## REVISED STAFF REPORT

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| **Agenda Item:** | 4 | **Name:** | Jenny Giambattista  Jake Tracy  Leah Krekel-Zoppi  Terra Rose |
| **Proposed No**.: | 2020-0288 | **Date:** | April 22, 2021 |

**COMMITTEE ACTION**

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| ***Proposed Substitute Motion 2021-0288.2, adopting the 2020 Strategic Climate Action Plan, passed out of committee on April 22, 2021 with a “Do Pass” recommendation. The Motion was amended in committee with:***  ***Amendment S1, which amended the motion to acknowledge receipt of the 2015 SCAP Priority Action Progress Report, and made a number of changes to attachment A, including adding priority actions relating to aircraft emissions, alternative working arrangements, solid waste, and wildfire smoke, adding targets related to vehicle electrification, and making a number of technical and clarifying changes.***  ***Amendment 1, which amended the motion to require a report on funding and staffing needs for public-health related climate actions.***  ***Amendment 2, which added a priority action for Metro to identify and report on the cost to add the transit service necessary to achieve transit ridership and car trip reduction targets in the 2020 SCAP and propose specific funding levels needed to meet those needs.*** |

**SUBJECT**

A motion adopting the 2020 King County Strategic Climate Action Plan in compliance with King County Code, 18.25.010.A4.

**SUMMARY**

The Strategic Climate Action Plan is a five-year strategic plan which outlines strategies, targets, and priority actions to address climate change. The 2020 Strategic Climate Action Plan (SCAP) updates the 2015 SCAP. As required by code, the SCAP addresses preparations for climate change and greenhouse gas emissions reductions across transportation and land use, buildings and facility energy, green building, consumption and materials management, and forestry and agriculture.

Ordinance 19041 requires the SCAP to be developed using an environmental justice framework including the development of a green jobs strategy. As required by code, the 2020 SCAP also adds a new section, Sustainable and Resilient Frontline Communities, which is a community-driven framework for addressing climate equity. This section was developed by the Climate Equity Community Task Force, representing those communities that are disproportionately impacted by climate change and that face historic and current inequities.[[1]](#footnote-1)

The 2020 SCAP also includes overall targets for County government and countywide targets. For King County government operations, the target is to reduce King County government operational emissions by 50 percent by 2025 and 80 percent by 2030. While operational emissions have decreased by 1.5 percent from 2007 to 2019, that reduction is far from the 25 percent reduction by 2020 target that was included in the 2015 SCAP.

The 2020 SCAP countywidetarget is as follows: reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline 50 percent by 2030, and 80 percent by 2050. While per capita emissions have declined by 11 percent between 2008 and 2017, the overall countywide emissions have decreased by only 1.6 percent during that same time

The 2020 SCAP is a large and comprehensive plan which includes policy recommendations across many issue areas. In order to allow the committee time to discuss each of the focus areas of the 2020 SCAP, the chair has asked Council staff to prepare a series of briefings with each briefing covering one to three of the major focus areas in the SCAP. On January 21, 2020 the committee briefing discussed the greenhouse gas emissions targets (Focus Area 1), building and facility energy (Focus Area 3), and green building (Focus Area 4) focus areas of the SCAP. On February 24, 2021 the committee briefing discussed the Sustainable and Resilient Frontline Communities (Section Two) and Preparing for Climate Change (Section Three) sections of the SCAP.

Today’s briefing will cover transportation and land use (Focus Area 2) consumption and materials management (Focus Area 5) and forestry and agriculture (Focus Area 6).

At the direction of the Chair, staff have prepared a striking amendment (Attachment 2) to Proposed Motion 2020-0288.

**BACKGROUND**

**Strategic Climate Action Plan is Required Every Five Years.** King County Code Section 18.25 requires adoption of a Strategic Climate Action Plan (SCAP) at least every five years to develop goals and priority actions towards achieving King County’s goal of reducing climate emissions twenty-five percent by 2020, fifty percent by 2030, and eighty percent by 2050 compared to a 2007 baseline. As required by KCC, the plan must:

* Identify specific objectives, strategies and priority actions for reducing emissions and mitigating climate impacts.
* Include performance measures and related targets for both operational emissions and implementation of priority strategies that advance the strategic climate action plan.
* Identify opportunities for partnerships with cities.
* Identify community-level actions the county can implement to reduce climate pollution and prepare for the impacts of climate change.
* Include annual updates on progress in achieving strategic climate action plan performance measure targets and accomplishment of priority actions identified in subsection.

Ordinance 19041 added additional requirements for what is to be included in the Strategic Climate Action Plan (SCAP). Ordinance 19041 requires the following:

* Developing the SCAP using an environmental justice framework.
* Each goal area is required to address environmental justice and ensure that the strategies promote an equitable distribution of any environmental benefit.
* Including a green job strategy in the SCAP.
* Including a community-driven strategy to achieve sustainable and resilient communities.
* Convening the King County Climate and Equity Community Taskforce.
* Convening a SCAP labor advisory council or seek input from county labor and workforce development organizations to provide guidance on each SCAP update.

The 2020 SCAP is the third itineration of the SCAP.

**“Jump Start” Electric Vehicle Ordinance 19052**

In 2020, the King County Council adopted Ordinance 19052 intended to accelerate vehicle electrification. It requires the Executive to implement a “jump start” vehicle electrification strategy that seeks to accelerate the adoption of electric vehicles by Metro, other county agencies, and residents. The ordinance requires actions across county agencies. Most notably it sets a target for Metro to accelerate the transition to a one hundred percent zero-emission bus fleet by 2035. The ordinance also includes specific targets for transitioning county fleet vehicle, by type of vehicle, and targets for charging infrastructure. Additionally, it includes requirements intended to facilitate access to electric vehicles by low-income residents and to encourage the installation of charging infrastructure in new multi-family and commercial developments.

**Performance Reporting Requirements.** King County Code Section 18.50.010 requires a biennial report on the progress in achieving the targets and actions outlined in the Strategic Climate Action Plan. The last progress report was transmitted in June 2018. In the years, like 2020, in which the update to the Strategic Climate Action Plan is transmitted, the information required for the progress report is to be included in the Strategic Climate Action Plan. The 2020 SCAP, as transmitted, does not include all the progress report information required. Executive staff recently provided this information, and it is included as Attachment 3 to this staff report. Because the progress report was just recently completed, Executive staff plan to transmit the next progress report in June 2023.

**Organization of the 2020 SCAP.** The 2020 SCAP is organized into three sections:

Section One, "Reducing Greenhouse Gas Emissions" includes the following six focus areas, each of which is required by code:

FOCUS AREA 1: Greenhouse Gas Targets and Policy

FOCUS AREA 2: Transportation and Land Use

FOCUS AREA 3: Buildings and Facility Energy

FOCUS AREA 4: Green Building

FOCUS AREA 5: Consumption and Materials Management

FOCUS AREA 6: Forests and Agriculture

Section Two, "Sustainable and Resilient Frontline Communities," is a new section in the SCAP required by code and focused on climate equity and community driven policy.

Section Three, "Preparing for Climate Change," is required by code to include an assessment of climate change impacts in King County and identification of goals, strategies, measures, targets and priority actions within county services and county operations to address climate change impacts.

**ANALYSIS**

The analysis section of this staff report will discuss Focus Area 2: Transportation and Land Use, Focus Area 5: Consumption and Materials Management and Focus Area 6: Forestry and Agriculture.

**Policy and technical issues for Committee consideration are listed at the end of the staff report.**

**Transportation and Land Use**

**(Pages 57-85 of SCAP)**

**Summary.** Transportation is the largest source of GHG emissions in the region, contributing 36 percent of the King County's communitywide GHG emissions, according to a 2019 County analysis[[2]](#footnote-2). According to this analysis, the sources of transportation GHG emissions are passenger vehicles (71 percent), freight and service vehicles (14 percent), commercial airport[[3]](#footnote-3) (10 percent), rail (2 percent), transit vehicles (2 percent), and marine vehicles (1 percent).

Land use and transportation policies are linked because denser, mixed use communities support more walking, biking, and transit use, and fewer car trips to reach destinations. Widespread changes such as reducing the amount of vehicle miles people travel and reducing the GHG emissions from vehicles play a critical role in reducing countywide and county operations GHG emissions.

Key SCAP targets for the transportation and land use focus area include increasing transit ridership, reducing vehicle miles traveled, reducing transportation related GHG emissions, and concentrating population and job growth in the urban areas of King County. Because transportation contributes to such a large percentage of King County's GHG emissions, and the changes needed to curb emissions are so significant, each of these four areas must be addressed to achieve the SCAP goals. For example, the overall transportation GHG emission targets couldn't be reached within the necessary timeframe by simply converting to electric vehicles without also reducing car trips, increasing transit, and concentrating population and job growth in urban areas. That is because the long-life span of vehicles and the time it takes to build new vehicles and infrastructure means that converting to electric vehicles will take many decades to fully realize, even if all new vehicles sold were electric. Likewise, it takes time to transform the built environment, build out transit systems, and change land use and travel patterns.

Rising housing prices in King County present a challenge to reducing GHGs emissions associated with transportation as people are driven to homes in more affordable, less dense areas that are farther from jobs, institutions, and other key destinations, and less served by transit. People living with low incomes; immigrants; and Black, Indigenous, and People of Color (BIPOC) communities are particularly vulnerable to displacement from dense, close-in, walkable and bikeable communities well served by transit. Other challenges to achieving transportation emission reduction goals include lack of funding to increase transit service and build out electric vehicle infrastructure; lack of widespread policies, regulations, and incentives to reduce vehicles miles traveled and increase usage of cleaner fuel vehicles; and the time it takes for transit service investments, technology changes, and land use patterns to build out and reach their full potential.

While King County is meeting or making progress towards the 2015 SCAP targets for increasing non-drive-alone commute travel, concentrating growth in the urban area, and increasing regional trail miles, the region did not meet the most critical 2015 SCAP transportation targets: Metro transit ridership and vehicle miles traveled. In fact, vehicle miles traveled in the region increased since 2015. In the case of Metro transit ridership, the Executive Proposed 2020 SCAP moves away from targeting Metro transit ridership and instead sets a target for *regional* transit ridership, which is the combined transit ridership on Metro and Sound Transit services in King County. Regional transit ridership in 2018 reached 166.6 million, surpassing the 2015 SCAP target for Metro transit ridership of 144 million by 2020, although Metro ridership alone accounted for 129.1 million of the total regional ridership in 2018. In the 2020 SCAP, new targets were added to measure progress on overall transportation GHG emissions, and on communitywide electric vehicle purchases.

For County operations, the two strategies related to transportation, transitioning to a zero-emissions transit fleet and improving the County’s fleet fuel efficiency, are projected in the SCAP to be the county's two largest opportunities for reducing overall emissions from county operations. King County did not meet its 2015 SCAP target of decreasing energy use by county vehicles by 10 percent compared to the 2014 baseline, and in fact GHG emissions from the county's fleet increased by 3.2 percent between 2014 and 2019. The county is making progress on its operational target of increasing alternative fuel use by 10 percent by 2025, achieving a 7.9 percent increase by 2019. In the 2020 SCAP, those three targets were combined into one overall target measuring county fleet vehicle GHG emissions.

The overall targets and actions in the SCAP are consistent with the Jump Start vehicle electrification Ordinance 19052. However, the specific targets in the Jump Start legislation are not formally included as performance measures in this section.

**Targets.** Table 1 below shows the status of 2015 SCAP targets for transportation and land use.

**Table 1: Status of 2015 SCAP Transportation and Land Use Targets**

| 2015 SCAP Target | On Track? | Target changed for 2020 SCAP? | Comment |
| --- | --- | --- | --- |
| Metro transit ridership: 144 million annual boardings by 2020 | No | Changed to regional transit ridership, combining Sound Transit and Metro Boardings. Increased target from 225 million by 2040 (Metro only) to 378 million by 2040 (total regional) | In 2019, annual boardings were 121.7 million. As transit systems build out, boardings per trip typically increase, as riders make more transfers to reach their destinations. |
| Reduce vehicle miles traveled (VMT) by 20% below 2012 levels by 2030 | No | Reduce VMT by 20% below 2017 levels by 2030 | Vehicle miles traveled have increased by 7.7% since 2012; the proposed updated target is less ambitious than the 2015 SCAP target |
| 97% of new construction within the urban growth area (UGA) | Yes | 98.5% of new growth in the UGA | Since 2014, more than 98% of new construction has been in the UGA |
| 15 miles of new regional trails built or in final design by 2020 | Progress | 10 miles of new regional trails by 2025 | 8.3 regional trail miles were added between 2015 and 2019 |
| 6% increase in non-drive-alone travel between 2007 and 2020 | Yes | Removed to focus on reducing overall vehicle travel rather than commute trips | Non-drive-alone travel increased by 9.75% between 2007 and 2017 |
| 10% reduction in energy use per boarding by Metro fleet vehicles, and 10% reduction in energy use of all non-Metro fleet | No | Changed to reduce GHG emissions from county vehicles by 45% by 2025, compared to 2017 baseline | GHG emissions for county fleets increased by 3.2% between 2014 and 2019 |
| 10% increase in alternative fuel use by 2025, compared to 2014 baseline | Progress | Removed to consolidate county operations GHG reductions into one overall measure rather than three segments | County fleet alternative fuel use increased by 7.5% by 2019 |

New communitywide target areas added to the 2020 SCAP:

* **Transportation-related GHG emissions:** The SCAP includes the following target: reduce transportation-related GHG emissions 20 percent by 2030, compared to 2017 baseline. Executive staff have stated that this target should be corrected to refer to the adoption of a clean fuels standard. The corrected target is included in the striker: “Adopt a clean fuels standard to reduce transportation-fuel GHG emissions intensities by at least 20 percent by 2030, compared to 2017 levels.
* **Electric vehicles:** Increase percentage of new vehicles sold that are electric vehicles to 100 percent of light duty, 50 percent of medium duty, and 28 percent of heavy-duty vehicles by 2035. Currently only seven percent of new vehicles sold were electric in 2018. However, automakers' recent announcements committing to move towards all electric vehicle lineups align well with this target.

The SCAP does not include specific targets for County fleet electrification. However, the SCAP does note that the priority actions and targets in the SCAP are consistent with achieving the vehicle electrification targets in the “Jump Start” Ordinance 19052.

**Priority Actions.** To achieve the SCAP's proposed targets, the SCAP includes priority actions and strategies associated with each target. Following are key transportation and land use priority actions highlighted in the 2015 SCAP, and their status. For further information, see the Executive's progress report which is Attachment 3 to this staff report.

* **Grow transit service without increasing GHG emissions**

Status: Metro Transit increased transit service hours by 15 percent between 2015 and 2019, while increasing GHG emissions by one percent during that same period.

* **Expand access to the transit system**

Status: Since 2015, Metro has increased bike storage at transit centers, collaborated with five cities to fund new non-motorized connections to transit, funded biking and walking improvements in transit corridors, implemented TripPool to help people carpool to park-and-rides, increased paid parking options near transit hubs, launched a parking permit program at park-and-rides, and incorporated access improvements in new RapidRide lines.

* **Expand Alternative Services program**

Status: Since 2015, Metro has expanded alternative services in Preston, Snoqualmie, Bothell-Woodinville, Vashon Island, Kenmore, Mercer Island, Normandy Park Lake Forest Park – Shoreline, Sammamish, Juanita, Kenmore-Kirkland, Burien, and Des Moines; launched Trailhead Direct to provide transit service to trailheads; and piloted the Ride2 Program in Eastgate and West Seattle.[[4]](#footnote-4)

* **Address GHG goals in Metro Transit’s Long-Range Plan**

Status: Metro developed its long-range plan, Metro Connects, which was adopted by the King County Council in 2017.[[5]](#footnote-5) Metro Connects supports SCAP goals of reducing energy use and achieving a zero-emission fleet. Metro Connects is planned to be updated later this year, and those updates are being designed to align with the SCAP goals.

* **Pursue adoption of a Clean Fuels Executive Order to include a cost of carbon**

Status: A Clean Fuels Executive Order was not implemented, but since 2015, the Executive has developed a social cost of carbon and incorporated it into decision-making for vehicle and fuel purchases. Additionally, the Council adopted Ordinance 19052 in 2020 to accelerate the adoption of electric vehicles and establish ambitious goals for fleet electrification.

* **Use alternative fuels in the County’s new ferry vessels**

Status: By 2020, 95 percent of the fuel used by King County's water taxis was B-20, a 20 percent biodiesel blend.

* **Consider options for the sale and reinvestment of environmental attributes**

Status: The Council passed Ordinance 18106 creating an environmental attribute program that enables the monetized value of operating the trolley and battery-operated buses to be sold to third parties, however the United States Environmental Protection Agency did not approve the program at the federal level. Currently, Metro and partners are pursuing a state clean fuels standard to support fleet electrification.

The 2020 SCAP includes 33 transportation and land use priority actions, related to achieving the targets shown in Table 1. Following are a few of the key priority actions most closely related to meeting the transportation and land use targets identified in the 2020 SCAP as playing a key role in the GHG reduction “wedge” pathways to achieve the overarching countywide goals,[[6]](#footnote-6) which are 1) protect federal fuel efficiency standards, 2) reduce car trips, 3) adopt a clean fuels standard, and 4) increase adoption of electric vehicles. Many of these priority actions are new to the 2020 SCAP. Key transportation and land use priority actions:

* Collaborate with local elected leaders and community members to develop a decision package and **regional ballot transit funding measure**. Discussions were underway for such a ballot measure in early 2020 but were put on hold due to the COVID-19 pandemic. According to Metro, reaching the 2020 SCAP transit ridership target is projected to require an additional 400,000 transit service hours by 2025 compared to pre-pandemic service levels. Due to the pandemic and less investment from Seattle in transit service the city previously funded, Metro is now projecting transit service reductions by 2025. Without significant additional transit funding, it would be difficult to achieve the ambitious 2020 SCAP goals for growth in transit boardings, shown in the graphic below.

**2020 SCAP Target for Regional Transit Boardings**



* Advocate and engage in a regional conversation to evaluate and implement options for **equitable vehicle usage pricing and management policies**. This would include Metro and Sound Transit's paid parking program at high-demand park-and-rides (currently suspended due to the COVID-19 pandemic), development of a King County position on pricing tools, and identification of near-term opportunities to build incentives for pricing into transit planning and policy agreements. Approaching any such measures with an equity lens will be critical since affordable and available housing for people with low-incomes, BIPOC, immigrants, and families with young children tend to be further from job and activity centers and fast, frequent transit services.
* Develop corridor prioritization to **invest in speed and reliability improvements** in areas with greatest needs, provide sustained and **increased transit frequency**.Metro's rider/nonrider surveys consistently show that ability to reach destinations quickly and reliably without extended waiting periods are major factors in whether people take transit. However, speed and reliability improvements require capital investments, and increasing transit frequency requires additional operating capacity, both of which require significant increases in funding at a time when Metro is projecting funding shortfalls due to the pandemic.
* Update King County Countywide Planning Policies (CPP) that result in local jurisdictions taking **transit supportive land use actions**. Such actions would be consistent with Vision 2050 and include zoning for increased density, decreasing parking requirements, increasing affordable housing, and minimizing displacement near transit. The Countywide Planning Policy Update is almost complete, the GMPC will be voting on a CPP recommendation at their June 2021 meeting. At Regional Transit Committee meetings and other forums, suburban representatives have expressed concern that the CPP update calls for suburban cities to take transit supportive actions, yet Metro Connects and Metro's Service Guidelines don't call for a corresponding increase in transit service for those communities. Metro's response is that as cities' and the county's comprehensive plans are updated, Metro Connects will be updated in a consistent manner. However, since Metro Connects is not fully funded, additional transit funding would be needed to support transit service growth in areas that are not top priority areas for service growth under Metro's Service Guidelines.
* Develop an **Equitable Transit-Oriented Communities Policy and Implementation Plan**. While such a policy and plan would take steps to address affordable housing near transit corridors, Metro's initial focus would be on Metro-owned properties, and the scale would be to focus on one or two projects per biennium, due to program funding and staffing capacity. Given the enormous scale of the affordable housing crisis, which has only been made worse by the COVID-19 pandemic, the planned scale of this priority action would not likely be significant compared to the scale of the problem in King County. Nonetheless the implementation plan represents an affordable way for Metro to leverage county-owned property to address transit-oriented housing, and the Council may be interested in reviewing this policy and implementation plan when it is completed, though it does not require Council approval.
* **Protect federal vehicle efficiency standards.** With the stated policy position of the incoming United States President, the federal vehicle efficiency standards no longer appear to be in jeopardy of being rolled back, and the GHG emission reduction benefits associated with these standards during the course of the 2020 SCAP reporting period are likely to be realized. Recent commitments by automakers to increase their line up of electric vehicles in the United States in order to meet these standards also increases the likelihood of reaching proposed 2020 SCAP targets for reducing transportation related GHG emissions and increasing electric vehicle purchases.
* Support the adoption of a **statewide or regional low carbon fuel standard** that gradually lowers pollution from transportation fuels. Executive staff state that they are currently actively supporting state bill HB 1091 Clean Fuels Standard and tracking other state legislative bills to advance clean fuel and zero emission vehicle strategies.
* Evaluate opportunities to **expand publicly accessible electric vehicle charging infrastructure** at King County facilities. Metro, the Fleet Division, and the Facilities Management Division are currently working with a consultant to develop a phased master plan for installing electric vehicle charging infrastructure at six county facilities. More details about electric vehicle charging infrastructure will be reported to the Council through the reporting requirements for the Jump Start electric vehicle Ordinance 19052.
* Develop code revisions for unincorporated King County that incentivizes **electric vehicle readiness in new development**. The Executive has transmitted a code change (Proposed Ordinance 2020-0417) that would require electric vehicle charging infrastructure in new and substantially improved commercial, multifamily, and townhouse construction in unincorporated King County. The Executive is also considering code revisions to incentivize electric vehicle charging in detached single family homes.

The key proposed county operations priority action most closely tied to achieving the county operations transportation targets is:

**Electrify King County's vehicle fleet** and build out charging infrastructure. The actions proposed are consistent with the targets set in the Jump Start Ordinance 19052, including efforts to transition King County's bus fleet to electric buses, to transition King County's light-duty sedans to zero emissions, and for the Solid Waste Division to pilot an electric truck. Metro's 2021-2022 budget included funding to purchase 40 electric buses and build associated charging infrastructure. According to the Executive, the Fleet Division's 2021-2022 budget includes appropriation authority to replace light duty sedans with electric vehicles. Ordinance 19052 requires transmittal of an Electric Vehicle Infrastructure Plan to study the necessary infrastructure development, financial investment, financing options, policy changes and technical resources needed to support accelerated vehicle electrification. The plan was due September 20, 2020, but transmittal has been delayed until September 2021.

*Additional Analysis by Metro of Strategies to Reduce GHG Emissions*. Given the cost constraints associated with the various transportation GHG emission reduction strategies, in November 2019, Metro completed an assessment comparing the various strategies Metro can take to reduce GHG emissions from transportation (see Attachment 5). According to Metro, the primary findings from that analysis are that fleet electrification and high productivity service investments, such as investment in high ridership services like RapidRide, offer emission reductions at a comparable cost and scale, and that a combination of investments would be needed to achieve the county's long-term climate goals, including investments in productive transit service, transit-supportive land use, and clean fleet.

**Consumption and Materials Management**

**(Pages 131-147 of SCAP)**

**Summary**. Greenhouse gas emissions can be divided into three categories – emissions occurring within county boundaries, emissions related to energy produced out-of-county but consumed in county, and emissions resulting from the extraction, manufacture, transport, and disposal of goods, foods, and services produced out-of-county but consumed in-county. Although a majority of the 2020 SCAP's focus is on reducing emissions from the first two categories, collectively known as "geographic-plus emissions", the third category results in more annual emissions than all geographic-plus emissions combined.[[7]](#footnote-7) These "embodied" emissions resulting from King County demand are not included in King County's overall GHG reduction goals and wedge analysis. Quantifying and reducing consumption-based emissions is a priority action for the 2020-2025 SCAP cycle.

King County has less control over these embodied emissions than direct, in-county emissions, but is able to influence them, particularly at the County-operations level, through purchasing choices, policies, and education, just as the County has influence over emissions from outside energy production.

At the communitywide scale, the SCAP targets and actions in this sector are primarily focused on diverting and avoiding waste. Reaching the 2030 target of zero waste of resources would result in a GHG emissions reduction of approximately 946,000 MTOCO2e annually.

Although the communitywide performance measures from the 2015 SCAP were not met, the SCAP includes new strategies and priority actions intended to meet the modified targets and the County's overall GHG reduction goals. These zero-waste goals are aspirational and very ambitious, and success will be dependent on significant changes in consumer behavior as well as government and industry action.

One particular challenge in meeting SCAP consumption and materials management goals with respect to solid waste is the fact that China has largely stopped accepting materials to be recycled from the United States. Executive staff states that, "while there are some challenging conditions, in particular from a low oil price and impact of contamination in bale quality, there [are] expectations of increased demand for recycled feedstock throughout the 2020s. Since 2018 our local haulers/recyclers have shifted from sending most of the paper and plastic collected in our region to markets in Asia to domestic markets and Canada. All of the organic material (yard, wood, food) that is recycled from King County residents, schools and businesses is processed locally," and that discussions on how the region can access future potential markets are taking place through the Zero Waste of Resources Task Force.

The 2020 SCAP includes the Comprehensive Solid Waste Management (CSWMP) goal of zero waste of resources but also includes additional targets related to the recycling of construction and demolition materials, recycling at transfer stations, and diverting food waste from the landfill. Executive staff indicated at the time the Council was considering the CSWMP that the policies therein were intended to be sufficiently broad so that they were relevant for the duration of the six-year planning period. The solid waste-related targets and priority actions in the 2020 SCAP are generally consistent with or at minimum not in conflict with the adopted CSWMP, however, the 2020 SCAP is in many cases more specific and/or prescriptive.

At the county operations scale, King County met or exceeded all three of its 2020 targets, which included a reduction in copy paper used, a transition to virtual servers, and increased landfill gas efficiency. The 2020 SCAP commits to improving county operations related to waste reduction, low-carbon building materials, and other sustainable purchasing choices.

**Targets.** Table 2 below shows the status of 2015 SCAP targets for consumption and materials management.

**Table 2. 2015 SCAP Targets for Consumption and Materials Management**

| **2015 SCAP Target** | **On Track?** | **Target changed for 2020 SCAP?** | **Comment** |
| --- | --- | --- | --- |
| By 2020, 70% recycling rate of materials collected in King County (not including Seattle or Milton). | No | Removed and instead included as a priority action in support of target below. | As of 2017, the last year of data available, King County's recycling rate was 55%, a 5% increase from 2010. The SCAP states that the length of time it took to develop the Comprehensive Solid Waste Management Plan slowed the initial work on increasing the recycling rate. |
| By 2030, zero waste of resources that have economic value for reuse or recycling. | No | Maintained | As of 2017, 70% of materials deposited in the landfill could have been recycled or composted. Target consistent with the goal in the adopted 2019 Comprehensive Solid Waste Management Plan and K.C.C. 10.14.020. |
| By 2020, recycle 60,000 tons of materials including yard and wood waste, metal, cardboard, and paper [annually at King County solid waste transfer stations]. | No | Target date changed to 2025. | In 2019, 33,921 tons of materials were recycled, an 87% increase over 2015 levels. |
| Compared to 2010 levels, reduce copy paper usage by 20%by 2013, 30% by 2016, and  by at least 35% by 2020. | Yes | New target:  40% per-employee copy paper usage reduction by 2040. | Report states that per-employee target will smooth out effects of staffing-level changes. |
| Convert 70% of individual servers to standard virtual  environments by the end of 2015. | Yes | Removed | 90% of servers converted as of 2019. |
| Increase landfill gas collection efficiency at Cedar Hills to at least  98%by 2020. | Yes, | Removed | Target met in 2017. Based on US EPA Standards, efficiency has hovered around 95% since 2017. |

The 2020 SCAP also introduces one additional communitywide performance measure target:

* **Zero food waste** disposed of in the Cedar Hills landfill by 2030. Despite the "zero-waste" target discussed above being inclusive of food waste, executive staff state that the separate target was added due to the link between food waste and climate change, and equity considerations. While landfilling of food waste has declined by more than 20 percent since 2015, despite increasing population during that time, the SCAP states that more than 136,000 tons of food waste, which could have been composted, were sent to the landfill in 2019. Composting is only part of the equation, however – the report states that eliminating the waste of this food in the first place would result in nearly six times the emissions-reduction benefits of composting.

Although there are priority actions listed at the county operations scale that deal with waste reduction, low-carbon building materials, and other sustainable purchasing choices, the only target proposed for county operations in this focus area is the one related to copy paper, as shown in the table above.

**Priority Actions.** King County made progress on most of its 2015 SCAP priority actions in the consumption and waste management focus area. A table showing the status of all priority actions in this focus area can be found in Attachment 3 to this staff report. The executive proposes eleven priority actions in support of the communitywide performance measure targets, and five priority actions at the county operations level. Many of the priority actions are new; others are continuations or expansions of 2015 SCAP priority actions.

Priority actions at the communitywide level fall into two categories – those focused on the broader community and those focused on King County's transfer stations. In the first category, though some specific actions in support of the zero waste of resources by 2030 target are identified, many of the specifics would be ascertained through three interrelated and overlapping plans:

* The zero waste of resources plan, expected to be complete in Q1 2021 according to Executive staff, which is proposed to focus on plastic, paper, and organics recycling education, policy, and market and infrastructure development. Executive staff also state this plan is not expected to be submitted to the Council for approval. However, mandatory measures, such as banning certain materials from the landfill waste stream, are being considered as part of the planning process. If mandatory measures are recommended as part of the plan, these would likely need Council approval to be implemented in the future.
* The regional organics plan is already complete and was acknowledged by Council in 2019.[[8]](#footnote-8) The plan included three categories of proposed actions – 1) enhance and expand the local market for compost, 2) Reduce wasted resources and contamination; and 3) Expand regional organic material processing. Executive staff state current actions implementing the plan include establishment of a CompostWise group to increase compost use, training for city and county agencies and tribes, and increased use of compost for agricultural projects and restoration projects. According to executive staff, this work is continuing to expand in parallel with the zero waste of resources planning process.
* The circular economy plan, proposed to be completed in 2021, is proposed to look holistically across the supply chain to develop a vision and plan to encourage designing out waste and pollution in the creation of products, keeping products and materials in longer use, and improving carbon storage in materials such as soil, compost, soil amendments, concrete, plastic, and wood.

The executive's zero-waste target is, to quote the 2020 SCAP, aspirational. Achieving this target would require development of these three plans (in addition to other planned actions), implementation of the as-of-yet-unknown recommendations that come out of those plans, full cooperation and support from all local government and private partners, adequate recycling markets, and a fundamental shift in the behavior of both suppliers and consumers of materials, all within the course of ten years.

Priority actions relating to transfer stations include improvements to recycling infrastructure and practices, including two new recycling and transfer stations by 2028,[[9]](#footnote-9) continued support for self-haul materials bans, process improvements around transport of materials, and increased engagement of self-haul customers by transfer station staff in order to catch recyclable materials before they are landfilled. The executive estimates that the transport improvements could reduce emissions by 3,000 MTCO2E, and the engagement action would reduce emissions by an even greater amount. As these changes are ones implemented at County facilities, the County has greater control over their implementation than those associated with the zero-waste target, and therefore may have a greater chance of success in completing these actions in support of the larger goal.

At the County operations level, newly proposed priority actions include:

* Develop specifications and requirements for use of low-embodied-carbon cement concrete in King County capital projects. This action aligns with the County's sustainable purchasing policy and builds on a cement-focused action in the 2015 SCAP.[[10]](#footnote-10) The 2020 SCAP provides a timeline of actions between 2020 and 2025 in support of an eventual maximum global warming potential embodied in any cement concrete used in County projects. It should be noted that, although the priority action states that this process will also be completed for *asphalt* concrete[[11]](#footnote-11), wood, and steel, the report clarifies that the County would only begin action on these materials in 2025 or after, once the actions have been completed for *cement* concrete.
* Further development of procurement and sustainable purchasing practices and develop markets for compost and recyclable materials, in support of the three plans described above.
* Standardize all containers, signage, and procedures for garbage, recycling, and compost at all County facilities, excluding leased facilities.
* Implement contracts for managed print services for all County departments by 2023. Managed print services involve management of all aspects of printing, from purchasing to equipment placement to end-of-life disposal, by a third-party vendor. According to executive staff, KCIT, KCIA, and WLRD currently utilize managed print services and have reduced paper, energy, and toner use through this program.
* Metro Transit will evaluate opportunities and develop recommendations to "ethically and sustainably recycle and source primary components of electric vehicle batteries, including lithium and cobalt."

While King County has greater control over the implementation of these actions than the communitywide ones, reductions in this priority area rely heavily on King County's ability to influence the actions of private manufacturers, which may be located outside of the county or even outside of the country. This adds greater uncertainty in success to these actions.

**Focus Area 6: Forestry and Agriculture**

**(Pages 148-168 of SCAP)**

**Summary.** Forests and farms, when properly managed, can store carbon dioxide in trees and soils. This section of the SCAP is focused on supporting the carbon and climate benefits of maintaining, protecting, restoring, and expanding forests and farms in King County. As trees grow, they absorb carbon dioxide from the air and convert it into carbon, which is stored in tree trunks, roots, foliage and soil.

As reported in the SCAP,agriculture represents just one percent of the total GHG emissions for King County. This section of the SCAP includes priority actions intended to promote agricultural practices that can reduce farming-related emissions and potentially offer the opportunity for farms to sequester carbon.

As shown below, King County has met many of the forestry and agricultural targets set out in 2015 SCAP. Most notably, King County exceeded its target to plant more than one million trees between 2015 and 2020. The 2020 SCAP now includes a specific annual target to help achieve the 30-year target to permanently protect and conserve remaining unprotected high-priority forest, agriculture, and other open space lands within 30 years. Executive staff note that while they have made progress, additional resources will be necessary to achieve the near-term targets and 30-year target.

This section of the SCAP includes several new targets and priority actions. Notable new priority actions include restoring the Conservation Futures Tax rate closer to 6.25, implementing the Open Space Equity Cabinet recommendations, developing a program to support immigrant and refugee farmers, expanding forest carbon programs, and amending forest and farm plan rules to require addressing climate change.

The 2020 SCAP reports the key themes from public engagement on this topic were:

* King County should continue modeling and encouraging best practices;
* Forests and trees provide multiple benefits, including carbon sequestration, urban shade, and supporting human health;
* King County should nurture public connections to nature;
* Data and monitoring are important aspects of forestry management;
* The public is aware of and concerned about increased wildfire risk.

**Forestry and Agriculture Targets.** Table 3 below shows the status of 2015 SCAP targets for forestry and agriculture.

**Table 3: Forestry and Agriculture Targets**

| **2015 SCAP Target** | **On Track?** | **Target changed for 2020 SCAP?** | **Comment** |
| --- | --- | --- | --- |
| 500 additional acres per year of privately owned rural acreage that has stewardship plans or is enrolled in current use taxation incentive programs. | Yes | The target has been changed so that there is a total target of 1,300 acres annually through fee, easement, and incentive programs. It is estimated that of the 1,300 acres, 300 will be from current use taxation and incentive programs. | In 2017 King County and the King Conservation District completed 110 stewardship plans which covered 2,339 acres of farm and forestland.  In 2016 a total of 684 acres were enrolled in the Public Benefit Rating System and in 2017, 798 acres were enrolled. |
| Permanently protect and conserve remaining unprotected high-priority forest, agriculture, and other open space lands within 30 years. A specific target was to be determined. | Progress. | A new target of preserving 1,300 acres annually through fee, easement, and incentive programs. For more details, see LCI discussion under priority actions. | Executive staff note that the past rate (2,200 acres between 2016 and 2018) was about half of the new target, but recent changes in the structure to finance LCI provided more funding beginning in 2020. The executive states that 840 acres were purchased by fee or easement in 2020. Additional funding will be necessary to achieve the full target. |
| Adding 400 net new acres of in food production per year through 2024. | Yes | Discontinued | Measuring small-scale annual changes in land use are difficult to track so an annual measurement is not possible. |
| Completing five or more projects per year to elevate agricultural structures or support the construction of farm pads. | No | Discontinued | In 2015 and 2016, two home elevations and one farm pad were constructed. In 2017, two additional home elevations were completed. The pace of completion is driven by property owner interest and is subject to Flood District Approval of funding. |
| 100% of forested sites (about 32) larger than 200 acres managed by the Parks Division have Forest Stewardship Plans by 2025 | Yes | Target extended to farm stewardship plans for County owned farms. | Forest Stewardship Plans have been drafted for 31 forested sites, with roughly half needing technical review in order to be finalized. No farm stewardship plans have been developed. |
| Plant one million native trees by 2020 and develop a sustainable plan to maintain and enhance tree cover countywide | Yes | King County will plant 500,000 trees by 2025 on King County owned property. | King County and partners combined to plant 1.2 million trees. |

The 2020 SCAP also introduces three new performance measure targets:

* Countywide, invest $25 million to improve public access to green space and equity open space opportunity areas, including at least five properties acquired annually.
* On the County operations scale, restore 2,000 acres of forests and natural areas on Parks managed properties by 2030 to improve climate change resiliency and enhance potential for carbon sequestration. This will double the rate of approximately 100 acres/year between 2015 and 2020.
* Increase tree canopy above baseline in unincorporated urban King County with lowest coverage (White Center and Skyway) measured as part of 30-year Forest Plan. Based on the most current data available, tree canopy in White Center is measured at 21 percent and in Skyway at 28 percent.

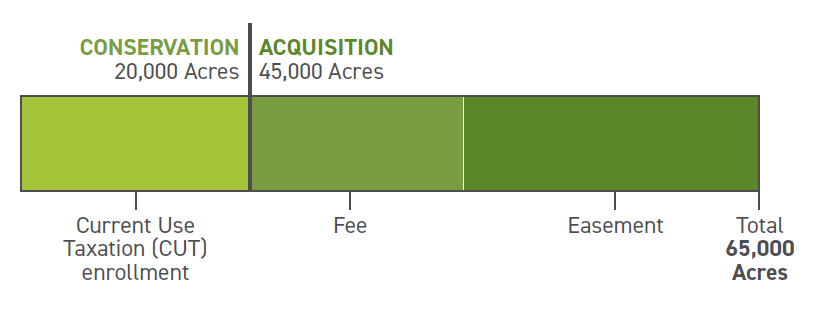
**Priority Actions**. Substantive progress has been made on almost all the 2015 SCAP priority actions for this section. A status report on the 2015 priority actions has been prepared by Executive staff and can be found in Attachment 3 to this staff report. The 2020 priority actions are a combination of new priority actions and those that are continuations or slight modifications of those found in the 2015 SCAP or other work plans.

New Priority Actions for the SCAP:

* **Implement Open Space Equity Cabinet recommendations to reduce green space inequities and provide increased farmland access.** Using the successful experience of a pilot framework in White Center and the City of Burien, the goal is to increase the number of community-driven, match-waiver-eligible applications for King County grants.
* **Restore Conservation Futures Tax (CFT) to effective rate closer to 6.25 cents that was approved in 1982.** Due to limits on property tax collection over time, the current tax rate is now just above 3 cents for $1,000 AV, a rate that will continue to decline over time. The SCAP reports that King County will explore ways to restore the CFT effective rate closer to 6.25 cents, which could be achieved through different approaches, including State Legislative action or a countywide ballot measure. Executive staff report such legislation has not yet been introduced, making 2022 more likely for such an effort.
* **Develop a Program to Support Immigrant and Refugee Farmers**. This is a new priority action that is specifically focused on immigrant and refugee farmers. The SCAP report notes that through informal conversations over the years, there appears to be a significant number of economically challenged immigrants and refugees from Southeast Asia and Africa who have retained their passion for farming and are interested in creating a farming business or growing food for their families. A 2019 DNRP report identified a suite of challenges and recommendations for farming and DNRP is now working on developing a strategic plan focused on the highest priority recommendations.
* **Expand forest carbon programs**. This includes launching the Rural Carbon Program and researching opportunities to take the County’s forest carbon program to scale. This is a new priority action for the SCAP.
* **Amend farm plan and forest plan public rules to require inclusion of strategies that can reduce emissions, increase carbon sequestration and make lands more resilient in the face of climate change.** The current rules do not specifically address these topics. As noted above, there is a corresponding performance measure for all forest and farm stewardship plans approved by King County to include specific actions to enhance carbon sequestration and improve climate resilience.
* **Complete farm stewardship plans for all County-owned farmland to ensure that plans include regenerative agriculture practices that address climate change.** This action will include DNRP conducting a literature review of the full cycle GHG impacts from the use of compost on agricultural lands and assuming a positive outcome of the review, will launch at least one pilot project to apply compost on County-owned farmland.

Continuing Actions:

* **Sustain accelerated pace of acquisitions realized in 2019 to meet Land Conservation Initiative (LCI) acreage targets.** The LCI vision is to, within a generation, protect the remaining high conservation value greenspace while ensuring equitable access for all. The LCI vision includes priorities in six categories: urban green space, regional trails, natural lands, rivers, farms, and working forests. King County’s overall goal is to protect 65,000 acres by 2050. The overall LCI goal can be divided into acquisition and conservation targets as shown below.



The SCAP notes that funding is not available to sustain the 2019 acquisition level and that staff are seeking other creative funding sources, such as the Parks Levy to complete this action.

* **Increase rate of Public Benefit Rating System/Current Use Taxation enrollments.** Continue to support King County’s Public Benefit Rating System/Current Use Taxation program and increase direct program marketing to owners of LCI priority properties that are not on the near-term acquisition list. Executive staff are estimating an approximate 50 percent increase in annual enrollment will be required to meet the LCI goals and that enrollment will require a significant increase in marketing and outreach.
* **Explore compost benefits on King County owned farmland.** In this priority action, King County will support farmers on King County-owned farmland in the application of compost to their lands to improve their soils and demonstrate compost’s value.
* **Streamline multi-jurisdictional processes**. Where appropriate, coordinate and streamline forestry and agricultural support services between King County, state and federal agencies, universities, and the King Conservation District.
* **Complete Forest Stewardship Plans on County Owned Property.** Maintain progress toward completing plans to inform restoration priorities and activities on County-owned property. As noted above, this action includes a corresponding performance target for 100 percent of County forested sites larger than 200 acres to have Forest Stewardship Plans by 2025.
* **Double the pace of forest restoration.** Restoration will prioritize County-owned forestlands most in need of ecological treatment per a 2020 analysis. Activities could include removing invasive species, young stand management, and establishing forests where there are no trees.
* **Pilot projects and completion of 30-Year Forest Plan.** The purpose of the 30-Year Forest Plan is to develop a shared vision for rural and urban forest cover in King County and to create strategies for achieving that vision. It will outline priorities and goals associated with forest canopy to be met over the next 30 years by King County and the many partners whose work is critical to the success of the plan. The SCAP includes a priority action to complete the Forest Plan by the end of 2020. Executive staff report the new completion date is the end of March 2021. The SCAP notes that King County aims to implement pilot projects in the Forest Plan and other early actions. However, there may not be funding for full implementation.

**Issues for Committee Consideration.** Council staff has identified the following issues for committee consideration.

*Lack of Funding to Meet Ambitious Car Trip Reduction and Transit Ridership Targets.* The 2020 SCAP includes a target of reducing car trips[[12]](#footnote-12) by 28 percent by 2050, which would require a significant widespread change, given that car trips have continued to rise, illustrated in the figure below.

**2020 SCAP Car Trip Target**



The 2020 SCAP includes an analysis[[13]](#footnote-13) testing the impact of various scenarios related to how the transportation and land use goals in Puget Sound Regional Council's Vision 2050 would impact the ability to achieve the proposed 2020 SCAP target for reducing car trips. That analysis found that reaching the proposed 2020 SCAP targets would require transit service levels and vehicle usage pricing greater than what is envisioned in Vision 2050, along with the land use goals in Vision 2050, to achieve car trip reductions of the magnitude aspired to in the 2020 SCAP. This would be a tall order considering that Vision 2050 includes the full build out of ST3 and Metro Connects. In early 2020, Metro projected an additional $220 million annually would be needed to fully build out Metro Connects, significantly more than the $160 million that a 0.2 percent increase in sales tax in King County was projected to raise annually. Metro is currently updating the cost projections for Metro Connects and anticipates updated costs will be available this spring. ST3 was funded by voters but Sound Transit is currently projecting a funding shortfall due to the impacts of the COVID-19 pandemic.

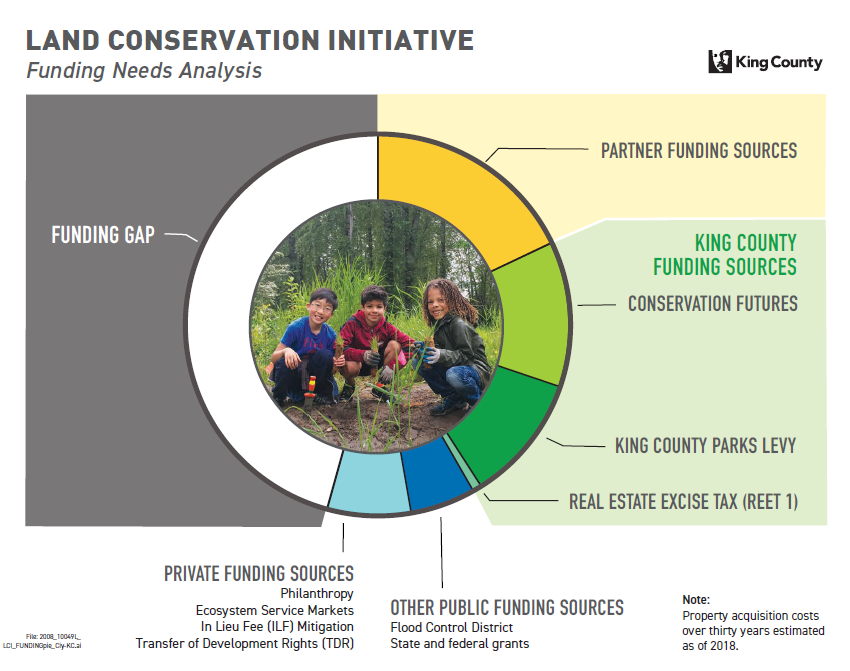
*The Impact Teleworking Could Have on Car Trips.* One potential illuminating development that occurred since the drafting of the 2020 SCAP update is that it has become evident through the COVID-19 pandemic and stay-at-home orders that teleworking may play a role in reducing car trips and their associated GHG emissions. Local transportation data at the onset of the pandemic showed more than a 40 percent reduction in car trips, meeting, and at points exceeding, the 2030 SCAP target for car trip reductions. As time went on, car trips rebounded despite continuing widescale increases in telework, however it remains to be seen how the current restrictions in transit and carpooling due to social distancing requirements are impacting car trips. It remains to be seen what role long term telework options could play, alongside robust transit service and other trip reduction strategies. The proposed 2020 SCAP update does not include any priority actions related to promoting teleworking options countywide. The Council may wish to direct the Executive to consider priority actions related to communitywide teleworking in the next SCAP progress report.

*The Pandemic's Impact on Transit Ridership.* As of January 2021, Metro's ridership was down 70 percent compared to January 2020, due to the COVID-19 pandemic. Given the unprecedented nature of the pandemic, it is difficult to predict when and how transit ridership will recover, which will likely make the proposed 2020 transit ridership target even more difficult to achieve. Metro has implemented a [dashboard](https://www.kingcounty.gov/depts/transportation/metro/about/accountability-center/rider-dashboard.aspx)[[14]](#footnote-14) that allows the Council and members of the public to track Metro ridership and other pandemic recovery information in real time.

*Measuring Progress on “Jump Start” Ordinance 19052*

Ordinance 19052 sets out ambitious goals for electrification of the County’s fleet. However, achieving the goals is dependent on funding, the availability of the electric vehicle infrastructure, and purchasing decisions across county agencies. Reporting on the vehicle electrification goals is required as part of the biennial progress report on SCAP. The biennial progress report is not due to the Council until June 2023. Given the uncertainty in achieving the electrification goals, the committee may wish to consider an amendment to the motion (2020-0288) approving the SCAP requesting the Executive transmit a progress report on the implementation of the Jump Start vehicle electrification strategy in 2022. Additionally, the committee may wish to consider amending the SCAP to include a selection of the key electrification goals, such as 100 percent zero emission bus fleet by 2035, from the Jump Start Ordinance as targets in the SCAP in order to ensure a continued focus on the Jump Start Ordinance in the implementation of the SCAP.

*Funding Gap to Achieve Land Conservation Targets*. As noted above, there is an anticipated funding gap to achieve the targets set out in the Land Conservation Initiative. Executive staff report the total initiative costs is $4.14 billion, which includes an estimated funding gap of $1.89 billion. The graphic below provided by Executive staff provides more information about anticipated funding sources and the estimated gap.



Executive staff note that it is difficult to accurately estimate an annual LCI funding gap given that the cost estimates are projected over a thirty-year time frame and include inflation projections. However, they very roughly estimate the annual LCI funding gap is $35 million a year.

Additionally, Executive staff noted that they are currently evaluating the staffing needs to achieve the PRBS increase. Executive staff note that the current level of 2 FTEs will not likely be sufficient to meet the new target, but they intend to use the 2021-22 biennium to better assess the need.

*Consider Briefings on Important Plans Not Planned for Council Transmittal*.

The SCAP identifies several plans that are expected to be completed in the next year, but not planned for Council transmittal. Some of these plans may include policy discussions of interest to the Council. For example, Metro's Equitable Transit Oriented Communities Policy, The 30 Year Forest Plan, Zero Waste of Resources Plan, and Circular Economy Framework are not required to be approved by Council. However, the strategies and goals for achieving equitable transit-oriented development, forestry health, zero waste of resources, and a circular economy may be of interest to councilmembers. The Forest Plan and Zero Waste of Resources Plan are expected to be completed by the end of March 2021, and the Equitable Transit Oriented Communities Policy and Circular Economy Framework are currently in development. The committee may wish to consider requesting Executive staff provide a briefing on these reports upon their completion.

**Clarifying Issues for Amendment Consideration**

*Update UGA Percentage in "Scenarios Tested to Meet Car Trip Reduction Targets" Graphic.* Executive staff has informed Council staff that in the graphic on page 63 of the SCAP, the percentage of growth in the UGA should be 93.7 percent rather than 85 percent to accurately reflect the growth target in Vision 2050.

*Clarify that Priority Action GHG 2.10.5 Should Include Requirement and Incentives:* To more accurately reflect what the Executive has transmitted, GHG 2.10.5 should state: Develop code revisions for unincorporated King County that require or incentivize(~~s~~) EV readiness in new development. (DLS)

***Council action may be needed for some SCAP priority actions.*** Table 4 includes a list of the priority actions from the SCAP which could require Council action. For many of these items, there is limited information in the SCAP on the timing of such legislation or the scope of the legislation.

**Table 4: Potential Transportation and Land Use, Consumption, Forestry/Agriculture Legislation Related to SCAP Actions**

|  |  |
| --- | --- |
| **Topic** | **SCAP Page Number** |
| ***Transportation and Land Use*** | |
| Regional ballot transit funding measure | Page 67 |
| Update Metro's policies, including the Service Guidelines and Metro Connects | Page 68 |
| Updating King County Countywide Planning Policies | Page 73 |
| Update King County Centers Framework | Page 73 |
| Implement the Land Conservation Initiative | Page 75 (see also page 156) |
| Adoption of incentives or requirements for Transportation Network Company licensing that phases in electric vehicle adoption incentives or requirements around EV adoption, | Page 79 |
| Develop code revisions for electric vehicle readiness in unincorporated King County | Page 79 |
| ***Consumption and Materials Management*** | |
| Mandatory measures for recycling and composting could potentially be recommended of the zero waste of resources plan |  |
| ***Forestry and Agriculture*** | |
| Restore Conservation Futures Tax (CFT) to effective rate closer to 6.25 cents that was approved in 1982. | Page 156 |

**AMENDMENT**

At the direction of the chair, staff have prepared a striking amendment (Attachment 2) to Proposed Motion 2020-0288.

The striking amendment adds a statement in support of the Sustainable and Resilient Frontline Communities section of the SCAP and replaces Attachment A, which is the 2020 Strategic Climate Action Plan with a revised version of the 2020 SCAP dated April 19, 2021.

Attachment 3 includes a complete listing of all of the changes included in the revised version of the SCAP. The substantive changes are as follows:

* Adds a statement noting that there are significant gaps in funding to achieve the County’s climate goals. (Page 26)
* Aviation related changes:
  + Adds a priority action to partner with the Puget Sound Regional Council, Puget Sound Clean Air Agency, King County-Cities Climate Collaboration (K4C), and other partners to advocate for a regional approach to aircraft transportation planning to reduce GHG emissions. (Page 49a)
  + Adds a priority action to create a Joint Aircraft Emission Technical and Community Taskforce (JAETCTF) to accurately collect and centralize comprehensive aircraft GHG emissions and then develop recommendations as to how King County may work to reduce said emissions. (Page 50a)
  + Adds a priority action after the work of this taskforce has completed, to update the SCAP to include aircraft GHG reduction targets developed by the Public Health Climate Action Team in consultation with the JAETCTF, Board of Health and CECTF. (Page 52)
  + Adds a priority action to integrate these recommendations into King County International Airport (KCIA) plans and operational decisions where we do have jurisdiction. (Page 54a)
  + Adds a statement noting that the 2017 GHG emission inventory only includes 10 percent of direct (tailpipe) aviation emissions and fails to account for the full lifecycle GHG impact of aviation emissions. (Page 57)
* Corrects a substantive error in the target on page 58. As follows: Adopt a clean fuels standard to reduce transportation-fuel GHG emissions intensities by at least 20% by 2030, compared to 2017 levels. (Page 58)
* Adds a priority action related to teleworking and other alternative working arrangements to reduce car trips at the countywide scale. (Page 69)
* Adds a target for electrification of County-owned fleet consistent with Ordinance 19052. (Page 85a)
  + 100% zero-emission revenue bus fleet by 2035;
  + 50% of light-duty vehicles are transitioned to electric by 2025 and 100% by 2030; and
  + 150 electric vehicle chargers installed at County facilities by 2030.
* Solid Waste.
  + Adds a priority action to Explore and evaluate alternative methods to estimate landfill gas emissions not captured by the landfill gas collection system (“fugitive emissions.”) Assess new technologies that can be implemented to reduce total landfill gas generation and decrease or capture fugitive emissions. (Page 106)
  + Adds a priority action for SWD to evaluate whether the materials that have been landfilled at the Cedar Hills Regional Landfill should be considered to have economic value and whether resource recovery is recommended to recoup some of this value and produce additional. (Page 136)
* Adds a priority action to develop and implement a King County Wildfire Smoke Strategy.Public Health, in partnership with the Office of Emergency Management, the Climate Action Team, the Puget Sound Clean Air Agency, and King County communities, will develop and implement a strategy for responding to and mitigating the health effects of wildfire smoke on King County residents, with an emphasis on those who are disproportionately impacted by wildfire smoke. (Page 277a)

1. As defined in the SCAP, “Frontline Communities are those that will be disproportionately impacted by climate change; these are the populations that face historic and current inequities, often experience the earliest and most acute impacts of climate change, and have limited resources and/or capacity to adapt. This includes Black, Indigenous, and Peoples of Color (BIPOC) communities, immigrants and refugees, people living with low incomes, communities experiencing disproportionate pollution exposure, women and gender non-conforming LGBQIA+1 people who live and/or work outside, those with existing health issues (like asthma and heart disease), people with limited English skills, those experiencing pregnancy, and other climate-vulnerable groups." [↑](#footnote-ref-1)
2. King County. (2019) *GHG Emissions in King* County*: 2017 Inventory Update, Contribution Analysis, and Wedge Analysis* [↑](#footnote-ref-2)
3. Commercial airport emissions include only airplane takeoff and landing emissions only from SeaTac International Airport and the King County International Airport. [↑](#footnote-ref-3)
4. The Ride2 transit access program was discontinued after a one year pilot of the service. [↑](#footnote-ref-4)
5. Ordinance 18449 [↑](#footnote-ref-5)
6. Executive Proposed 2020 SCAP, page 11 [↑](#footnote-ref-6)
7. According to the 2015 King County GHG Inventory, the most recent inventory to include a consumption-based accounting of emissions. [↑](#footnote-ref-7)
8. Motion 15547 [↑](#footnote-ref-8)
9. South County Recycling and Transfer Station in 2023 and Northeast Recycling and Transfer Station in 2028 [↑](#footnote-ref-9)
10. Ordinance 18750 adopted new sustainable purchasing regulations [↑](#footnote-ref-10)
11. There are two types of concrete: asphalt and cement [↑](#footnote-ref-11)
12. In this staff report and in the 2020 SCAP "car trips" refers to vehicle miles traveled, rather than the number of trips made by car. [↑](#footnote-ref-12)
13. 2020 SCAP pg. 63 [↑](#footnote-ref-13)
14. https://www.kingcounty.gov/depts/transportation/metro/about/accountability-center/rider-dashboard.aspx [↑](#footnote-ref-14)