

Quinn moved Amendment 1.5 to Amendment 1b.
The motion carried.

1.5

Aviation Emissions

[J. Tracy]

Sponsor: Quinn

Proposed No.: 2025-0172

1 **AMENDMENT TO AMENDMENT 1b TO PROPOSED MOTION 2025-0172,**

2 **VERSION 2**

3 In Attachment A, strike page 83 (the page with action GHG 3) and insert:

4 " King County 2025 Strategic Climate Action Plan 83 "

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. King County will convene partners to support efforts at the federal and international level to regulate emissions from air travel.

LEAD AGENCIES:
ECO

PARTNER AGENCIES:
PAO

EXTERNAL PARTNERS: K4C; PSRC; ECOLOGY, Commerce, Washington Attorney General's Office

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:
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

5 In Attachment A, strike page 109 (the page with action GHG 24) and insert:

6 "



GHG 3	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
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	Act. King County will convene partners to support efforts at the federal and international level to regulate emissions from air travel, similar to policies in place under the European Union Emissions Trading Scheme.
GHG 24	GHG 24. Limit aviation emissions and local air pollution impacts. Aviation emissions are large contributors of GHG emissions, as well as air and noise pollution for residents living near airports <u>and under flight paths</u>. The Community Health and Airport Operations Related Noise and Air Pollution Report prepared by Public Health-Seattle & King County documented that compared to the rest of the County, communities within 10 miles of SeaTac airport, “are associated with higher rates of pervasive health concerns.” Both the Public Health report and 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. To address the health disparities of communities near airports, King County will work with CBOs, non-governmental organizations, and peer local government agency partners to: Promote and implement indoor air quality improvements and pollution mitigation in communities. 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 <u>legally permissible it is allowed by FAA</u>; and similar interventions. The County will build on efforts to educate and engage communities on health impacts of pollution and mitigation Strategies, <u>such as access to health screening and other tools to self-manage improving health and reducing impacts of indoor air pollution.</u> Phase Out Leaded Aviation Gas at KCIA. 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. <u>A rule by the U.S. Environmental Protection Agency published in 2023 concluded that emissions of lead from covered aircraft engines cause or contribute to lead air pollution that may reasonably be anticipated to endanger public health and welfare. Lead presents a significant health risk to children, specifically the EPA finding concludes that, “Given the number of children in close proximity to runways” lead exposure from aviation fuels presents “a potential substantial implications for children’s health.”</u> 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. Promote accurate aircraft GHG reporting methodologies. King County will

	continue the practice adopted in 2022/2023 GHG inventories to use a passenger-based approach to more comprehensively represent aviation emissions in GHG inventory. King County will continue to provide quantification of the net radiative forcing multiplier in future GHG emissions inventories based on best available science. • Advocate for alternative travel modes such as 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 advocate and support efforts to improve frequency and reliability of the Amtrak Cascades service in accordance with ESHB 1837 currently serving the Vancouver–Seattle–Portland corridor, as well as other alternative modes. <u>King County will support efforts to educate and engage communities to encourage alternative travel modes.</u> The King County Office of Economic Opportunity & Creative Economy and ECO will continue work with public and private partners to advance the following measures to reduce aviation GHGs. 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 support expanded use of zero-emission aviation technology development and sustainable aviation fuels (SAF). <u>King County will advocate for strong sustainable aviation fuel and hydrogen production life-cycle emissions accounting standards to ensure fuels used provide a net GHG emissions and air pollution benefit.</u> 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-emissions aviation once approved by regulators. King County will advocate for strong sustainable aviation fuel and hydrogen production life-cycle emissions accounting standards to ensure fuels use provide a net GHG emissions and air pollution benefit. Aviation emissions are regulated at the federal and international levels. King County will convene partners to support federal and international efforts to regulate aviation emissions, similar to those in the European Union Emissions Trading Scheme. King County will work to raise awareness around the role and need for federal/international action to address emissions from this sector.
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13 The proposed changes would:

- 14 • State that the County will support efforts to educate and engage communities to
- 15 encourage alternative travel modes.
- 16 • Add context about health impacts.
- 17 • Remove references to the European Union Emissions Trading Scheme.
- 18 • Add “Climate Solutions” to listed external partners, and add the “U.S. EPA 2023
- 19 Finding That Lead Emissions From Aircraft Engines That Operate on Leaded
- 20 Fuel Cause or Contribute to Air Pollution That May Reasonably Be Anticipated
- 21 To Endanger Public Health and Welfare” to the listed strategic connections.