increase the recovery of reusable materials at other King County facilities by creating and/or expanding space at its office buildings, warehouses, transfer stations, and closed landfills dedicated to material recovery and reuse and by increasing resources dedicated to recovery and reuse. Examples of additional infrastructure investments include the construction of an organics collection structure as part of the existing Vashon Transfer Station. At Vashon and Shoreline, King County will install cardboard balers, helping to reduce the required transportation by approximately 75 percent and decreasing the associated GHG emissions. The County will complete the South County Recycling Transfer Station, which is set to open in 2026, and build the Northeast Recycling and Transfer Station, projected to be completed in 2029.

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
DES–FMD, Fleet

EXTERNAL PARTNERS:
Local jurisdictions; waste management service providers; MSWAC; SWAC; WSRA; WRRA

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity;reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Comprehensive Solid Waste Management Plan; Re+ Strategic Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 51.
INCREASE REUSE AND RECYCLING OF BUILDING MATERIALS

When buildings are demolished, large amounts of materials, such as wood, are sent to landfills. Increasing the reuse and recycling of these materials would have significant climate and economic benefits. King County will continue to develop and implement construction, deconstruction, and building removal programs and policies for the reduction, reuse, remanufacturing, and recycling of building materials. By 2030, SWD will explore implementing the development of a public-private circular economy business park for salvaged lumber, implementation of deconstruction requirements for County-owned structures, and establishment of a community-based deconstruction/rebuild program. King County's $50 million Climate Pollution Reduction Grant (CPRG) award from the Environmental Protection Agency (EPA) funds a Circular Economy Salvaged Lumber Program Manager to support these efforts.

LEAD AGENCIES:
DNRP–SWD; ECO

EXTERNAL PARTNERS:
Local deconstruction, salvage, and reuse businesses; wood processors and manufacturers; UW; Salvaged Lumber Consortium; SPU

EQUITY OBJECTIVES:
Accountability; accessibility; alignment and partnership; capacity building; engagement; economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Solid Waste Code – Construction, Demolition and Land-Clearing Waste (K.C.C. 10.30.030): Construction & Demolition Waste. Collection of Solid Waste and Recyclable Materials (WAC 173-345-040); King County Comprehensive Solid Waste Management Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | Hard

FUNDING NEED:
Within current capacity | Additional | New

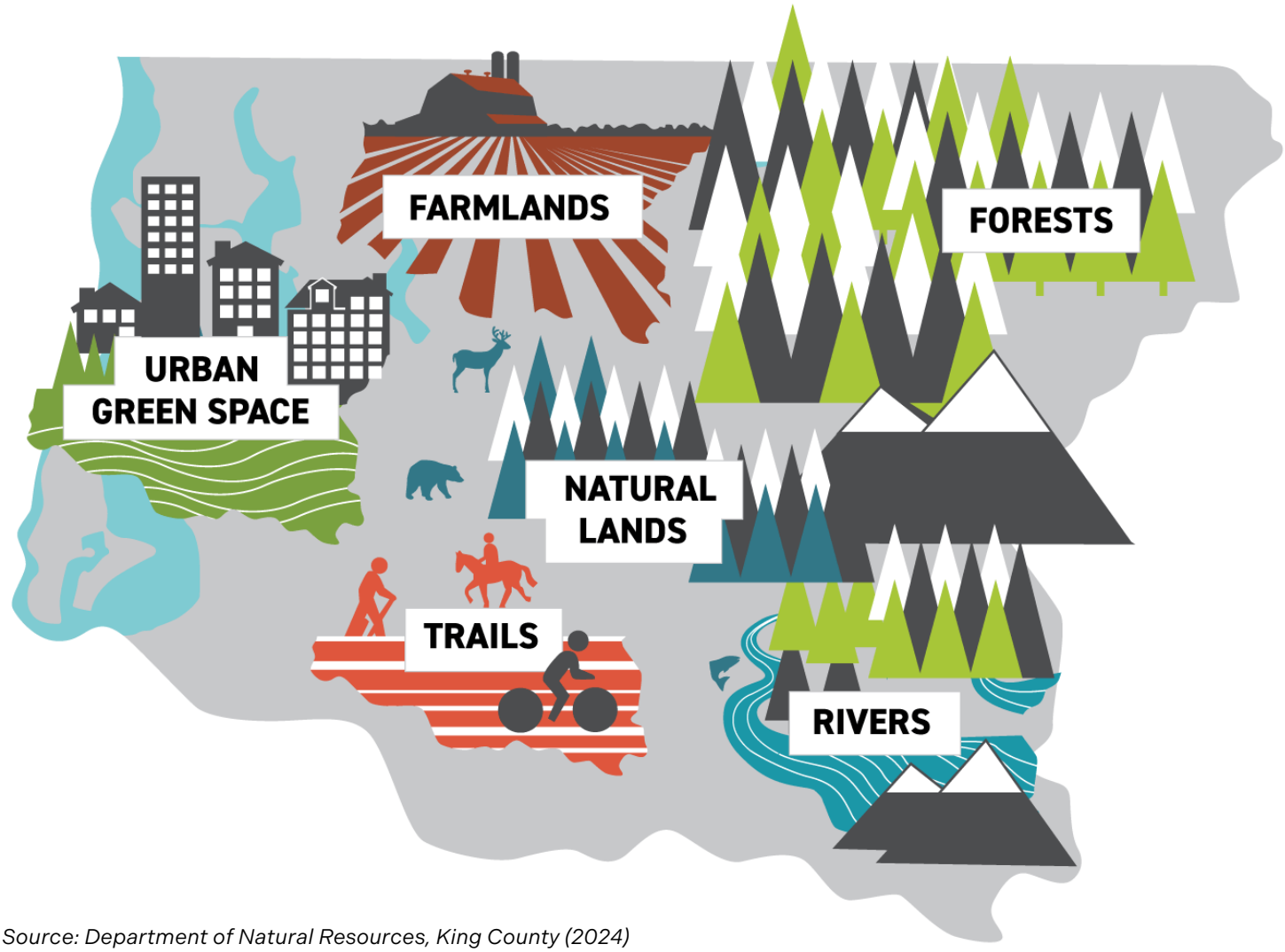
FUNDING DEPENDENCIES:
County | **Grant** | Other

FOREST AND AGRICULTURE

Forests and farmland provide benefits to communities throughout King County. Along with storing carbon, which is important for the climate, forests also improve water and air quality and provide habitat for salmon and other wildlife. Forests also reduce the amount of stormwater runoff that reaches rivers and streams and provide places for recreation and cool shade for streams and sidewalks. King County is also a productive agricultural region with dairies, livestock operations, row crops, flowers, and berry fields. Trees and plants in forests and farmland pull carbon dioxide, a greenhouse gas (GHG), from the atmosphere and store carbon in trees and soils, as shown in Figure 11. King County is prioritizing preserving natural areas and green spaces.

Figure 11. King County Land Conservation Initiative

The Land Conservation Initiative is a regional collaboration between King County, cities, businesses, farmers, environmental partners, and others that has created a strategy to preserve our last, most important natural lands and urban green spaces. 65,000 acres have been mapped and prioritized within the six land categories below.



Source: Department of Natural Resources, King County (2024)

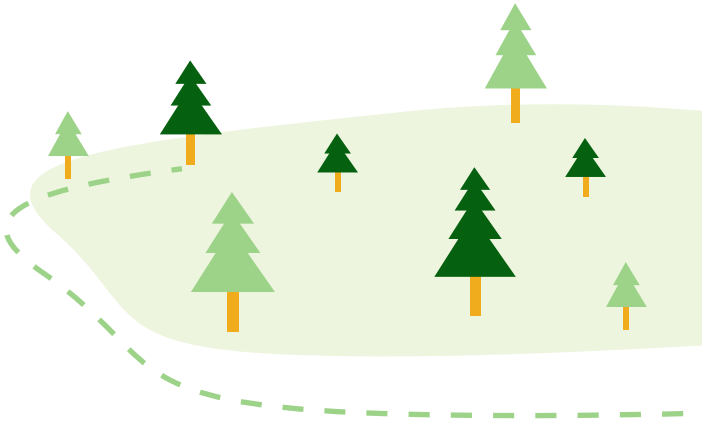
WHAT'S AT STAKE

A net carbon sink absorbs more carbon dioxide than it emits, helping reduce GHGs in the atmosphere. In King County, forests and farmlands serve as net carbon sinks, capturing carbon and playing a vital role in climate mitigation. It is estimated that on balance forests sequester approximately 21 percent of geographic-based emissions in the County. Estimates suggest that despite the Puget Sound region supporting naturally carbon rich forests, due to past management those in King County are well below their ecological potential. When land is converted to agricultural use and practices such as tillage, overgrazing, and removal of crop, soil carbon content is reduced.

Without proper preservation and management of forests and farmlands, King County would miss out on these important climate and environmental benefits.

A BETTER OUTCOME

Protecting and restoring high-value forests and farmland by improving forest management and adoption of regenerative, climate-smart agricultural practices can improve forest and soil health, sequester additional carbon, and create more resilient, ecologically sustainable landscapes.



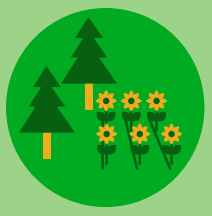
Community forest restoration event at Big Finn Hill Park in Kirkland, WA

WHAT WE'VE DONE TO GET HERE

- Protected 4,480 acres of forests, natural areas, and urban greenspace from 2016–2024.
- Awarded Healthy Communities & Parks grants to 114 projects from 2022 to 2024.
- Accelerated restoration of county-owned forest and natural areas, on track to restore 2,000 acres by 2030.
- Begun implementing the 30-year Forest Plan, including pilot projects and expanded capacity to focus on urban forests.
- Made progress finalizing and drafting Forest Stewardship Plans.
- Supported adoption of regenerative agricultural practices on county-owned and privately owned farmland.

WHAT WE'LL DO NEXT

- **GHG 52.** Protect remaining high conservation value lands
- **GHG 53.** Enhance climate resilience and carbon benefits of old growth/mature forests
- **GHG 54.** Expand the Forest Carbon Program for forestland preservation, increasing carbon sequestration potential, and financial and ecological benefits
- **GHG 55.** Support adoption of regenerative, climate-smart agricultural practices
- **GHG 56.** Improve quality and increase use of commercially produced compost



GHG 52. PROTECT REMAINING HIGH CONSERVATION VALUE LANDS

By accelerating open space investments, King County can secure the livability, health, and ecological integrity of the region—for everyone. This action is a commitment for King County to continue the accelerated rate of protection of priority farms, forests, parks, and natural lands through implementation of the King County Land Conservation Initiative (LCI). The goal of LCI is to protect the last, best natural areas and working lands within a generation while closing gaps in equitable access to open space. LCI supports King County's commitment to eliminate net loss of forest cover within any major watershed in the County, using a suite of tools including tax breaks, easements, and acquisitions to achieve conservation goals while incentivizing community-led projects that advance equity.

Using tax incentives to protect land from development, as an alternative to acquisition, is an important strategy identified as part of implementing the King County LCI. King County is committed to strategically implement and expand Current Use Taxation (CUT) and Public Benefit Rating System (PBRS) to support land protection. These programs provide a property tax reduction incentive to private landowners who voluntarily preserve working farms and forests, natural areas, and other types of open space in King County. King County will focus additional resources on CUT and PBRS to provide short-term protection of LCI-identified lands targeted for fee or easement acquisition and provide long-term protection for lands with lower risk of conversion.

LEAD AGENCIES:
DNRP–WLRD, Parks

PARTNER AGENCIES:
KC Assessor's Office

EXTERNAL PARTNERS:
Local jurisdictions; nonprofits; WA Department of Revenue

EQUITY OBJECTIVES:
Accessibility; alignment and partnership engagement; economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Land Conservation Initiative; 30-Year Forest Plan Clean Water Healthy Habitat Plan – King County; King County Local Food Initiative; King County Equity and Social Justice Strategic Plan; King County Comprehensive Plan

EARLY ACTION

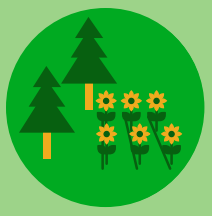
KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | **Other**



GHG 53. ENHANCE CLIMATE RESILIENCE AND CARBON BENEFITS OF OLD GROWTH/ MATURE FORESTS

The importance of "old growth" forests have long been recognized. There is growing scientific and public interest in climate benefits of "mature" forests, those forests in the growth stage just before reaching old growth status. King County will assess the strategic importance of "old growth" and "mature" forest stands on lands owned by King County and forestland managed by the state Department of Natural Resources (DNR) for the benefit of King County and other trust beneficiaries. Additionally, the County will develop forest stewardship plans or revise existing forest stewardship plans to enhance potential for long-term carbon sequestration and contribute to overall ecosystem health.

LEAD AGENCIES:
DNRP–WLRD, Parks

EXTERNAL PARTNERS:
WA DNR; Washington State Parks; public landowners

EQUITY OBJECTIVES:
Alignment and partnerships; share benefits

STRATEGIC CONNECTIONS:
30-Year Forest Plan; Clean Water Healthy Habitat Plan – King County; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 54.
EXPAND THE FOREST CARBON PROGRAM

Building on the success of the King County Forest Carbon Program, there is opportunity to expand by enrolling more land and exploring new types of forest carbon projects. The King County Forest Carbon Program preserves forest land, increases carbon sequestration potential, and provides financial and ecological benefits This action generates carbon credits by protecting and managing forests that were available for development or intensive management and using the revenue to support County land acquisitions. King County will explore opportunities to significantly scale up the Rural Forest Carbon Project, through actions such as acquiring a large block of working forestland and extending rotation length or partnering with DNR to defer harvest on its lands where King County is a trust beneficiary. King County will ensure that revenue from carbon credit generation and timber sales is dedicated to land acquisition and management.

LEAD AGENCIES:
DNRP–WLRD

EXTERNAL PARTNERS:
WA DNR

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
Clean Water Healthy Habitat Plan – King County; 30-Year Forest Plan; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | **Other**

GHG 55. SUPPORT ADOPTION OF REGENERATIVE, CLIMATE-SMART AGRICULTURAL PRACTICES

Regenerative and climate-smart agriculture works with natural systems to improve agricultural viability and resilience, minimize environmental impacts, and support a healthier, more sustainable food system for communities. King County will support development and implementation of farm plans that fully integrate regenerative, climate-smart agricultural practices. Additional activities include increased education, technical training, and financial incentives to promote adoption of best management practices that focus on soil health, irrigation efficiency, and ecosystem enhancement that have co-benefits of reducing GHG emissions and increasing carbon sequestration potential. Joint public-private ventures will make greater use of recycled water, compost, and other capital-intensive projects to enhance farm viability in a changing climate.

LEAD AGENCIES:
DNRP–WLRD, SWD

EXTERNAL PARTNERS:
KCD; WSU; WSDA; USDA Natural Resources Conservation Service

EQUITY OBJECTIVES:
Reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Clean Water Healthy Habitat Plan – King County; King County Local Food Initiative; King County Comprehensive Plan

EARLY ACTION

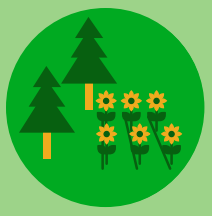
KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other



GHG 56. IMPROVE QUALITY AND INCREASE USE OF COMMERCIALLY PRODUCED COMPOST

Expanding the use of locally produced compost—from food waste, yard debris, and biosolids—offers significant agronomic and climate benefits. It reduces landfill emissions and reliance on fossil fuel-based fertilizers, enhances agricultural productivity, increases carbon storage in soil, and improves soil health and resilience. However, challenges exist to expanding local compost production and use. King County will work with commercial compost producers to address challenges to generating higher-quality, near plastic-free product and will explore opportunities to establish compost facilities that can produce organic compost locally. The County will explore providing financial incentives to commercial compost producers and buyers to ensure high-quality compost is readily available at a reasonable cost, and demand for compost increases. King County will lead the effort to increase availability and use of compost and to push for a higher quality product. By 2035, the County plans to build and operate a facility to produce a high-quality, plastic free, biosolids-based compost and will support this by encouraging farmers to use the product, demonstrating efficient spreading practices, and supporting research on compost in agricultural settings.

LEAD AGENCIES:
DNRP–SWD, WTD

PARTNER AGENCIES:
DNRP–WLRD

EXTERNAL PARTNERS:
local compost producers; local farmers; KCD; CBOs; material manufacturers; Waste Management Service Providers; local jurisdictions; Ecology; WSDA; King County Agriculture Commission

EQUITY OBJECTIVES:
Accessibility; alignment and partnerships; share benefits

STRATEGIC CONNECTIONS:
Clean Water Healthy Habitat Plan – King County; King County Local Food Initiative; King County Comprehensive Solid Waste Management Plan; Re+ Strategic Plan – King County; WA Organics Management Law; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

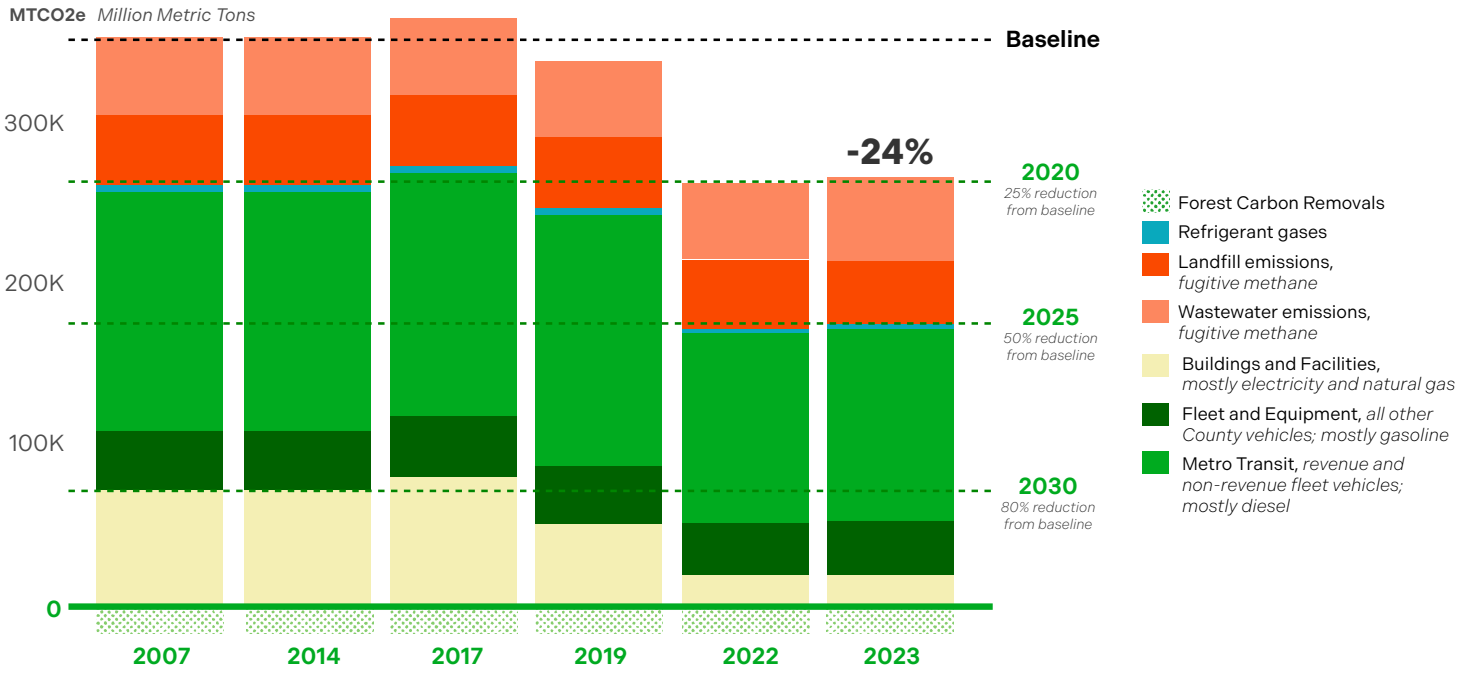
ENTERPRISE LEADERSHIP AND ACCOUNTABILITY

To achieve deep reductions in climate pollution, all employees, leaders, policies, and plans must integrate climate action. Each department needs to have dedicated employees that coordinate implementation and leader sponsorship around climate action priorities. Employees do not need to have climate action in their job title because climate action is everyone's job. A parts specialist needs to understand the implication for indoor air quality of purchasing another natural gas water heater that will last 15 years, and a vehicle mechanic needs to understand that a refrigerant gas leak may emit more pollution than driving a car for a year. Leaders need to know and communicate to their teams how their work contributes to addressing climate change and encourage employees to identify their own solutions to reduce emissions.

This is not a new concept in King County. King County has been playing a leadership role in climate action for more than 20 years through its management of a wide range of services and programs for the benefit of over 2.3. million residents. The County has been recognized and successfully implemented many targeted climate action initiatives. Achieving the ambitious and aggressive targets in the 2025 SCAP will require additional resources and better use of the resources available.

Figure 12. King County Government Operations Emissions, by Sector

In 2023, GHG emissions from King County government operations decreased by 24 percent when compared to the 2007 baseline.



Source: Executive Climate Office, King County (2025)

WHAT'S AT STAKE

Everyone has a role in tackling climate change. Too often, purchasing or budget decisions impact GHG emissions or limit progress on climate priorities without County employees or leaders realizing it. With limited resources, not all projects and priorities can be funded. However, the County must improve identifying and evaluating climate impacts early in the decision-making process. Not considering climate impacts early makes it harder for the County to meet its goals. It also leads to inefficiencies, where late-stage issues cause missed opportunities for community benefits and add costs, delays, and changes to project plans.

A BETTER OUTCOME

King County is committed to continuously improving equity, efficiency, and effectiveness in its operations. This includes ensuring all employees, leaders, plans, and policies confidently advance the County's climate goals. King County will chart a path to expand funding and resources to advance 2025 SCAP goals.

WHAT WE'VE DONE TO GET HERE

- Reduced total governmental greenhouse gas (GHG) emissions by 24 percent from 2007 to 2023, as shown in Figure 12.
- Established the Executive Climate Office (ECO), Climate Team, and Executive Climate Cabinet to coordinate climate work across the enterprise.

WHAT WE'LL DO NEXT

- **GHG 57.** Build capacity of King County employees to advance climate action
- **GHG 58.** Integrate climate action into King County planning, policies, and budgets
- **GHG 59.** Lead and champion climate action across the King County enterprise
- **GHG 60.** Develop and implement funding strategy for SCAP implementation
- **GHG 61.** Update the King County Investment Policy to restrict fossil fuel investments

GHG 57. BUILD CAPACITY OF KING COUNTY EMPLOYEES TO ADVANCE CLIMATE ACTION

Addressing climate change is a core priority for King County and is the responsibility of all employees. Achieving these goals requires all County employees to have the skills and capacity to act in their roles and feel empowered to identify opportunities for progress in their work. Nearly all staff contribute to SCAP goals through their work, from purchasing and maintenance, to communications. King County will continue fostering a culture where employees are empowered with the knowledge and capacity to integrate climate action into their roles.

Activities planned to build capacity of King County employees include development of a climate literacy training made available for departments to roll out as applicable to ensure common foundational skills and understanding. Training development and implementation will be coordinated with climate justice training. King County will ensure personnel policies reinforce the priority and importance of climate action in all positions, similar to the approach for Equity and Social Justice. King County will develop standard employment job posting language and annual performance evaluation criteria options for departments to roll out as applicable to their teams. To support empowering staff to be agents of change in their own workgroups and across departments, community of practice, where staff can learn and explore peer to peer how to advance climate in their work and County services, will be created.

LEAD AGENCIES:
ECO; DHR–CCD

PARTNER AGENCIES:
All agencies

EXTERNAL PARTNERS:
ICLEI

EQUITY OBJECTIVES:
Accessibility; engagement; share benefits

STRATEGIC CONNECTIONS:
King County Best Run Government

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

King County Metro Transit employee repairs compressed air leak

GHG 58. INTEGRATE CLIMATE ACTION INTO KING COUNTY PLANNING, POLICIES, AND BUDGETS

County plans, policies, and budgets establish priorities for County staff and resources. Addressing climate change is integral to the work of King County, and this will be demonstrated by formally integrating climate action and advancement of 2025 SCAP goals into planning, policies, and budgets. Specifically, this will include ensuring that:

1. Climate change and climate commitments are integrated into King County Best Run Government guidelines and expectations, per Senior Leadership Team approval, and support cascading the strategy across the enterprise along with other priorities.

2. Department and agency strategic plans will include analyses of opportunity to advance 2025 SCAP goals from their operations, services, and programs, as applicable. County and department level policies will explicitly include climate and sustainability as a principle. All infrastructure and facility master plans will describe the intended climate action outcomes.

3. Budget decisions, rates, and allocation, including the base budget, will reflect the 2025 SCAP commitments. To do so, the office of Performance, Strategy and Budget (PSB), supported by ECO, will update budget instructions, including pre-submittal check-ins and capital dialogs, to integrate agency 2025 SCAP commitments into budget guidance. Agencies will designate a sustainability sponsor or climate lead to champion alignment of agency budgets to climate outcome measures and verify descriptions of alignment of decision packages and capital improvement programs submitted to PSB. Agency budget submittals will reflect the County's climate goals and priorities and make explicit where budget changes impact the ability of the County to achieve climate goals and priorities.

LEAD AGENCIES:
ECO; PSB–Budget

PARTNER AGENCIES:
Metro–GM, F&A, Mobility, Capital; DES–DO, Fleet, FMD; DCHS–DO; DLS–DO; DNRP–DO; PHSKC–DO; KCSO; DAJD; KCIT; PSB–RP

EXTERNAL PARTNERS:
CECTF

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
King County Best Run Government; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 59. LEAD AND CHAMPION CLIMATE ACTION ACROSS THE KING COUNTY ENTERPRISE

In 2023, King County established the Executive Climate Office to advance and accelerate climate action countywide and across the enterprise. King County will advance climate action through accountable leadership, performance tracking, and climate action sponsorship. King County will advance climate leadership through Executive Cabinet and Climate Cabinet, Departments, Divisions, and management.

All agencies with direct 2025 SCAP implementation responsibilities will advance four priorities:

1. Leadership Sponsor: Identify a member of their department/division management leadership team that is the designated sponsor of climate commitments.

2. Climate Department Lead: Have a dedicated climate lead, who has the authority to coordinate implementation across the agency and regular access to briefings with department/division directors.

3. Department 2025 SCAP Performance Tracking: Include 2025 SCAP-related performance goals in their departmental/division performance tracking, as applicable, per Senior Leadership Team approval.

4. ECO representative: All Executive Cabinet and enterprise-wide steering committees with authority to make recommendations to the Executive that intersect with SCAP priorities include a representative from the Executive Climate Office (e.g. Operations Cabinet, and Capital Project Management Working Group (CPMWG)).

LEAD AGENCIES:
ECO

KEY AGENCY:
DHR–CCD; PSB–Performance; Metro–GM; DES–DO; DCHS–DO; DLS–DO; DNRP–DO; PHSKC–DO; KCSO; DAJD; KCIT

EXTERNAL PARTNERS:
USDN; ICLEI; C40

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 60. DEVELOP AND IMPLEMENT FUNDING STRATEGY FOR SCAP IMPLEMENTATION

Implementation of the SCAP will require securing additional funding to scale up climate initiatives and ensure long-term sustainability. King County will collaborate with local jurisdictions, tribal governments, regional agencies, nonprofit organizations, and private sector partners to pursue state and federal grant opportunities that align with SCAP priorities. This effort will include identifying new funding sources, leveraging existing revenue streams, and advocating for policy changes that enhance climate finance mechanisms. King County-led climate grants will prioritize the deployment of climate solutions in frontline communities that experience disproportionate environmental and climate-related burdens. This includes investments in community leadership, climate resilience infrastructure, green workforce development, energy efficiency programs, and nature-based solutions that provide both environmental and economic benefits. ECO will coordinate with the King County Council, state legislators, and other elected officials to develop a comprehensive funding strategy for climate action. This strategy will explore potential revenue mechanisms, such as green bonds, climate resilience funds, and public-private partnerships to ensure the County can meet its climate goals while fostering regional collaboration and accountability.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
PSB–Grants; PSB–Budget; Metro–GM; DES–DO; DCHS–DO; DLS–DO; DNRP–DO; PHSKC–DO; KCSO; DAJD; KCIT

EXTERNAL PARTNERS:
K4C

EQUITY OBJECTIVES:
Share benefits

STRATEGIC CONNECTIONS:
Response to Motion 16463 – Climate Change Funding Report; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | Implement

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 61. UPDATE THE KING COUNTY INVESTMENT POLICY TO RESTRICT FOSSIL FUEL INVESTMENTS

Several cities and counties in the U.S. have adopted policies to divest and restrict investment in fossil fuel industries. The City of Seattle adopted a fossil fuel divestment policy in 2014. The King County Investment Pool invests cash reserves for all County agencies and approximately 110 special districts and other public entities such as fire, school, sewer, and water districts, and other public authorities. It is one of the largest investment pools in the state of Washington, with an average asset balance of more than $9 billion. On average, King County agencies comprise half of the pool and outside districts the other half. The Investment Policy restricts the allowable investments to certain types of highly rated securities, including certificates of deposit, U.S. treasury obligations, federal agency obligations, municipal obligations, repurchase agreements, and commercial paper. To date, this has prevented the purchase of investment securities from corporations and other ventures whose primary business is the production of fossil fuels. This action would update the Investment Policy to explicitly prohibit future fossil fuel investments.

LEAD AGENCIES:
ECO; PSB–Budget

EXTERNAL PARTNERS:
King County Executive Finance Committee

EQUITY OBJECTIVES:
Reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Investment Policy

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

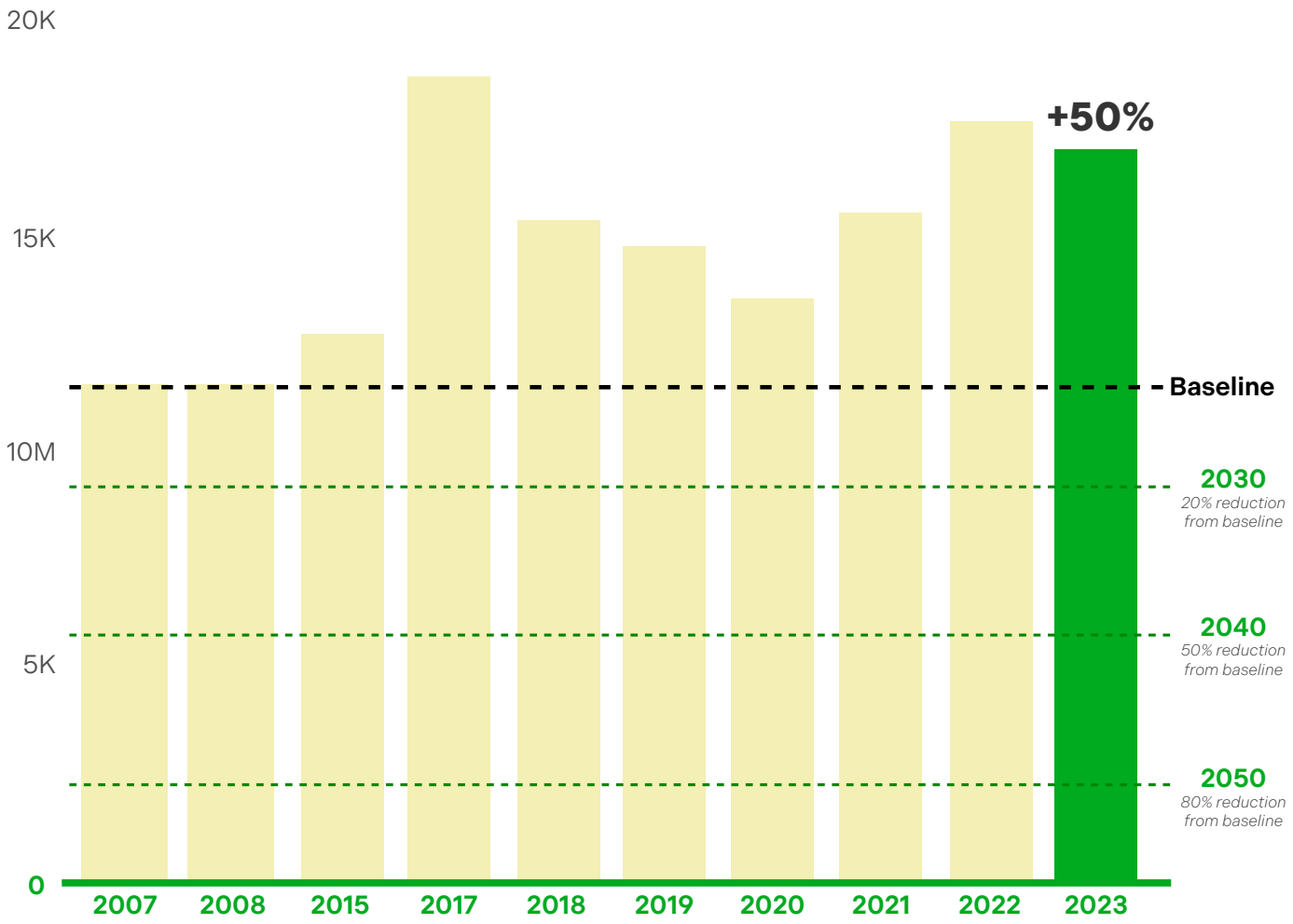
FUNDING DEPENDENCIES:
County | Grant | Other

SUSTAINABLE COUNTY INFRASTRUCTURE

King County's government capital portfolio is valued at approximately $5 billion, with over 450 active projects, an amount expected to grow over the next five years. Meanwhile, building and facility energy use is one of the region's largest sources of greenhouse gas (GHG) emissions. By prioritizing green building and sustainable development practices in its operations, maintenance and construction, King County can significantly reduce its environmental impact while ensuring a clean, healthy, and resilient public infrastructure network for everyone. Through its capital investments and facility upgrades, King County can lead by example in advancing development practices, inspiring others to do the same, and benefitting communities regionally and beyond. As shown in Figure 13, however, more work is needed to reduce fossil fuel use in County buildings.

Figure 13. Fossil Fuel Use in Existing King County Government Buildings

In 2023, GHG emissions from existing King County government buildings increased by 50 percent when compared to the 2014 baseline.



Source: Executive Climate Office, King County (2025)

WHAT'S AT STAKE

The breadth of King County's operations results in the County being a significant consumer of energy and other utility resources. Services such as treating wastewater, operating a complex transit system, transporting and disposing of solid waste, and providing buildings and facilities to support a wide variety of public services requires utility resources to heat, cool, illuminate, power, and clean hundreds of facilities. While essential for supporting staff and operations to provide County services, the consumption of all resources has an environmental impact, and the County spends over $30 million per year to purchase energy resources from local utilities.

A BETTER OUTCOME

Efforts to change and reduce the energy and other resources used by King County government's buildings and facilities will have multiple benefits. The County seeks to lead by example for how the community can reduce energy use, reduce greenhouse gas emissions, become a supplier of its own energy, and catalyze economic growth and jobs in the clean energy sector.

WHAT WE'VE DONE TO GET HERE

- Updated the Green Building Ordinance (GBO) in 2022 with new and improved requirements and clarifications to align with the 2020 SCAP and 2016Equity and Social Justice (ESJ) Strategic Plan.
- Launched the first interactive e-Learning course on the GBO, the 2020 SCAP, and the King County Sustainable Infrastructure Scorecard (KCSIS) with a focus on implementing ESJ actions in all King County-owned capital projects.
- Continued investments to convert fossil fueled heating systems to GHG-neutral electric heat pump technology are reducing or eliminating the consumption of GHG-producing equipment in facilities across County agencies.
- Expanded solar power installations to take advantage of state grants and federal Inflation Reduction Act incentive dollars to result in King County offsetting utility purchases of electricity while reducing operating costs.

WHAT WE'LL DO NEXT

Integrate green building requirements into King County capital projects and facility operations:

- **GHG 62.** Formalize processes to integrate the GBO into capital program management
- **GHG 63.** Expand third-party certification to large County infrastructure projects
- **GHG 64.** Achieve net zero GHG emissions footprint for all King County owned new building and substantial renovation projects
- **GHG 65.** Reduce waste and develop reuse markets for construction and demolition (C&D) materials from King County capital projects
- **GHG 66.** Improve Equity and Social Justice outcomes for King County capital projects
- **GHG 67.** Reduce embodied carbon of materials used in King County capital projects
- **GHG 68.** Increase sustainability training and certifications for frontline and capital project managers
- **GHG 69.** Support King County operations to reduce, reuse, and effectively manage waste

Improve energy efficiency and reduce fossil fuel consumption in County facilities:

- **GHG 70.** Pursue energy efficiency and energy reduction investments in County facilities
- **GHG 71.** Plan for transition of County facilities away from fossil fuel consuming equipment
- **GHG 72.** Limit installation of new fossil fueled equipment in County facilities

Decrease fugitive methane emissions and optimize biogas utilization at King County landfills and wastewater facilities:

- **GHG 73.** Evaluate consuming County-produced biogas and RNG in County facilities as a bridge fuel
- **GHG 74.** Update and accelerate carbon reduction approaches for County solid waste and wastewater
- **GHG 75.** Reduce fugitive methane and increase landfill gas (LFG) collection at King County owned landfills
- **GHG 76.** Optimize biogas and reduce wastewater fugitive methane at wastewater facilities

Increase renewable energy production and use by County facilities and properties:

- **GHG 77.** Ensure all electricity purchased for King County facilities is GHG-neutral, and pursue cost-effective renewable power opportunities
- **GHG 78.** Accelerate installations of solar electricity systems at County facilities

1.

2.

3.

4.

5.

6.

1. King County green building team tours Roads project site.

2. Located in Seattle's Georgetown neighborhood, WTD's Georgetown Wet Weather Treatment Station achieved Washington State's first Envision Platinum designation from the Institute for Sustainable Infrastructure.

3. The Road Division's Coal Creek Bridge Replacement in Black Diamond achieved Platinum rating using the King County Sustainable Infrastructure Scorecard.

4. Metro's completed RapidRide H Line project achieved Envision Platinum, supporting the development of a more mobile, equitable, and resilient community.

5. Solid Waste Division's Vashon Recycling and Transfer Station is a Zero Energy certified facility in 2024 through Living Future.

6. The Parks Central Maintenance Facility is pursuing the Living Building Challenge's Energy Petal Certification.

GHG 62.
FORMALIZE PROCESSES TO INTEGRATE THE GREEN BUILDING ORDINANCE INTO CAPITAL PROGRAM MANAGEMENT

King County has had a Green Building policy in place since 2001, updated in 2005, 2008, 2013, and 2022, to establish green building standards to all its buildings, renovations and remodel projects. The County CIP supports identification of applicable green building opportunities and requirements from the very beginning of project initiation so that opportunities to improve outcomes for community, building occupants, and the natural environment are maximized and integrated into the design. Experience from King County's CIPs shows this has not always been the case, too often GBO requirements are not considered until baseline or even later when opportunities become costly changes that impact schedule and budget. King County will take steps to consistently consider applicable GBO requirements earlier and over the lifecycle of a capital project.

King County will develop processes to monitor performance of capital projects, and more effectively and efficiently integrate green building into the CIP and budget processes. Starting in 2025, as part of the 26–27 budget submittal process, through continuous improvement over the next five years each agency with a capital program will demonstrate that

1. Department/division leadership and Executive Climate Office (ECO) review the annual Green Building reporting.

2. Agency CIP programs utilize a Gate Review process that integrates green building and ESJ capital project requirements, with special attention to early planning and pre-design phases including CIP budget submittal, Gate 1 and Gate 2. Capital delivery boards must review GBO requirements and have a member with capacity and expertise review compliance with GBO.

3. Green building and ESJ requirements are accurately considered in scope and budget as part of project budget submittals. Project budget submittal information on GBO applicability and SCAP narratives is reviewed by agency Green Building representatives.

4. A quick reference guide has been developed to identify which GBO and scorecard elements are applicable to each project in a given capital program.

5. Capital Project Management Manuals exist and are updated to align with the GBO and 2025 SCAP.

An ECO and/or Green Building team staff will be a representative on the Capital Project Management Work Group (CPMWG) and the Climate Director will be a member of the CPMWG steering committee. The Green Building program will support capital project manager staff training, development of standard design specifications, and technical assistance with project cost estimation and project schedule.

LEAD AGENCIES:
DNRP–SWD; ECO

PARTNER AGENCIES:
PSB–Budget; DES–FMD, KCIA; Metro–Capital; DLS–Roads; KCIT; DNRP-WLRD, WTD, Parks

EQUITY OBJECTIVES:
Alignment and partnership; economic opportunity; workforce diversity

STRATEGIC CONNECTIONS:
Green Building Ordinance; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | **Convene** | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 63. EXPAND THIRD-PARTY CERTIFICATION TO LARGE COUNTY INFRASTRUCTURE PROJECTS

The GBO requires all King County capital projects achieve the highest green building standards. County buildings and infrastructure can be held to the same standard. Using a third-party certification adds significant strength and accountability, this results in more tangible, verifiable, and demonstrated benefits for the community and environment. Envision and Salmon-Safe are two examples of third-party certification frameworks designed for infrastructure and site related projects. Third-party certification allows the County to increase public confidence that capital projects are delivering benefits claimed. The GBO King County Code will be updated to require infrastructure projects, beginning in the 2026-27 budget cycle, including both new construction and major renovation, to demonstrate they are achieving the highest green building standards through third-party certification, specifically:

1. Envision Platinum certification required for:

a. Wastewater Treatment Division (WTD): Conveyance, Combined Sewer Overflow, and pump stations projects over $20 million

b. Metro: New RapidRide and bus base electrification charging infrastructure projects

c. Solid Waste Division (SWD): Heavy duty electric vehicle (EV) infrastructure projects with 10 or more direct current (DC) fast chargers

Road Services Division (RSD): Incorporate the Envision framework into the design, construction, and maintenance of bridge projects.

2. Salmon-Safe certification required for:

a. Parks (PKS): Maintain the Parks division's Salmon-Safe certification first earned in 2022, when the agency became the largest Salmon-Safe certified park system. WLRD will assess the costs and benefits of a programmatic Salmon-Safe certification for projects introduced in the 28-29 budget cycle. All other infrastructure projects shall continue to be required to achieve Platinum using the King County Sustainable Infrastructure Scorecard.

Water and Land Resources Division (WLRD):will assess the costs and benefits of a programmatic Salmon-Safe certification for projects introduced in the 28–29 budget cycle.

3. All other infrastructure projects shall continue to be required to achieve Platinum using the King County Sustainable Infrastructure Scorecard.

LEAD AGENCIES:
DNRP–SWD; ECO

PARTNER AGENCIES:
PSB–Budget; all department capital programs; DES–FMD, KCIA; Metro–Capital; DNRP–Parks, WLRD, DNRP – WTD, SWD; DLS–Roads

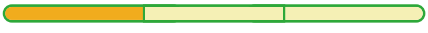
EQUITY OBJECTIVES:
Alignment and partnership; economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; K.C.C. Title 18.17

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:



Continuing | Accelerated | New

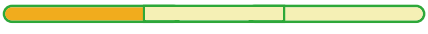
IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:



County | Grant | Other

GHG 64.
ACHIEVE NET ZERO GREENHOUSE GAS EMISSIONS FOOTPRINT FOR ALL KING COUNTY OWNED NEW BUILDING

The 2020 SCAP established that by 2030, all King County new construction and whole building renovation projects achieve certifications that demonstrate a net zero GHG emissions footprint. King County will integrate this commitment into the GBO and clarify how projects must demonstrate a net zero GHG emissions footprint.

King County code (18.17.050) requires new construction of Leadership in Energy and Environmental Design (LEED)-eligible buildings to achieve LEED platinum or Living Building Challenge (LBC) certification, and major remodels or renovations to achieve LEED gold or LBC certification.

King County capital projects first submitted and adopted in the 26–27 budget and onward, both new projects would be required to achieve U.S. Green Building Council LEED Platinum plus Zero Energy or Zero Carbon certifications; or International Living Future Institute (ILFI) LBC – Zero Energy, Energy Petal, or Zero Carbon. There would be no change to the code requirements for renovations.

These requirements must be included in initial project planning, budget submittal, and project charter. If a capital project or program is unable to achieve the targeted certification level the project must submit a waiver to ECO and/or the Office of Performance, Strategy and Budget (PSB) at 30 percent, 60 percent or 90 percent design, as applicable. It is expected that if a project is unable to achieve the target level (e.g. Platinum), it will achieve the next rating level down (e.g. Gold). Projects will be required to document how the requirements were evaluated as part of alternatives analysis, and what operational, schedule, or budget requirements prevent compliance.

LEAD AGENCIES:
DNRP–SWD; ECO

PARTNER AGENCIES:
All department capital programs; DES–FMD; KCIA; Metro–Capital; DNRP–Parks, WLRD, WTD, SWD; DLS–Roads

EXTERNAL PARTNERS:
USGBC; ILFI Living Building Challenge

EQUITY OBJECTIVES:
Alignment and partnership; economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; division comprehensive plans; K.C.C. Title 18.17; King County Comprehensive Solid Waste Management Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 65. REDUCE WASTE AND DEVELOP REUSE MARKETS FOR CONSTRUCTION AND DEMOLITION MATERIALS FROM KING COUNTY CAPITAL PROJECTS

Construction and demolition (C&D) debris from King County capital projects can be reduced and reused through efforts to standardize C&D education, implement waste reduction practices, and support development of circular economies. King County will minimize disposal of C&D materials through a multi-pronged approach which includes design for disassembly, adaptive reuse, building salvage, building deconstruction, repair, and transitional storage options for reusable building materials, marketing of reusable building materials and more. County-owned projects will be required, via new code and/or policy adoption, to source-separate C&D materials, use recycled content, and deconstruct rather than demolish existing buildings and structures. The County will research and support circular economies for specific construction products and materials with reuse (over recycling and remanufacturing) as a priority. A key strategy will be to support well-designed Extended Producer Responsibility programs.

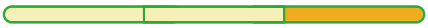
King County will also provide standardized outreach and education on C&D reuse and recycling with an emphasis on reducing contamination of recyclable materials and diverting the materials that truly have available markets. A major focus will be on standardizing jobsite signage. Include education on designing for disassembly. Include education as part of the integrative process for contractors, site managers, etc. (e.g., require C&D at pre-construction meetings).

LEAD AGENCIES:
DNRP–SWD, WTD; DES–FMD; Metro–Capital

EXTERNAL PARTNERS:
SPU

EQUITY OBJECTIVES:
Accessibility; capacity building; economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
King County Green Building Ordinance (Ordinance 19402); King County Solid Waste Code – Construction; Demolition and Land-Clearing Waste (K.C.C. 10.30.030); Collection of Solid Waste and Recyclable Materials (WAC 173-345-040); King County Comprehensive Solid Waste Management Plan; King County Comprehensive Plan; King County Sustainable Purchasing Policy (KCC 18.20)

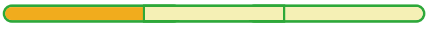
KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

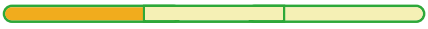
ACTION TYPE:

Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | New

FUNDING DEPENDENCIES:

County | Grant | Other

GHG 66. IMPROVE EQUITY AND SOCIAL JUSTICE OUTCOMES FOR KING COUNTY CAPITAL PROJECTS

King County has developed a menu of Equity and Social Justice (ESJ) strategies that can be integrated in capital projects to support the County's fair and just principle established in King County Code (K.C.C.) Chapter 2.10. In 2021, King County Executive Order CON-7-28-EO directed the County to remove barriers, implement innovative contracting methods, and other actions to make it easier for Minority- and Women-Owned Business Enterprises (MWBEs) to contract with King County. In alignment with the King County ESJ Strategic Plan, the GBO was updated in 2022 requiring that the ESJ credits in the King County Sustainable Infrastructure Scorecard be applicable to all capital projects, regardless of which green building rating system is used.

King County will continue to provide resources and trainings to Project Managers to support outreach to MWBEs and update project management manuals to include ESJ guidance in capital projects. King County Green Building team will lead an effort to improve ESJ efforts in King County CIPs. In particular, all projects shall prioritize development and implementation of an ESJ Project plan (ESJ credit 5) and advance economic justice (ESJ credit 6).

LEAD AGENCIES:
DNRP–SWD

PARTNER AGENCIES:
ECO; OERSJ; EIB Managers; all department capital programs: DES–FMD, KCIA; Metro–Capital; DNRP–Parks, WLRD, WTD, SWD; DLS–Roads

EXTERNAL PARTNERS:
Local contractors

EQUITY OBJECTIVES:
Accessibility; alignment and partnership; capacity building; economic opportunity and workforce diversity; engagement; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; King County Pro-Equity Contracting Executive Order; King County Disparity Study (2023); King County Equity and Social Justice Strategic Plan 2016–2022; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 67.
REDUCE EMBODIED CARBON OF MATERIALS USED IN KING COUNTY CAPITAL PROJECTS

Embodied carbon represents the GHG emissions from the life cycle of materials used to created something. For buildings, this includes the extraction, manufacturing, transport, construction, and disposal of building materials. Many industrial manufacturers of building materials have fewer GHG reduction requirements in Washington under the Climate Commitment Act, as Energy-Intensive Trade Exposed industries. King County will support private industry in developing and publishing Environmental Product Declarations and setting Global Warming Potential limits in public and private construction projects. King County's $50 million Climate Pollution Reduction Grant (CPRG) award from the Environmental Protection Agency (EPA) funds an Embodied Carbon Program Manager to support reduction of embodied carbon from materials including cement, concrete, and steel, and possibly wood, gypsum board, and other products as identified through program research. This grant funded effort will help design and deploy an embodied carbon program for government capital projects. The program will include development of lower embodied carbon contract specifications for the highest impact materials.

All agencies with capital programs are required to evaluate which capital programs and projects in their CIP use the largest volumes of high-embodied carbon materials such as concrete, asphalt, carpet, steel, gypsum, rebar, and wood and to identify which capital projects and programs will use lower embodied carbon contract specifications for the highest impact materials. Agencies must demonstrate in writing that these requirements have been integrated into their Capital Project Manual, or other applicable project guidance, to ECO by 2026. Capital projects that begin in the 28–29 budget shall include these new requirements. Agencies will coordinate with the CPRG Embodied Carbon Manager to evaluate materials, ensure alignment, and gather data on avoided embodied carbon emissions.

LEAD AGENCIES:
ECO; DNRP–SWD

PARTNER AGENCIES:
All department capital programs: DES–FMD, KCIA; Metro–Capital; DNRP–Parks, WLRD, WTD, SWD; DLS–Roads

EXTERNAL PARTNERS:
Carbon Leadership Forum; Commerce; K4C; UW; WSDOT

EQUITY OBJECTIVES:
Accountability; economic opportunity and workforce diversity; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
Washington State Energy Strategy – Commerce; Washington Buy Clean and Buy Fair Law (HB 1282, 2023–24); King County Comprehensive Plan; King County Sustainable Purchasing Policy (KCC Chapter 18.20)

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 68.
INCREASE SUSTAINABILITY TRAINING AND CERTIFICATIONS FOR FRONTLINE STAFF AND CAPITAL PROJECT MANAGERS

The County workforce is essential to achieving King County's climate goals. By offering training and credentials focused on energy conservation and green building, the County can align operations with its climate objectives. The 2023 Green Jobs Strategy established a green skills development fund to support employee certifications in energy conservation and sustainability. In 2025, King County will be offering Envision Sustainability Professional (SP) and LEED Accredited Professional (AP) certifications to employees in Metro, Department of Natural Resources and Parks (DNRP), Department of Local Services (DLS), and Department of Executive Services (DES). King County will explore these certification offerings along with expanding the LEED Green Janitor certification opportunities to expand capacity and skills for frontline janitorial staff. Other certifications to be considered include: Building Operator Certification (BOC), Living Future Accreditation (LFA), Sustainability Facility Professional (SFP), and BCxA Commissioning Provider Certificate Program. Each of these certifications are transferable accreditations that stay with the employee.

LEAD AGENCIES:
DNRP–SWD; ECO

PARTNER AGENCIES:
DES–FMD, KCIA; Metro–Capital, TFD; DLS–Roads; KCIT; DNRP–Parks, WLRD, WTD

EXTERNAL PARTNERS:
Certification training and accreditations

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Equity and Social Justice Strategic Plan; Climate and Workforce Strategic Plan; King County Green Jobs Strategy Report; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 69.
SUPPORT KING COUNTY OPERATIONS TO REDUCE, REUSE, AND EFFECTIVELY MANAGE WASTE

King County can reduce, reuse, and more effectively manage waste from County operations. The County will reduce and manage operational waste by maximizing repurposing, recycling, and composting of materials. The County will explore improving facility and operational waste management at its office buildings and other feasible facilities by shifting to standardized three-stream central waste stations, deploying recycling and composting outreach and education, baselining, and tracking waste diversion rates. The County will also seek to develop repair and deconstruction program with non-profit job training programs or similar organization to disassemble non-reuseable items into recyclable components or repair them. Finally, King County will establish a formal internal reallocation and reuse program to promote and mandate reuse of office furniture, equipment, and supplies and disincentives.

LEAD AGENCIES:
DES–FMD

PARTNER AGENCIES:
DNRP–SWD; DES–Fleet

EXTERNAL PARTNERS:
Nonprofits; workforce development organizations; salvage, reuse businesses

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
Re+ Strategic Plan; Washington Solid Waste Management – Reduction and Recycling (Chapter 70A.205 RCW); Chapter 29.26 RCW; King County Comprehensive

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 70.
PURSUE ENERGY EFFICIENCY AND ENERGY REDUCTION INVESTMENTS IN COUNTY FACILITIES

Energy use in County facilities has significant environmental impacts by increasing the demand for energy production and infrastructure. It also leads to higher operating costs due to utility bills. King County will continue taking bold steps to reduce electricity use and meet future energy reduction goals.

Specifically, King County will require agencies to take four key actions. First, all capital projects with energy components will need to apply for utility rebates, as available. Second, all capital projects with energy components will need to conduct a life-cycle cost assessment of alternatives, include an all-electric alternative, and quantify the social cost of carbon. Third, agencies will need to actively pursue lifecycle cost effective projects that reduce energy, water use, and/or increase solar energy generation, and will need to incorporate this information in budget discussions and investment opportunities consistent with SCAP goals (e.g. fossil fuel reduction) that are not lifecycle cost effective.

Fourth, agencies that own and manage facilities will develop Energy Management Plans (EMPs) and complete facility resource audits. All mechanically heated or cooled County buildings over 10,000 sq. ft. shall complete resource audits and EMPs the meet the intent of state and city building energy and emissions performance standards by the end of 2030 and update such EMPs at least every five years. The resource audits are to be used to guide future energy and water investments and shall detail cost-effectiveness information for all identified behavioral and equipment retrofit efficiency actions in each impacted facility. Per King County Ordinance 16927, conduct a level II energy audit for facilities at which capital projects valued over $250,000 are planned that impact any portion of the mechanical or lighting system, if such an audit has not been completed within the previous seven years.

King County capital projects and facilities management must continue to follow requirements and standards established before the 2025 SCAP. These more detailed enterprise requirements are outlined in the Appendix: 2025 SCAP Operational Guidelines.

LEAD AGENCIES:
DNRP–DO

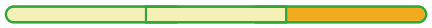
PARTNER AGENCIES:
PSB–Budget; DES–FMD, KCIA; DLS–Roads; DNRP–DO; Metro–GM, TFD, Capital

EXTERNAL PARTNERS:
Clean energy partners; workforce development organizations

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

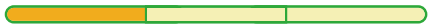
STRATEGIC CONNECTIONS:
King County Ordinance 16927; King County Comprehensive Plan; King County Sustainable Purchasing Policy (KCC Chapter 18.20)

KING COUNTY ROLE:



Advocate/ Support | Convene | **Implement**

ACTION TYPE:



Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | **Additional** | **New**

FUNDING DEPENDENCIES:

County | **Grant** | Other

GHG 71.
PLAN FOR TRANSITION OF COUNTY FACILITIES AWAY FROM FOSSIL FUEL CONSUMING EQUIPMENT

Reducing fossil fuel use in County facilities has direct impacts to reduce GHG emissions and demonstrates for the community ways to transition to a decarbonized economy based on clean electricity sources. King County will actively pursue investments and actions that reduce the consumption of natural gas, propane, and heating oil at County facilities. By the end of 2030, and for facilities consuming 5,000 metric million British thermal units (MMBTUs) or more of fossil fuels, all agencies will create fossil fuel elimination action plans that detail the projected end-of-life date of each piece of fossil fuel-consuming equipment, and non-fossil fuel replacement and retrofit plans. The elimination plans are intended to be brief, actionable documentation of pathways and specific feasible technological solutions that include specific equipment types, timelines, notable barriers to be overcome, and resource need identification. This action impacts natural gas, propane, and heating oil-fueled equipment, with consideration given to GHG-reducing fuel and equipment replacement opportunities for fossil-derived diesel fueled electrical generators. Plans would include an exception of emergency backup systems and redundancies, like emergency generators. Emergency generator technology is not sufficiently advanced to move away from fossil fueled systems for most County facilities, although opportunities exist to fuel such generators with renewable diesel and other fuels as a bridge to capture some greenhouse gas emissions reductions.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–FMD, KCIA; DLS–Roads; DNRP–SWD, Parks, WTD; Metro–GM, Capital, TFD

EXTERNAL PARTNERS:
State grant programs; clean energy partners

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Sustainable Purchasing Policy (KCC 18.20)

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

New industrial heat pumps at the South Wastewater Treatment Plant are significantly reducing natural gas usage.

GHG 72. LIMIT INSTALLATION OF NEW FOSSIL FUELED EQUIPMENT IN COUNTY FACILITIES

King County has many buildings with natural gas-powered equipment and heating systems. Too often capital projects or facilities maintenance replaces equipment with like for like natural gas-powered without evaluating options to transition to an all-electric option. King County will strive to significantly reduce the consumption of fossil fuels by completely, or if needed, partially, eliminating the installation of any new equipment that consumes fossil fuels, such as space heating and hot water heating needs, with the exception of emergency backup systems and redundancies, like emergency generators. Emergency generator technology is not yet advanced enough to fully replace fossil fueled systems in most County facilities.

King County will develop a policy for the elimination of fossil fuel use in new construction and substantial renovation as the primary space and hot water heating systems. The policy will allow for limited fossil fueled systems for redundancy and when exceptional logistical, space, or other conditions exist that would result in significant logistical or financial impacts.

Beyond stated exemptions, once the policy is in place, King County agencies will be required to apply for a waiver and get approval from the Executive Climate Office to purchase new fossil fuel using equipment.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–FMD; DLS–Roads; DNRP–DO; Metro–GM

EXTERNAL PARTNERS:
Clean energy partners

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Sustainable Purchasing Policy (KCC Chapter 18.20)

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | **Hard**

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | **Other**

GHG 73.
EVALUATE CONSUMING COUNTY-PRODUCED BIOGAS AND RENEWABLE NATURAL GAS IN COUNTY FACILITIES AS A BRIDGE FUEL

Biogas generated at King County's three regional wastewater treatment facilities and at the Cedar Hills Regional Landfill can be used as a low GHG fuel source. To support strategic decision making, King County will evaluate the economics and environmental benefits of consuming County-produced biogas and RNG in County facilities until natural gas is eliminated at all County facilities. Such analysis will consider County-produced RNG as a bridge fuel to decarbonizing facility heating systems for when natural gas use cannot economically or feasibly be eliminated.

In addition to considering the benefits and costs to County operations, such analysis shall consider the benefits and potential for increased revenue to the SWD and WTD of the County's biogas resources sold to other sectors of the economy, as is currently the case with a significant volume of the available gas. The analysis will also assess how County-produced RNG could drive actions to eliminate fossil-fueled equipment, and the global GHG impacts of County use versus uses in other economic sectors.

LEAD AGENCIES:
DNRP–SWD, WTD

PARTNER AGENCIES:
DNRP–DO; DES–FMD; Metro–GM

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:

County | Grant | Other

GHG 74.
UPDATE AND ACCELERATE CARBON REDUCTION APPROACHES FOR COUNTY SOLID WASTE AND WASTEWATER

Evolving and improving GHG emissions accounting methods; experience from agency progress to reduce energy and emissions; and new best practices for climate responsibility and carbon neutrality have prompted recommended updates to King County agency carbon neutrality targets established in 2015. King County will refocus the work on decarbonization and by accelerating solid waste and wastewater agency projects that reduce direct sources of GHG emissions.

King County will update the carbon neutrality approaches for solid waste and wastewater as previously detailed in Council Ordinance 179171 (2015) and the 2020 SCAP to refocus on decarbonization and to accelerate agency projects that reduce direct sources of GHG emissions. To support the updated approach, the agencies will implement additional GHG reduction actions by 2030. These will include, but are not limited to, investments in solar, construction materials, vehicles and fuel, facilities, fugitive methane and biogas, and updates to codes, including but not limited to:

1. Solar installations: Implement 600 kilowatts (kW) of solar energy production by 2030 (DNRP – WTD) and 1.5 megawatts (MW) of solar by 2027 (SWD). For SWD, additionally research the feasibility of SWD generating the annual equivalent of all of agency electricity needs (about 6 MW) from solar power by 2030.

2. Embodied Carbon: Accelerate implementation of SCAP commitments to reduce embodied carbon in construction materials, including by integrating specifications for low emissions recycled steel rebar for all new construction projects in 2025 (SWD).

4. Electric Vehicles: Continue to transition to electric vehicles and use renewable diesel consistent with fleet commitments in 2025 SCAP.

5. Decarbonization: For DNRP – WTD, exceed the SCAP's 20 percent by 2030 fossil fuel reduction target by implementing fossil fuel reduction projects, including but not limited to condensing boiler and heat pump projects at the South Plant Treatment Plant and a heat pump project at the Brightwater Treatment Plant. For SWD, eliminate fossil fuel use at all SWD facilities for non-emergency generator purposes and use renewable diesel in all onsite generators by the end of 2026.

6. Fugitive methane and biogas: Implement fugitive methane emissions and optimize biogas utilization 2025 SCAP priority actions. These actions will be the primary drivers for accelerating the agencies' carbon reduction progress.

7. Code Updates: Recognizing that related actions and commitments have been included in Council Ordinance 179171 (2015), make updates to King County code to align with implementation of this and related updated 2025 SCAP commitments.

LEAD AGENCIES:
DNRP–SWD, WTD

PARTNER AGENCIES:
ECO; DNRP–Parks, WLRD; DES–Fleet, FMD

EQUITY OBJECTIVES:
Alignment and partnership; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
K.C.C. Title 18; DNRP Implementation Plan for a Carbon Neutral King County Government 2016; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 75.
LIMIT FUGITIVE METHANE AND INCREASE LANDFILL GAS COLLECTION AT KING COUNTY OWNED LANDFILLS

Emissions from the decay of materials disposed of at King County's Cedar Hills Regional Landfill are the single greatest operational point source of GHG emissions from King County government. Emissions from closed landfills are much smaller but still significant. King County's SWD will continue its comprehensive work to minimize LFG emissions at landfills; use captured LFG as a renewable energy source; improve landfill GHG emissions estimates; and deploy the best available technologies for LFG monitoring and reduction. Specific actions include to:

1. Improve LFG collection at the Cedar Hills Regional Landfill (CHRL) by at least 5 percent per year (25 percent total) through 2030, compared to 2023. This will be accomplished through expanded vertical well installations and operational improvements. Related work at the CHRL includes completing an Investment Grade Audit (IGA) that provides a framework and vision for an optimal gas piping system that maximizes and optimizes gas and liquids collection and management while minimizing fugitive emissions. Additionally, pending the results and lessons learned from the phase one vertical gas well installations and the IGA, request funding for phase 2 well installations, with possible future budget requests if further GHG reductions are feasible from additional well installations. The SWD will also complete the Cedar Hills LFG collection "4 interior header" replacement project by 2025, which will increase LFG collection system reliability, reduce fugitive methane, and increase renewable biogas production.

2. Reduce LFG emissions from SWD's closed landfills by installing a new biofiltration cover pilot project in 2025 at the closed Duvall landfill to reduce LFG emissions and by including in future closed landfill environmental investigations scope to analyze potential productive uses of LFG collected at Hobart, Cedar Falls, and Vashon Island closed landfills.

3. Optimize the produce use of LFG as a renewable biogas by continuing to monitor and improve the quality and quantity of LFG available for renewable biogas production and by evaluating areas of lower producing, lower quality LFG (both older sections of the CHRL and closed landfills) for potential productive uses.

4. Continue testing and use of new technologies that improve the measurement and calculation of fugitive landfill emissions including by building on recent LFG drone monitoring efforts, which began in 2024, through use of a third-party contractor. Initial results from this effort have improved response times to LFG leaks and provided an improved understanding of LFG emissions locations. Building on this initial drone monitoring effort, the SWD will explore ownership and operation of a drone monitoring program.

LEAD AGENCIES:
DNRP–SWD

EXTERNAL PARTNERS:
Ecology

EQUITY OBJECTIVES:
Accountability; economic opportunity and workforce development; reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 76.
OPTIMIZE BIOGAS AND REDUCE WASTEWATER FUGITIVE METHANE AT WASTEWATER FACILITIES

Improved methane capture and utilization of wastewater biogas resources is the greatest opportunity to reduce greenhouse gas emissions in King County wastewater facilities, with the opportunity to market revenue-generating commodities. The County will advance a comprehensive and transparent approach to GHG measurement techniques related to wastewater conveyance, distribution, nutrient removal, and treatment. Use GHG data as part of decision making about wastewater treatment systems and processes and to identify other opportunities to reduce GHG emissions from wastewater treatment.

King County will improve the operational performance of the existing biogas processing equipment at the three regional treatment plant such that a combined 75 percent or more of available biogas is sent to a productive use by 2030. Finalize and implement biogas optimization strategies for the Brightwater, South Plant, and West Point wastewater treatment plants. The strategies identify timelines and designate staff to facilitate implementation. By 2030, ensure that DNRP — WTD has capital projects in place that will provide for the capacity to capture 100 percent of the biogas created during the wastewater treatment process at its regional wastewater treatment plants for beneficial use by 2035. Near term actions include, but are not limited to:

West Point:

- Improve reliability and regular operation of the cogeneration system at West Point Treatment Plant, with focused efforts and actions beginning in 2024, with a target of improving annual uptime by 15 percent in 2025 (2023 baseline). Prepare for the replacement of the West Point Treatment Plant cogeneration system in 2033.

South Plant:

- Conduct comprehensive evaluation of the South Treatment Plant biogas scrubbing system to evaluate the system components' risk of failure and means of replacement or refurbishment by end of 2025.
- Implement biogas system improvements by end of 2027: Replace gas dryers, control valves, and scrubber water pump system to ensure mid-term reliability of South Treatment Plant biogas scrubbing system.
- Install flash tank and thermal oxidizer to reduce fugitive GHG (methane) emissions. Flash tank will reduce WTD's fugitive emissions by 14,500 MTCO2e/year, or approximately 28 percent (2023 baseline).
- Upgrade waste gas burners to meet projected 2040 capacity requirements.

Brightwater:

- Replace failing boiler at Brightwater Treatment Plant to foster more reliable use of the plant's biogas. Formulation project to be completed in 2026. Replaced boiler expected to increase Brightwater's use of biogas by approximately 35 percent (2023 baseline).
- Determine selected alternative to optimize use of biogas at Brightwater Treatment Plant and implement.

LEAD AGENCIES:
DNRP–WTD

EXTERNAL PARTNERS:
PSE

EQUITY OBJECTIVES:
Reduce disproportionate impacts

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 77. PURCHASE GREENHOUSE GAS-NEUTRAL ELECTRICITY AND PURSUE COST-EFFECTIVE RENEWABLE POWER FOR KING COUNTY FACILITIES

King County has reduced GHGs from County operations by purchasing renewable electricity to supply County facilities. King County will lead by example in transitioning to consuming 100 percent clean and renewable electricity, before utilities are required per the state Clean Energy Transformation Act to provide all renewable electricity to customers. All electricity purchased by the County government will be GHG-neutral, either through direct power purchases or by offsetting with Renewable Energy Credits (RECs). King County will increase the consumption of renewable or GHG-neutral energy equal to 80 percent of government operation facility energy consumption by 2025 and 95 percent by 2030. The County will ensure its facilities use greenhouse gas neutral power, including purchases from Seattle City Light (SCL), Puget Sound Energy (PSE), and Snohomish Public Utility District (Sno PUD). RECs will be bought as needed to meet this goal. Additionally, the County will work with local utilities to pursue competitively priced 100 percent renewable wind and solar programs for its operations and other customers, such as PSE's Green Direct program.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–FMD; DNRP–Parks, DNRP – SWD, DNRP – WTD; DLS–Roads; Metro–GM

EXTERNAL PARTNERS:
PSE; SCL; SnoPUD

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 78. ACCELERATE INSTALLATIONS OF SOLAR ELECTRICITY SYSTEMS AT COUNTY FACILITIES

Cost-effective solar installations on County facilities result in supporting economic activity, reduced operating costs, control over energy resources, and less strain on local and regional electrical infrastructure as the building, transportation, and industrial sectors transition to electrification.

King County will complete solar installations to ensure King County government shall have 3.0 or more MW (3,000 kW alternating current (AC)) of solar energy installed at its facilities by the end of 2030. County agencies will complete assessments of feasibility of solar installations at all County facilities and increase implementation of projects. The assessments shall be compiled using previous analysis and additional information including basic identification of potential building and facility rooftop solar candidates based on roof orientation, roofing type and age, and obstructions.

For projects that meet initial screening criteria, additional initial feasibility should be provided that addresses electrical pathways, structural integrity of at least six pounds per sq ft, seismic zone consideration, and other considerations that target economic paybacks within the useful system life of a solar installation of 25 years or less. The intent is to use past and current data to drive cost effective and actionable solar feasibility frameworks that take advantage of recent Federal Inflation Reduction Act and available state incentives to drive multiple currently unplanned solar installations across County agencies by 2030. King County will support community solar projects in the community and at County closed landfills and other facilities that enable non-homeowners and income-eligible customers to participate in the clean energy economy.

LEAD AGENCIES:
DES–FMD; DNRP–DO; Metro–Capital; DLS–Roads

PARTNER AGENCIES:
DES–KCIA

EXTERNAL PARTNERS:
PSE; SCL; SnoPUD; solar installers and consultants

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Comprehensive Plan

KING COUNTY ROLE:

Advocate/ Support | Convene | Implement

ACTION TYPE:

Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:

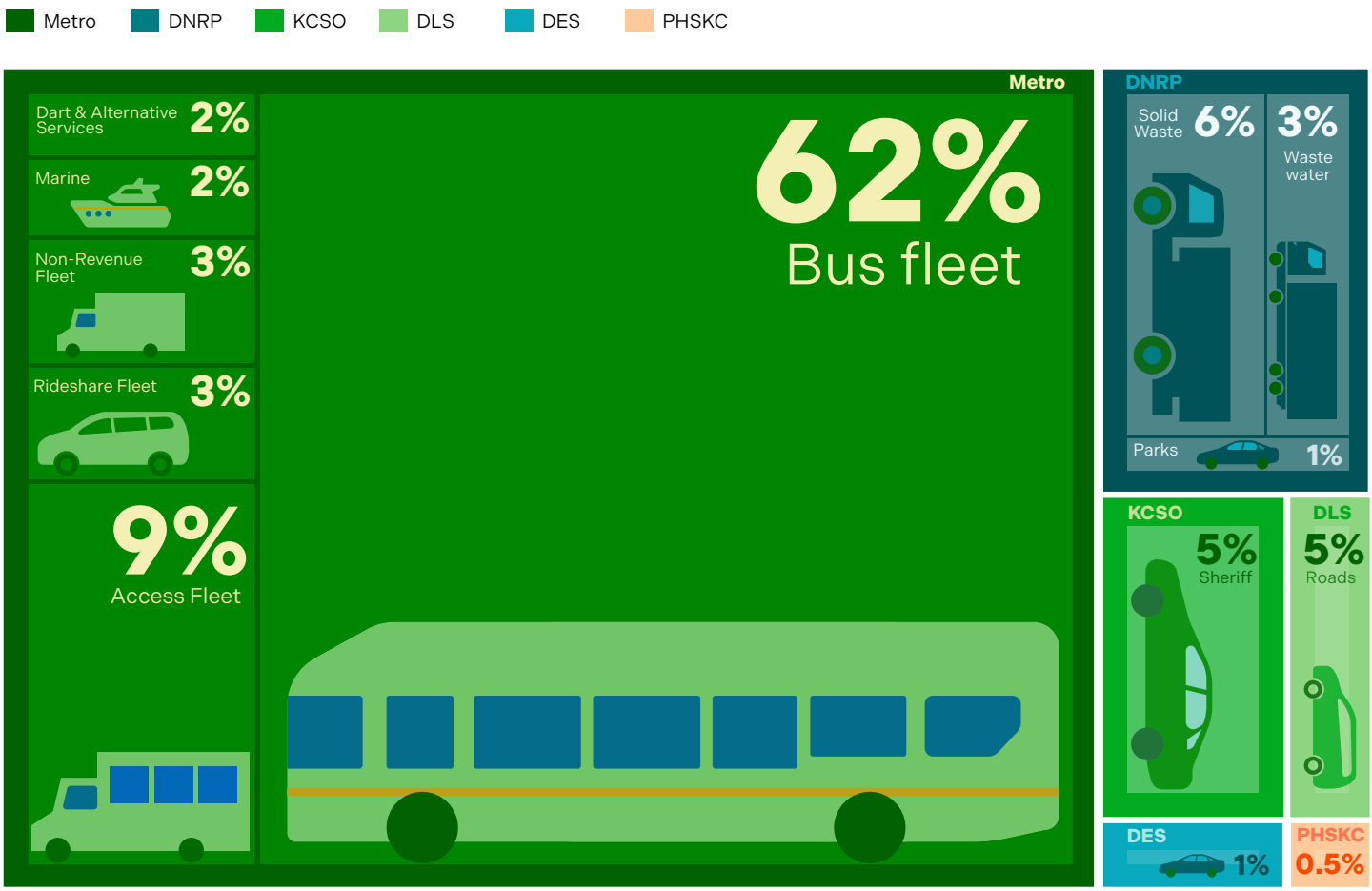
County | **Grant** | **Other**

ZERO-EMISSION COUNTY FLEETS

King County operates a large and diverse fleet of vehicles ranging from street sweepers and forklifts to passenger buses and deputy patrol units, each required to accomplish work or deliver services to the region. Vehicle technology is evolving rapidly, and the County is often on the cutting-edge when piloting new models or adopting more sustainable fuels. As a result, County staff must be creative, flexible, and data-driven in approaches to adapt more than 3,700 Metro vehicles and 2,500 other vehicles spread across operations.

Figure 14. King County Fleet GHG Emissions, by County Agency

80 percent of King County government fleet GHG emissions are attributed to Metro Transit fleets, followed by DNRP, KCSO, DLS, DES and PHSKC.



Source: Executive Climate Office, King County (2024)

WHAT'S AT STAKE

Transportation accounts for 47 percent of total emissions in King County and 57 percent of governmental emissions, and, as shown in Figure 14—the largest source of County fleet emissions are from Metro buses. The County must lead by example to promote cleaner vehicles and fuel uses for commuters and businesses. Historically, the County's vehicles were powered by internal combustion engines, burning gasoline, diesel and propane, meaning tailpipes sent pollutants straight into the air that communities breathe. While current vehicle engines are cleaner than those from just a decade ago, each vehicle not powered by zero-emission technology will continue to release greenhouse gases (GHGs) and air pollution into the atmosphere.

A BETTER OUTCOME

King County expects a future where people residing along transit corridors encounter fewer pollutants and the County's fleet contributes far fewer emissions. The County will also continue as an innovator in the zero-emission transportation space. This will mean a fleet with more zero-emission vehicles, and when that is not feasible, operating with bridge fuels such as cleaner, renewable diesel.

WHAT WE'VE DONE TO GET HERE:

- Invested significant resources to support a transition to a zero-emission Metro bus fleet.
- Installed an initial round of 22 Level 2 electric vehicle (EV) chargers across seven Metro bases, with charging ports for 38 vehicles.
- Secured over $40 million of Federal Transit Administration funding to procure battery electric buses for Metro in South King County and put 40 battery electric buses into service with over 1.5 million miles traveled through the end of 2024.
- Initiated development of phased EV transition plans for County agencies.
- Piloted the testing of electric heavy-duty and off-road equipment for solid waste operations and at the airport.

WHAT WE'LL DO NEXT

- **GHG 79.** Install infrastructure to support a transition to zero-emission fleets
- **GHG 80.** Transition King County bus fleets to zero-emission fleets
- **GHG 81.** Transition light, medium, and heavy-duty vehicles to zero-emission vehicles
- **GHG 82.** Prohibit the purchase of new light-duty internal combustion engine vehicles without waiver approval
- **GHG 83.** Increase the utilization of King County's electric trolley bus system
- **GHG 84.** Prioritize zero-emission options for Water Taxi service
- **GHG 85.** Use alternative fuels when zero-emission vehicles are unavailable

GHG 79. INSTALL INFRASTRUCTURE TO SUPPORT A TRANSITION TO ZERO-EMISSION FLEETS

To better understand EV charging opportunities, costs, and timelines for fleets, King County worked with a consultant to conduct an Electric Vehicle Charging Infrastructure (EVCI) feasibility study for light-duty fleets. The work included a prioritization tool to identify facilities to expand and deploy new and/or additional charging infrastructure in the short-, medium-, and long-term, for approximately 20 County facilities. The study will develop site EVCI conceptual plans and cost estimates, and the analysis will develop an enterprise EV charging plan, including strategies for opportunity and depot charging. King County will work to implement the recommendations of this study to expand EV charging infrastructure to serve County fleets.

King County Fleet Services implement recommendations including activities such as: collaborating with facility owners in developing comprehensive budget proposals for installing charging infrastructure; installing 450 charging ports in county-owned facilities; implementing a Charge Management System with established standards and policies; and expand the scope of the EVCI feasibility study to evaluate additional county-owned buildings and properties.

King County Metro will install chargers for non-revenue fleet vehicles at Metro's Component Supply Center, the South Campus Parking Garage, and Power Distribution Headquarters. Metro will continue analysis and site assessments to inform infrastructure planning and installations. For the contracted services fleet, Metro will complete a feasibility study for installing zero-emission fueling infrastructure at all facilities in contracted services—including Rideshare, Access/Paratransit, CAT, DART, and Metro Flex—and implement key recommendations.

Installing EV charging infrastructure at all applicable County facilities takes time and resources and many vehicles may need to charge while out in the field. The County will seek partnerships with other agencies, organizations, and utility providers to expand and leverage EV charging locations and expand opportunities for drop-in use by King County fleets. The County will also identify and reach out to potential partners to discuss potential collaboration in infrastructure development and sharing of infrastructure.

LEAD AGENCIES:
DES–FMD, Fleet; Metro–Capital, GM

PARTNER AGENCIES:
DNRP–DO; DLS–Roads; DES–KCIA

EXTERNAL PARTNERS:
SCL; PSE; K4C; Private charging companies

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity

STRATEGIC CONNECTIONS:
King County Metro Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 80.
TRANSITION KING COUNTY BUS FLEETS TO ZERO-EMISSION FLEETS

King County is one of the only large transit agencies in the country working toward a 100 percent zero-emission fleet as soon as 2035. Over the next decade, King County will buy zero-emission buses, continue to invest in electric trolleys, add charging infrastructure to existing bases, build new bases, and invest in new technology systems to manage an evolving fleet. A zero-emission fleet will drastically cut air and noise pollution, making King County cleaner and healthier. King County will continue efforts to plan, design, and install zero-emission fueling infrastructure across all on-road fleets.

King County will complete a plan to transition base facilities and operations to zero-emission. Over the next 5 years King County will open Tukwila base and plan for South Annex Base construction and Central Campus conversion. The County will continue procuring, testing and putting into service battery-electric buses.

Separately, King County will pilot zero-emission vehicles for use in the Metro Flex on-demand transit fleet, including the use of public charging infrastructure within Metro Flex's service areas.

LEAD AGENCIES:
Metro–Capital

EXTERNAL PARTNERS:
PSE; SCL; Contracted Services providers

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Strategic Plan for Public Transportation 2021–2031; King County Metro Connects; King County Comprehensive Plan; Washington Clean Fuel Standard (Chapter 70A.535 RCW)

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | Moderate | **Hard**

FUNDING NEED:

Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:

County | **Grant** | Other

GHG 81. TRANSITION LIGHT, MEDIUM, AND HEAVY-DUTY VEHICLES TO ZERO-EMISSION VEHICLES

King County is committed to aggressively reducing GHG emissions from County-owned fleets. A critical strategy is to electrify vehicles whenever feasible. King County Fleet Administration will continue efforts in prioritizing the transition of light-duty EVs by providing loaner models to employees for short term test drives, expanding current EV pilot programs using home, County-owned and/or public charging, and implementing early vehicle replacements (including the redeployment of internal combustion vehicles where EVs are not yet practical). King County Metro will continue efforts to transition fleets to zero-emission vehicles, and by 2026, will develop a long-range non-revenue vehicle zero-emission fleet plan that addresses procurement and associated fueling infrastructure. King County will continue developing relationships with zero-emission medium and heavy-duty vehicle manufacturers to inform designs, keep up to date on market and technology developments for potential pilots, and gather feedback from drivers and fleet coordinators.

To ensure a seamless transition to a zero-emission County fleet, it is essential to develop and adopt comprehensive internal policies including:

1. Update the County employee take-home vehicle policy to include EV related processes by Jan 2026 (DES/Metro).

2. Adopt an employee workplace charging policy by Jan 2026 (ECO).

3. Partner with facility owners to develop guidance on when public charging should or should not be prioritized as part of County capital projects (DES/Metro).

4. Modernize fee collection at County-owned public EV charging stations and switch from a fee per session to fee per kWh. Update King County Code to give authority to all agencies who own and manage charging (ECO/DES/Metro).

LEAD AGENCIES:
DES–Fleet; Metro–VM, Capital, GM

PARTNER AGENCIES:
KCIT; KCSO; DNRP–WTD, Parks, SWD, WLRD; PHSKC–DO; DAJD

EXTERNAL PARTNERS:
Contracted Services providers; WSDOT

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan; WA Zero Emission Vehicle Standards

EARLY ACTION

KING COUNTY ROLE:

Advocate/ Support | Convene | **Implement**

ACTION TYPE:

Continuing | Accelerated | New

IMPLEMENTATION FEASIBILITY:

Easy | **Moderate** | Hard

FUNDING NEED:

Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:

County | **Grant** | Other

GHG 82.
PROHIBIT THE PURCHASE OF NEW LIGHT-DUTY INTERNAL COMBUSTION ENGINE VEHICLES WITHOUT WAIVER APPROVAL

In 2022, a King County Executive Order prohibited the purchase of any light-duty internal combustion engine vehicles without waiver approval by the Executive Office. By January 2026, King County Fleet Administration and Metro will develop a standard operating procedure with written guidance to implement a process for consistently evaluating EV feasibility before submitting a waiver to request permission to purchase a light-duty internal combustion engine vehicle. The feasibility assessment should include analysis, such as:

1. Confirmation that the vehicle type requested is required for the operational need, based on business function.

2. Confirmation that the vehicle needs to be replaced and quantitative assessment of whether an EV can serve the operational need based on telematics utilization data from the vehicle being replaced.

3. Evaluation of charging availability and total cost of ownership.

4. Potential to delay purchasing replacement vehicles until an EV alternative is available.

5. Potential to shift fleet depot locations or swap fleet vehicles to site new fleet where EV charging is available.

6. Consideration of hybrid options when battery electric EVs are not feasible.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
DES–Fleet; Metro–GM; KCIT; KCSO; DNRP–WTD, Parks, SWD, WLRD; PHSKC–DO; DAJD

EXTERNAL PARTNERS:
WSDOT; Western Washington Clean Cities

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Comprehensive Plan; Washington Clean Fuel Standard (Chapter 70A.535 RCW); WA Zero Emission Vehicle Standards

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | Additional | New

FUNDING DEPENDENCIES:
County | Grant | Other

GHG 83. INCREASE THE UTILIZATION OF KING COUNTY'S ELECTRIC TROLLEY BUS SYSTEM

The "trackless trolleys," which are fueled by electricity, have been in operation for over 80 years and are a major component of King County's zero-emission fleet. King County will explore opportunities to increase the use of the electric trolley bus system in alignment with plans to transition to a 100 percent zero-emission bus fleet. King County will complete and implement priority recommendations from the Trolley Optimization Planning study, including increasing utilization of trolley buses on weekends, and upgrade the trolley fleet with new batteries for longer off-wire capability by 2027. Capital investments identified by the Trolley Optimization Planning study and installation of the new batteries will allow for King County to reduce instances of dieselization of trolley routes, which in turn decreases GHG emissions.

LEAD AGENCIES:
Metro–Capital

EXTERNAL PARTNERS:
SCL; SDOT; City of Seattle

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; share benefits

STRATEGIC CONNECTIONS:
King County Metro Connects; King County Metro Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan; Washington Clean Fuel Standard (Chapter 70A.535 RCW)

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | **Accelerated** | New

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 84.
PRIORITIZE ZERO-EMISSION OPTIONS FOR WATER TAXI SERVICE

Traditional marine fuels can contribute to oil spills, water pollution, and noise pollution, all of which harm public health and aquatic life. To support the County's efforts to transition to zero-emission transportation fuels, King County will complete design for two 150 passenger electric vessels and associated shoreside charging infrastructure for the West Seattle water taxi route. Charging infrastructure will likely include two additional moorage berths at Pier 50. King County will work to acquire state and federal funding for capital projects to purchase two electric vessels and complete associated infrastructure improvements. King County will also evaluate and prioritize the potential for zero-emission vessels in the assessment of any new water taxi routes and consider equity of potential ridership served.

LEAD AGENCIES:
Metro–Marine

EXTERNAL PARTNERS:
WSDOT; SCL; City of Seattle

EQUITY OBJECTIVES:
Accessibility; economic opportunity and workforce diversity; engagement; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | Moderate | **Hard**

FUNDING NEED:
Within current capacity | Additional | **New**

FUNDING DEPENDENCIES:
County | **Grant** | Other

GHG 85. USE ALTERNATIVE FUELS WHEN ZERO-EMISSION VEHICLES ARE UNAVAILABLE

Some operational needs may require vehicle capabilities that are not yet achievable with current zero-emission vehicle technology. To help reduce the County's GHG emissions in the near term, King County will expand the use of alternative, low-emission fuels when electric/zero-emission vehicles are unavailable or are not feasible. This includes a commitment to purchase renewable diesel as this fuel source is available. The County will work with fleet managers to identify renewable fuel sources and consistently track purchasing based on fluctuations in incremental price between diesel and renewable diesel. The WA Clean Fuel Standard is projected to facilitate the use of alternative fuels by increasing the availability, transparency, and confidence in emission reduction benefits, and reducing the incremental cost of biofuels. King County agencies have made the following commitments to expand the use of alternative fuels:

1. King County Metro will continue a renewable diesel pilot for the bus fleet with a goal to increase to 100 percent renewable diesel use by 2030.

2. King County Metro will pilot the use of renewable diesel in the primary water taxi fleet in 2025 with a goal to increase to 100 percent renewable diesel use in the primary vessel fleet by 2026.

3. King County Metro will use renewable fuels for Paratransit fleet pending vehicle and fueling infrastructure availability.

4. King County Solid Waste has converted to the use of renewable diesel and will continue to use renewable diesel for its operations ("class 8" semi-trucks and heavy-duty landfill equipment).

5. King County Wastewater Treatment will continue a renewable diesel pilot for Grit Truck and LOOP Trucks when fueling in western Washington and increase renewable fuel use as possible and as available when fueling east of the Cascades.

LEAD AGENCIES:
DES–Fleet; Metro–VM, Mobility, Capital; DNRP–SWD, WTD

EXTERNAL PARTNERS:
Fuel suppliers; WSDOT

EQUITY OBJECTIVES:
Economic opportunity and workforce diversity; reduce disproportionate impacts; share benefits

STRATEGIC CONNECTIONS:
King County Metro Strategic Plan for Public Transportation 2021–2031; King County Comprehensive Plan; Washington Clean Fuel Standard (Chapter 70A.535 RCW)

EARLY ACTION

KING COUNTY ROLE:
Advocate/ Support | Convene | **Implement**

ACTION TYPE:
Continuing | Accelerated | **New**

IMPLEMENTATION FEASIBILITY:
Easy | **Moderate** | Hard

FUNDING NEED:
Within current capacity | **Additional** | New

FUNDING DEPENDENCIES:
County | Grant | Other

Battery electric bus maintenance at the Metro South Bus Base.

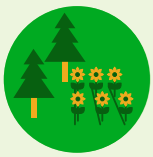
Battery Electric powered Cargo Truck in King County's Zero-Emission Fleet, utilized for daily Solid Waste Division operations.

PERFORMANCE MEASURES

Tracking **greenhouse gas (GHG) reduction performance measures** is essential to evaluating King County's progress toward its climate commitments and ensuring accountability across multiple sectors. The table below organizes performance measures by **Focus Areas**, with each measure detailing objectives, 2030 Target, and Current Status. The **2030 Target** and **Current Status** data allow for a quick gap analysis to show what the County has planned to achieve, and how much progress has been made. Together, these metrics help the County ensure that climate actions remain data-driven, equitable, and aligned with regional and state climate policies.

Section	Performance Measure	Target
 **Countywide GHG Policy & Leadership**	**GHG 1. Reduce Countywide GHG Emissions.** Reduce countywide sources of GHG emissions, compared to a 2007 baseline, 50 percent by 2030, 75 percent by 2040, and 95 percent by 2050, with net-zero emissions through carbon sequestration and other strategies by that year. Pursue additional goals and actions to sequester carbon and reduce emissions from consumption of goods and services.	***Current Status:*** *4 percent increase (2023)* ***2030 Target:*** *50 percent reduction*
 **Countywide GHG Policy & Leadership**	**GHG 2. Focusing growth within the Urban Growth Area.** Consistent with VISION 2050 and the King County Countywide Planning Policies, ensure 98 percent of growth is focused within the Urban Growth Area.	***Current Status:*** *99.1 percent of growth (2023)* ***2030 Target:*** *98 percent of growth*
 **Countywide GHG Policy & Leadership**	**GHG 3. Air quality.** Reduce the number of days when the Puget Sound Clean Air Agency health goal for fine particulates (25 micrograms per cubic meter) is exceeded.	***Current Status:*** *8 days (2023)* ***2030 Target:*** *Not established*
 **Building Energy & Green Building**	**GHG 4. Fossil Fuel Use in Countywide Buildings.** Reduce fossil-based natural gas and other fossil fuel use in existing buildings in King County by at least 20 percent by 2030, 50 percent by 2040, and 80 percent by 2050, compared to a 2017 baseline.	***Current Status:*** *11 percent increase (2023)* ***2030 Target:*** *20 percent reduction*
 **Building Energy & Green Building**	**GHG 5. Existing Building Retrofits.** Facilitate retrofits of 550 buildings in King County including support of independent retrofit projects with external funding sources such as C-PACER.	***Current Status:*** *115 buildings (March 2025)* ***2030 Target:*** *550 buildings*

Section	Performance Measure	Target
 Building Energy & Green Building	**GHG 6. Local Support for Building Retrofits.** Expand availability of building retrofit support to residential or commercial building owners to serve 90 percent of King County's population through local or regional programs, prioritizing communities with higher environmental health disparities.	***Current Status:*** *65 percent population (March 2025)* ***2030 Target:*** *90 percent population*
 Building Energy & Green Building	**GHG 7. Green Building Countywide.** Expand adoption of at least one, or more, of the of the Washington State Building and Residential Code appendices (or comparable) associated with Solar-readiness, Construction & Demolition Material Management, and Building Deconstruction to twelve jurisdictions within King County, including King County's own Permitting division, by 2030.	***Current Status:*** *4 jurisdictions (2024)* ***2030 Target:*** *12 jurisdictions*
 Transportation	**GHG 8. Car Trips.** Reduce total vehicle miles traveled for passenger vehicle and light trucks by 20 percent by 2030 and 28 percent by 2050, compared to 2017 levels.	***Current Status:*** *5 percent reduction (2023)* ***2030 Target:*** *20 percent reduction*
 Transportation	**GHG 9. Transit Ridership.** Increase annual passenger boardings on transit services in King County, including Metro Transit and Sound Transit to: • 187 million annual passenger boardings by 2030 • 308 – 326 million annual passenger boardings by 2040 • 364 – 413 million annual passenger boardings by 2050	***Current Status:*** *129.6 million boardings (2024)* ***2030 Target:*** *364 – 413 million boardings*
 Transportation	**GHG 10. Transit Oriented Communities.** Increase housing and job growth within growth centers located within a ½ mile of frequent transit service to 97 percent by 2030 and 100 percent by 2050.	***Current Status:*** *97.8 percent housing and 96.3 percent jobs in growth centers (2024)* ***2030 Target:*** *97 percent housing and jobs in growth*
 Transportation	**GHG 11. Electric Vehicle Public Charging Infrastructure.** In alignment with WA State Transportation Electrification Strategy strong electrification policy scenario, by 2030, King County will have 2000 Level 2 and 1800 DC Fast Charger public charging ports and by 2035, 2844 Level 2 and 2509 DC Fast Charger public charging ports.	***Current Status:*** *2902 Level 2 and 411 DC Fast Chargers (March 2025)* ***2030 Target:*** *2000 Level 2 and 1800 DC Fast Chargers*
 Circular Economy	**GHG 12. Waste Reduction.** For King County (excluding the cities of Seattle and Milton), reduce per capita curbside waste disposed to landfill to be no more than 1 pound per day by 2030.	***Current Status:*** *1.04 lb. (2023)* ***2030 Target:*** *1 lb.*

Section	Performance Measure	Target
 Circular Economy	**GHG 13. Organics and Food Waste Collection.** Increase curbside food waste/organics collection services to 75 percent of unincorporated King County single-family residents by 2030.	***Current Status:*** *~50 percent residents (2024)* ***2030 Target:*** *75 percent residents*
 Circular Economy	**GHG 14. Transfer Station Recycling.** Increase the greenhouse gas emissions avoided by recycling at King County owned transfer stations by at least 30 percent, compared to 2020 by 2030.	***Current Status:*** *6 percent increase (2024)* ***2030 Target:*** *30 percent increase*
 Forest & Agriculture	**GHG 15. Protect natural lands and urban greenspaces** Protect at least 1,500 acres annually of forestland, farmland, and other open space identified as priorities in Land Conservation Initiative, through acquisition of easements or fee title.	***Current Status:*** *1040 acres (2023)* ***2030 Target:*** *7,500 acres*
 Forest & Agriculture	**GHG 16/PREP 9. Acres Restored**. Restore 2,000 acres of forests by 2030 on Parks-managed properties to improve climate change resiliency and enhance potential for carbon sequestration.	***Current Status:*** *1,333 acres (2024)* ***2030 Target:*** *2,000 acres*
 Forest & Agriculture	**GHG 17. Five Million Trees.** Plant, Protect, and Prepare 5 Million Trees between 2020 and 2030. The 5 million trees will come from (1) Planting more trees countywide, mostly in communities that have few trees and where trees can improve salmon habitat; (2) Protecting forestland and trees from development; and (3) Preparing forests to be more resilient under a changing climate that has warmer, drier summers and increasing wildfire risk. Preparedness actions include removing noxious weeds and thinning forests in some areas to create room for trees to thrive.	***Current Status:*** *More than 2.1M trees (2024)* ***2030 Target:*** *5 million trees*
 Forest & Agriculture	**GHG 18. Regenerative Farmland.** Double the acreage of farmland in King County that incorporates regenerative, climate-smart agricultural practices, and incorporate those practices on 100 percent of King County-owned farms by 2030.	***Current Status:*** *0 percent of King County-owned farms (2024)* ***2030 Target:*** *100 percent of King County-owned farms*
 Enterprise Leadership & Accountability	**GHG 19. Government Operational GHG Emissions.** Reduce total GHG emissions from government operations, compared to 2007 baseline, by 50 percent by 2025 and 80 percent by 2030. Additionally, reduce these emissions by at least 95 percent by 2050, in support of the countywide GHG emissions reduction target.	***Current Status:*** *28 percent reduction (2023)* ***2030 Target:*** *80 percent reduction*

Section	Performance Measure	Target
 Sustainable County Infrastructure	**GHG 20. Green Building Ordinance.** Ensure 100 percent of County capital projects achieve the highest green building standard as specified in the Green Building Ordinance by 2025 and thereafter.	***Current Status:*** *95 percent of County capital projects (2024)* ***2030 Target:*** *100 percent of County capital projects*
 Sustainable County Infrastructure	**GHG 21. Construction & Demolition Diversion.** Increase diversion of C&D materials from landfills from County capital projects to 85 percent in 2025 and 100 percent diversion of resources with economic value by 2030.	***Current Status:*** *91 percent diversion rate (2024)* ***2030 Target:*** *100 percent diversion rate*
 Sustainable County Infrastructure	**GHG 22. ESJ in King County Capital Projects.** Increase equity outcomes of capital projects by demonstrating that 100 percent of King County capital projects initiated in the 2026/27 budget cycle or later will achieve ESJ Credit 5 (Realize Priority Elements of Project's ESJ Plan) in the King County Sustainable Infrastructure Scorecard.	***Current Status:*** *33 percent of County capital projects (2024)* ***2030 Target:*** *100 percent of County capital projects*
 Sustainable County Infrastructure	**GHG 23. Reduce energy use in County-owned buildings and facilities.** Reduce normalized[1] energy use in County-owned facilities by at least 17.5 percent by 2030 and 20 percent by 2035, compared to 2014 baseline.	***Current Status:*** *10.4 percent reduction (2023)* ***2030 Target:*** *17.5 percent reduction*
 Sustainable County Infrastructure	**GHG 24. Reduce Fossil Fuel Use in County-owned facilities.** Reduce normalized[1] fossil fuel use in County owned facilities by 20 percent by 2030; 50 percent by 2040; and 80 percent by 2050, compared to a baseline 2014.	***Current Status:*** *46.6 percent increase (2023)* ***2030 Target:*** *20 percent reduction*
 Sustainable County Infrastructure	**GHG 25. Biogas utilization.** Improve biogas collection at King County regional wastewater treatment plants such that a combined 75 percent or more of available biogas is sent to a productive use by 2030.	***Current Status:*** *56 percent productive use (2024)* ***2030 Target:*** *75 percent productive use*

1 Normalized energy use is measured on an energy use per square foot basis using an Energy Use Index (EUI) of BTUs per square foot per degree day. The Wastewater Treatment Division normalizes energy use based on outside air temperatures and wastewater flows.

Section	Performance Measure	Target
 Zero-Emission Fleets	**GHG 26. Increase County fleet zero-emission charging infrastructure.** Increase installation of EV charging ports at King County facilities to 450 by 2030.	***Current Status:*** *108 fleet charging ports (2024)* ***2030 Target:*** *450 fleet charging ports*
 Zero-Emission Fleets	**GHG 27. Reduce GHG Emissions from County Fleets.** King County government will reduce GHG emissions from all fleet vehicle operations by 70 percent by 2030, compared to a 2017 baseline.	***Current Status:*** *15 percent reduction (2024)* ***2030 Target:*** *70 percent reduction*
 Zero-Emission Fleets	**GHG 28. Increase County zero-emission fleets.** Increase County zero-emission fleets, achieving • 100 percent zero-emission revenue bus fleet by 2035[2] • 67 percent zero-emission ADA paratransit fleet by 2040 • 40 percent zero-emission rideshare fleet by 2030 and 100 percent by 2040 • 50 percent electric light-duty vehicles by 2030 and 100 percent by 2035 • 50 percent zero-emission medium-duty vehicles by 2035 and 100 percent by 2040 • 50 percent zero-emission heavy-duty vehicles by 2040 and 100 percent by 2045	***Current Status:*** *16 percent zero-emission revenue bus fleet* *0 percent zero-emission ADA paratransit fleet* *2 percent zero-emission rideshare fleet* *4 percent EV light-duty vehicles* *2 percent zero-emission medium-duty vehicles* *7 percent zero-emission heavy-duty vehicles (2024)* ***2030 Target:*** *100 percent zero-emission revenue bus fleet by 2035* *67 percent zero-emission ADA paratransit fleet by 2040* *40 percent zero-emission rideshare fleet by 2030* *50 percent electric light-duty vehicles by 2030* *50 percent zero-emission medium-duty vehicles by 2035* *50 zero-emission heavy-duty vehicles by 2040*
 Zero-Emission Fleets	**GHG 29. Renewable fuels.** All applicable County fleets will fuel at least 50 percent of diesel powered medium- and heavy-duty vehicles with renewable fuel by 2030	***Current Status:*** *8 percent renewable diesel (2024)* ***2030 Target:*** *50 percent renewable diesel*

2 Metro is working on an updated zero emission transition implementation plan at the time of the SCAP transmittal. This plan will reflect how Metro will deliver reliable service, reduce GHG emissions, and meet our climate goals while being responsive to the speed of zero-emissions technology advancements and financial constraints. The plan will provide an updated timeline and approach to fully transition to a zero-emissions bus fleet as quickly as possible while delivering safe, clean, reliable service to our customers. The updated plan will be incorporated in the Maximizing Climate Benefits in Transit Proviso that is due to County Council in August 2025.

ENDNOTES

1 IPCC, "Summary for Policymakers The Physical Science Basis". Cambridge University Press, 2021. [LINK]. Pg #3–32.

2 IPCC, "Mitigation of Climate Change". Cambridge University Press, 2022. [LINK].

3 King County Executive Climate Office, "Greenhouse Gas Emissions Data," (n.d.). [LINK].

4 Cascadia Consulting Group, "King County Communitywide Geographic Greenhouse Gas Emissions: Puget Sound Regional Emissions Analysis. Final Report," August 2022. [LINK].

5 EDGAR (Emissions Database for Global Atmospheric Research), "Community GHG Database: A Collaboration Between the European Commission, Joint Research Centre, and International Energy Agency," 2024. [LINK].

6 King County Executive Climate Office, "Greenhouse Gas Emissions Data," (n.d.). [LINK].

7 Broekhoff et al, "What Cities Do Best: How to Maximize the Role of Cities in a Low-Carbon Future," SEI and Bloomberg Philanthropies, 2015. [LINK]

8 Washington Clean Energy Transformation Act, "RCW 19.405," Revised Code of Washington, May 2019. [LINK].

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King County Forest Carbon Program supports land conservation, new parks, and greenspaces.