



**Signature Report**

**Ordinance 19052**

**Proposed No.** 2019-0435.3

**Sponsors** Kohl-Welles, Gossett, Balducci,  
Dembowski and McDermott

1           AN ORDINANCE requiring the implementation of a  
2           strategy to accelerate the adoption of electric vehicles;  
3           amending Ordinance 17166, Section 2, as amended, and  
4           K.C.C. 18.50.010, adding a new section to K.C.C. chapter  
5           28.94 and adding a new chapter to K.C.C. Title 18.

6           PREAMBLE:

7           According to the Puget Sound Clean Air Agency, the transportation sector  
8           is the largest source of carbon emissions in the Puget Sound region,  
9           accounting for over forty percent of greenhouse gas emissions into the  
10          atmosphere.

11          Outdoor air pollution is linked to increased rate of heart attacks, asthma,  
12          strokes, cancer and premature deaths.

13          Accelerating the rate of adoption of electric vehicles will help to reduce  
14          harmful air pollution from exhaust emissions, including greenhouse gas  
15          emissions.

16          In 2019 the Washington state Legislature passed, and Governor Inslee  
17          signed, House Bill 2042, which became Chapter 287, Laws of Washington  
18          2019, which included a suite of policies and incentives to increase the rate  
19          of electrification in the transportation sector.

20 King County plays an important role in reducing greenhouse gas  
21 emissions from transportation.

22 King County's 2015 Strategic Climate Action Plan commits the county to  
23 reducing emissions in its transit bus fleet and in other vehicles used in  
24 county operations.

25 In 2018 the Intergovernmental Panel on Climate Change issued new  
26 warnings on the impact of climate change and documented that the global  
27 emissions need to be on the steep decline within the next decade to avoid  
28 the worst impacts of climate change.

29 King County must move faster and more aggressively to reduce  
30 greenhouse gas emissions.

31 The county is currently working to revise its Strategic Climate Action Plan  
32 to reflect the most recent data from the Intergovernmental Panel on  
33 Climate Change.

34 King County can significantly reduce the region's greenhouse gas  
35 emissions from transportation and can improve air quality by taking  
36 actions now to accelerate the adoption of electric vehicles in the county's  
37 vehicle fleet, including transit buses, and partnering with stakeholders in  
38 the region to accelerate the equitable adoption of electrical vehicles in the  
39 region.

40 In 2017, the executive transmitted to the council the Feasibility of  
41 Achieving a Carbon-Neutral or Zero-Emission Fleet Report, which  
42 recommended that King County transition to a zero-emission fleet

43 powered by renewable energy by as early as 2034 and no later than 2040.

44 The report guides investment in service and infrastructure, with an  
45 emphasis on equitable distribution of benefits.

46 In February 2019, consistent with Ordinance 18810, the executive  
47 transmitted to the council the Implementation Plan for a Carbon Neutral  
48 King County Government, focused on accelerating deep reductions in  
49 greenhouse gas emissions from county government operations. The  
50 executive-recommended plan modeled the potential emissions reductions  
51 of multiple strategies to reduce emissions by eighty percent by 2030,  
52 including the acceleration of the transition to a zero-emission bus fleet,  
53 and the electrification of the broad range of other fleets used in county  
54 government operations.

55 The county, as part of the update to the Strategic Climate Action Plan  
56 update, is evaluating cost and implementation feasibility of transitioning  
57 its non-bus fleets to electricity.

58 The Metro transit department operates multiple transit fleets with diverse  
59 service delivery models, which have their own service needs and safety  
60 requirements. Currently, King County operates over one thousand four  
61 hundred hybrid transit buses, one hundred seventy-four all-electric trolley  
62 buses, eleven battery-electric buses and eighty-four propane-fueled  
63 paratransit vehicles.

64 Current King County Code requires rideshare fleet vehicles to recover  
65 one-hundred percent of operating and capital costs.

66 King County is leading the nation in transitioning to an all-electric bus  
67 fleet and in 2017 committed to move to a zero-emission fleet by 2040.

68 In 2018, King County leased ten battery electric buses from three  
69 manufacturers for performance testing to inform future battery bus  
70 purchases.

71 In 2020, King County will order one hundred twenty electric battery  
72 buses, and in 2021 will begin electric bus operations in South King  
73 County.

74 King County recognizes that low-income communities, immigrant  
75 communities and communities of color are disproportionately impacted by  
76 air pollution and climate change and has committed to prioritizing initial  
77 deployment of its battery bus fleet in South King County.

78 King County has convened the King County climate and equity  
79 community taskforce to recommend community driven goals and priorities  
80 as part of the 2020 Strategic Climate Action Plan Update.

81 In addition to its transit fleet, the county owns approximately one thousand  
82 nine hundred and fifty light-, medium- and heavy-duty vehicles. The  
83 electrification of that fleet will reduce the greenhouse gas emissions  
84 associated with county operations and will reduce pollution in those areas  
85 in the vicinity of vehicle operations.

86 Accelerating the electrification of the county-owned, non-transit fleet will  
87 require significant investments in charging infrastructure, code and policy  
88 changes, partnerships with energy utilities, and the availability of vehicle

89 technology.

90 Although electric vehicles significantly reduce air and climate pollution,  
91 low-income populations have barriers to access the benefits of electric  
92 vehicles.

93 For those King County residents not able to easily access public transit,  
94 increasing equitable access to electric vehicles can further reduce the  
95 region's greenhouse gas emissions from transportation and increase  
96 mobility options for low-income populations.

97 The Washington state Utilities and Transportation Commission has  
98 directed investor owned utilities to convene a Transportation  
99 Electrification Stakeholder Working Group to identify and develop polices  
100 and investments that accelerate access to electric vehicles, with particular  
101 emphasis on reducing barriers for low-income residents.

102 King County is working to reduce transportation related emissions with a  
103 broad coalition of stakeholders including King County cities, utilities,  
104 businesses, labor and those communities most disproportionately impacted  
105 by climate change and poor air quality.

106 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

107 SECTION 1. Section 2 of this ordinance should constitute a new chapter in  
108 K.C.C. Title 18.

109 NEW SECTION. SECTION 2.

110 A. The executive shall implement a "jump start" vehicle electrification strategy  
111 that seeks to accelerate the adoption of electric vehicles by the Metro transit department,

112 by other county agencies and by residents. The strategy shall include goals and actions  
113 across county agencies. The following King County vehicle electrification goals are  
114 established:

- 115 1. A one-hundred-percent zero-emission revenue bus fleet by 2035;
- 116 2. A sixty-seven-percent zero-emission ADA paratransit fleet by 2030;
- 117 3. A one-hundred-percent zero-emission rideshare fleet by 2030;
- 118 4. Installation of one hundred twenty-five chargers at King County-owned park  
119 and rides by 2030;
- 120 5. Fifty percent of light-duty vehicles are transitioned to electric by 2025 and  
121 one hundred percent by 2030;
- 122 6. Fifty percent of medium-duty vehicles are transitioned to electric by 2028 and  
123 one hundred percent by 2033;
- 124 7. Fifty percent of heavy-duty vehicles are transitioned to electric vehicles by  
125 2038 and one hundred percent by 2043; and
- 126 8. Installation of one hundred fifty chargers by 2030 in county facilities.

127 B. The department of executive services shall:

- 128 1. Require that all new light-duty vehicles purchased are electric, unless the  
129 customer agency can demonstrate that there are no feasible alternatives that meet  
130 business needs and support delivery of county services;
- 131 2. To accelerate the electrification of the county fleet, the department of  
132 executive services shall develop an electric vehicle infrastructure analysis and  
133 implementation plan for King County facilities that supports the fleet electrification goals  
134 in subsection A.5. through 7 of this section. The study shall outline the necessary

135 infrastructure development, financial investment, financing options, policy changes and  
136 technical resources needed to support accelerated vehicle electrification. The electric  
137 vehicle infrastructure plan shall be developed in consultation with Puget Sound Energy  
138 and Seattle City Light. The executive must file the plan by September 14, 2020, in the  
139 form of a paper original and an electronic copy with the clerk of the council, who shall  
140 retain the original and provide an electronic copy to all councilmembers, the council chief  
141 of staff and the lead staff for the mobility and environment committee or its successor;  
142 and

143           3. Work with county agencies managing medium- and heavy-duty vehicles to  
144 seek grant funding and collaborate with utilities and manufacturers to pilot use of  
145 medium and heavy-duty electric vehicles in support of achieving electrification of fifty  
146 percent of the medium-duty fleet by 2028 and fifty percent of the heavy-duty fleet by  
147 2038.

148           C. The parks and recreation division shall increase the number of electric vehicle  
149 chargers at King County-operated parks with the goal of siting electric vehicle chargers at  
150 King County-operated parks to support electrification of county fleet vehicles and  
151 increase public access in areas with limited access to electric vehicle chargers.

152           D. When evaluating public charging infrastructure needs, the executive shall  
153 consider the charging infrastructure required for a range of electric vehicles, including  
154 light electric vehicles, such as electric bikes, scooters or other battery-powered vehicles,  
155 used for transporting people from one place to another. The executive shall monitor  
156 trends in electric vehicle adoption and develop consistent policies and practices for public  
157 electric charging at King County facilities.

158 E. The executive shall implement this section, section 2 of this ordinance, and  
159 K.C.C. 18.50.010 consistent with Ordinance 16804, Section 3, relating to the  
160 development and use of electric vehicle charging stations at King County facilities and  
161 consistent with K.C.C. 4A.700.700.

162 F.1. To support the goals in subsections A. through E. of this section, King  
163 County, including the Metro transit department and the department of executive services  
164 shall engage with stakeholders, such as the King County climate and equity community  
165 taskforce. Stakeholder engagement will support efforts of local jurisdictions, regional  
166 governments, employers, charging infrastructure companies, utilities and environmental  
167 and climate justice groups accelerate the adoption of electric vehicles while ensuring the  
168 equitable distribution of benefits of electric vehicles and promoting equitable access to  
169 mobility that prioritizes shared mobility solutions. King County will also participate in  
170 regional forums to support and continue to advocate for funding and enabling legislation.

171 2. The executive shall transmit a report on options to require, incentivize or  
172 otherwise ensure electric vehicle charging infrastructure in new multifamily construction  
173 and other development proposals that include expansion of parking areas in the  
174 unincorporated area and an ordinance that would establish requirements to ensure that new  
175 parking areas are designed to include some amount of electric vehicle charging  
176 infrastructure to account for increased use of electric vehicles in the future. The report  
177 and ordinance shall be developed in consultation with stakeholder groups, including  
178 representatives of the building and electric vehicle industries and utilities. The executive  
179 must transmit the report and recommendations by September 14, 2020, in the form of a  
180 paper original and an electronic copy with the clerk of the council, who shall retain the



181 original and provide an electronic copy to all councilmembers, the council chief of staff  
182 and the lead staff for the local services committee or its successor.

183           3. The executive shall transmit to the council revisions to the King County Code  
184 that facilitate the electrification of county fleets.

185           4. The executive shall partner with utilities and community organizations on a  
186 pilot program to facilitate access to electric vehicles and electric vehicle infrastructure,  
187 including shared mobility services, by low-income residents of King County.

188           5. The executive shall develop policies to encourage the adoption of electric  
189 vehicles by transportation network companies.

190           6. The executive shall work with cities within King County to share best  
191 practices and policies for encouraging the adoption of electric vehicles for their fleet and  
192 by residents.

193           7. The executive is encouraged to submit appropriations to the county council  
194 that will allow for installation of charging infrastructure for public use where legally  
195 permissible at park and locations, county parks with reasonable access to electricity and  
196 other county facilities used by the public. The executive , in coordination with utilities, is  
197 also encouraged to submit appropriations to the county council that also include incentive  
198 programs, to support the installation of at-home charging infrastructure in single and  
199 multifamily homes, including affordable housing projects where the department of  
200 community and human services has investment, with priority for funding given to  
201 providing charging infrastructure to low-income households.

202           SECTION 3. Ordinance 17166, Section 2, as amended, and K.C.C. 18.50.010 are  
203 hereby amended to read as follows:

204 The executive shall transmit by June 30 of every other year a progress report on  
205 the county's major environmental sustainability programs intended to reduce energy use,  
206 climate emissions, and resource use, and prepare for the impacts of climate change, as  
207 required in subsections A., B. and C. of this section. In those years in which the update  
208 to the strategic climate action plan as required in K.C.C. 18.25.010 is transmitted, the  
209 information required by the report shall be included in the update to the strategic climate  
210 action plan. In all other years, ((F))the executive shall transmit the report to council, filed  
211 in the form of a paper original and an electronic copy with the clerk of the council, who  
212 shall retain the original and provide an electronic copy to all councilmembers, the council  
213 chief of staff and the lead staff for the transportation economy and environment  
214 committee or its successor. The report shall be structured in a way that links actual  
215 performance to established goals and indicators and can inform policy choices, program  
216 priorities and investments in capital projects. The report should address the following:

217 A. Greenhouse gas emissions reductions, including:

218 1. Progress towards achieving the overarching greenhouse gas emissions  
219 reduction targets for both county government operations and the county as a whole;

220 2. Progress against targets and measures and updates on the implementation of  
221 strategies and priority actions in five goal areas for the strategic climate action plan:  
222 transportation and land use; building and facilities energy; green building; consumption  
223 and materials management, including the environmental purchasing program; and  
224 forestry and agriculture; and

225 3. A summary of major expenses associated with the climate impacts research,  
226 community-scale emissions inventories, climate change community engagement, and

227 climate change and energy efficiency partnerships with businesses and cities;

228 B. An update on implementation of climate preparedness strategies and priority  
229 actions recommended in the current strategic climate action plan;

230 C. Beginning in 2021, an update on the implementation of the jump start  
231 transportation electrification strategy required in section 2 of this ordinance. The update  
232 shall include a report on the Metro transit department's zero-emission fleet goal  
233 implementation, updating the implementation report to include modified or new  
234 milestones; strategies to accelerate implementation and interim milestones, strategic  
235 climate action plan modelling and goals, information technology advances and reporting  
236 on section 4.B. of this ordinance. The update shall also include any analysis completed in  
237 selecting the public charging infrastructure provided in King County-owned facilities and  
238 describe how the needs of a variety of different types of electric vehicles, including light  
239 electric vehicles, were considered in the analysis;

240 D. The green building program, as required in K.C.C. 18.17.020.M.1.; and

241 ~~((D-))~~ E. The program to fund city projects to reduce energy demand, as required  
242 in Ordinance 18663, Section 3.

243 NEW SECTION. SECTION 4. There is hereby added to K.C.C. chapter 28.94 a  
244 new section to read as follows:

245 A. The following Metro transit department goals for vehicle electrification goals  
246 are established:

- 247 1. A one-hundred-percent zero-emission revenue bus fleet by 2035;  
248 2. A sixty-seven-percent zero-emission ADA paratransit fleet by 2030; and  
249 3. A one-hundred-percent zero-emission rideshare fleet by 2030, for the

250 rideshare fleet.

251           B. The intent of this section is that the Metro transit department should reduce the  
252 overall carbon emissions from transportation as quickly as possible while achieving the  
253 goals of Metro Connects. If there are alternative approaches to the vehicle electrification  
254 goals specified in subsection A. of this section that would either more quickly reduce  
255 overall greenhouse gas emissions, including greenhouse gas emissions and diesel  
256 particulate matter in the community, or that would achieve similar greenhouse gas  
257 emission and diesel particulate matter reductions, the executive should pursue those  
258 approaches in lieu of or in addition to specified vehicle electrification goals in subsection  
259 A. of this section. Before the executive initiates an alternative approach, the executive  
260 shall notify the council and include a description of any deviation from the vehicle  
261 electrification goals specified in subsection A. of this section, as well as include  
262 information about the alternative approach. The notification required by this section shall  
263 be filed in the form of a paper original and electronic copy with the clerk of the council,  
264 who shall retain the original and provide the electronic copy to all councilmembers and  
265 the council chief of staff and the lead staff for the mobility and environment committee,  
266 or its successor.

267           C. To support the achievement the goals in subsection A. of this section, the  
268 Metro transit department shall develop a zero-emission battery bus preliminary  
269 implementation plan. The implementation plan shall include, but not be limited to:

270           1. Identification of major milestones through the 2021-2022 biennium related to  
271 planning, testing, procurement and deployment of battery buses and the installation of  
272 charging infrastructure;

- 273           2. A preliminary fleet procurement plan by type of bus through 2040;
- 274           3. A high-level schedule through 2040 for the anticipated installation of
- 275 charging infrastructure at new, existing and interim bases as well as in-route charging;
- 276           4. A summary of the results of any studies or evaluations related to zero
- 277 emission battery bus implementation completed after December 1, 2019, and a summary
- 278 of the scope of any ongoing studies or evaluations;
- 279           5. Updated cost projections comparing the cost of a zero-emission fleet and
- 280 continuing Metro transit department's current fleet practice;
- 281           6. A preliminary high-level financing plan for transition to zero emission bus
- 282 fleet by 2040 that evaluates financing options.
- 283           7. An assessment of market availability for battery buses that meet Metro's
- 284 needs and the availability of supporting technology.
- 285           8. A zero-emission ADA paratransit evaluation, including a review of the state
- 286 of the industry and vehicles, as well as opportunities and barriers associated with ADA
- 287 paratransit buses;
- 288           9. An evaluation of options, including public-private partnerships for increasing
- 289 electric charging or other zero-emission vehicle technologies at King County-owned park
- 290 and rides, with the goal of increasing opportunities for zero-emission vehicle access to
- 291 transit. The evaluation should include options to integrate the parking spaces with
- 292 chargers into the Metro transit department permit parking program.
- 293           D. The executive must file the plan required under subsection B. of this section
- 294 by September 14, 2020, in the form of a paper original and an electronic copy with the
- 295 clerk of the council, who shall retain the original and provide an electronic copy to all

296 councilmembers, the council chief of staff and the lead staff for the mobility and  
297 environment committee or its successor.  
298

Ordinance 19052 was introduced on 10/16/2019 and passed as amended by the Metropolitan King County Council on 2/4/2020, by the following vote:

Yes: 9 - Mr. von Reichbauer, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles, Ms. Balducci and Mr. Zahilay



KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

*Claudia Balducci*  
\_\_\_\_\_  
Claudia Balducci, Chair

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ATTEST:

*Melani Pedroza*  
\_\_\_\_\_  
Melani Pedroza, Clerk of the Council

APPROVED this 13 day of FEBRUARY 2020.

*Dow Constantine*  
\_\_\_\_\_  
Dow Constantine, County Executive

Attachments: None