



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Ordinance 19986

Proposed No. 2025-0174.2

Sponsors Quinn

1 AN ORDINANCE relating to implementation of the 2025
2 Strategic Climate Action Plan; amending Ordinance 6835,
3 Section 3, as amended, and K.C.C. 2.99.030, Ordinance
4 17096, Section 3, as amended, and K.C.C. 4A.700.700,
5 Ordinance 16147, Section 2, as amended, and K.C.C.
6 18.17.010, Ordinance 19402, Section 8 as amended, and
7 K.C.C. 18.17.050, Ordinance 19402, Section 10, and
8 K.C.C. 18.17.070, Ordinance 19052, Section 2, and K.C.C.
9 18.22.010, Ordinance 17270, Section 2, as amended, and
10 K.C.C. 18.25.010, Ordinance 17971, Section 3, as
11 amended, and K.C.C. 18.40.020, Ordinance 17971, Section
12 4, as amended, and K.C.C. 18.40.030, Ordinance 17166,
13 Section 2, as amended, and K.C.C. 18.50.010, and
14 Ordinance 16804, Section 4, and repealing Ordinance
15 19052, Section 4, and K.C.C. 28.94.085.

16 STATEMENT OF FACTS:

17 1. King County's leadership in establishing climate, equity, and
18 preparedness goals is established through its 2025 update to the county's
19 Strategic Climate Action Plan ("SCAP"). The 2025 SCAP sets
20 commitments that advance King County's leadership in equitable climate

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21 solutions, create opportunities for all residents, reduce climate risks, and
 22 protect the natural environment for everyone who lives here today and for
 23 those who follow us.

24 2. The transportation sector is one of the largest sources of greenhouse
 25 gas and air pollution in the Puget Sound region. Air pollution from
 26 transportation emissions is linked to increased rate of heart attacks,
 27 asthma, strokes, cancer, and premature deaths.

28 3. The 2025 SCAP directs the county to reduce emissions in the
 29 transportation sector by supporting electrification of vehicles across King
 30 County and in county-owned fleets. Electrification of county-owned fleets
 31 requires the availability of vehicle technology to meet the operational
 32 needs to provide services to county residents.

33 4. The 2025 SCAP sets forth new performance goals and targets for
 34 electric-vehicle adoption that reflect current market conditions for electric
 35 vehicles and the slower-than-expected availability of medium-duty and
 36 heavy-duty weight class vehicles, as well as preferred charging locations
 37 for the public.

38 5. In addition to the availability of vehicles, the availability of charging
 39 stations is a key factor for electric vehicle adoption. The fee structure for
 40 King County-owned public electric vehicle charging stations has not been
 41 updated in over a decade and is out of sync with the rest of the region in
 42 terms of price, as well as current industry standards in terms of
 43 methodology to determine the cost, such as the establishment of differing

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44 user fees, the process for managing user fees and penalties, and the
45 frequency of updating the user fees.

46 6. The fees support the cost and maintenance of these charging stations
47 for the department that owns and operates them. The current code states
48 that electric vehicle charging stations are to be owned and operated by the
49 Metro transit department ("Metro") and sets targets for charging stations to
50 be sited at park-and-rides. In practice, however, electric vehicle charging
51 stations are owned and operated by Metro and the facilities management
52 division of the department of executive services at a variety of county-
53 owned facilities. Additional flexibility in the siting, ownership, and
54 operations of those charging stations is intended to increase the adoption
55 rate for electric vehicles in King County.

56 7. After transportation, the built environment is the second-largest source
57 of greenhouse gas emissions and one of the largest sources of energy
58 consumption in King County. Green building has made significant
59 contributions to reducing energy and the consumption of materials, both of
60 which are key goal areas of the 2025 SCAP. Green building can also be a
61 means to integrate equity and social justice opportunities, reduce water
62 use, source sustainable materials, improve stormwater management, and
63 improve habitat restoration.

64 8. Green building and sustainable development practices support the goals
65 of King County-adopted plans and laws, including, but not limited to,
66 growth management, economic development, historic preservation, fiscal

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responsibility, environmental protection, access to public transportation, social equity, stewardship of resource lands, climate change initiatives, efficient energy and other natural resource uses, preserving fish and wildlife habitat, reducing and creating resources from wastes, and protecting and improving public health.

9. The 2025 SCAP lists several actions that require updated standards for capital projects. Adding higher certification requirements for new county buildings subject to Leadership in Energy and Environmental Design ("LEED") certification levels, expanding the types of projects that are required to attain third-party green building certifications, and increasing the minimum diversion rate for construction and demolition of materials will support the integration of green building and sustainable development practices into King County's capital project management and permitting processes.

10. King County reduces greenhouse gas emissions at two levels: countywide or community-scale emissions, which include all residents and businesses, and County government operations emissions, which come from services the County operates, such as wastewater treatment and transit buses. Reducing operational emissions was first established as a priority in the 2015 SCAP. The 2015 SCAP provided guidance for King County to prioritize strategies that avoid, reduce, and replace greenhouse gas emissions from its operations, followed by strategies that remove or sequester emissions, and King County departments were required to limit

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90 the purchase of offsets to achieve operational greenhouse gas emissions
 91 reductions. The 2025 SCAP reprioritizes operational emission reduction
 92 strategies that avoid, reduce, or replace greenhouse gas emissions over
 93 investment in carbon offsets.

94 11. Finally, the current King County Code contains a number of outdated
 95 or completed requirements, and clerical errors related to the SCAP
 96 development process. Ensuring accuracy and clarity with current
 97 requirements and best practices will enable smoother implementation and
 98 efficient use of resources.

99 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

100 SECTION 1. Ordinance 6835, Section 3, as amended, and K.C.C. 2.99.030 are
 101 hereby amended to read as follows:

102 The following policies shall govern the establishment of fees and the amount of
 103 fees:

104 A. Any fee for which the amount or rate is established by state statute is exempt
 105 from this chapter((-));

106 B. King County may establish any fee, consistent with policies of this chapter,
 107 unless specifically prohibited by state statute((-));

108 C. Any fees established by the prosecuting attorney, superior court or district
 109 court at their discretion under authority granted by state statute are exempt from this
 110 chapter((-));

111 D. Any fees established by the county board of health under state statute are
 112 exempt from this chapter((-));

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113 E. Any fees set by the department of natural resources and parks are exempt from
114 this chapter~~((:))~~;

115 F. ~~((Any fees set by the department of executive services for the 5th Avenue and
116 Jefferson Street county parking lot are exempt from this chapter through June 30, 2005.~~

117 ~~G.))~~ The following fees and the amount of fees must be established by ordinance,
118 unless specific administrative fee-setting authority is granted by ordinance to a county
119 agency or official or by board of health rule and regulation to the Seattle-King County
120 department of public health or the county health officer:

121 1. Regulatory fees; and

122 2. Enterprise fund fees~~((:))~~; and

123 ~~((H:))~~ G. For all other fees~~((:))~~_for~~((:))~~_service not specified in subsections A.
124 through~~((G))~~ E. of this section, the following policies and procedures apply:

125 1. The executive may establish changes in the existing amounts or rates of
126 fees~~((:))~~_for~~((:))~~_service and may establish new fees~~((:))~~_for~~((:))~~_service by submitting the
127 proposed schedule of fee changes to the county council at the time the executive
128 proposed ~~((annual))~~ budget is submitted. The proposed schedule of fee changes shall also
129 be filed with the clerk of the council.

130 2. The proposed schedule of fee changes shall include the following information
131 for each proposed fee change:

132 a. fee title and description. The description should indicate whether the
133 proposal is a change in the amount of an existing fee or a proposed new fee.

134 b. proposed amount or rate. If the proposal is a change to an existing fee, both
135 the existing amount or rate and the proposed amount or rate should be indicated.

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136 c. effective date of the change. The date should be the first day of the next
137 calendar year.

138 d. legal authority. The information should cite this chapter or a more specific
139 ordinance or statute, if any, granting fee-setting authority.

140 e. reason for change. The information should indicate the reason for the
141 change and the methodology used to determine the proposed amount or rate.

142 3. Following receipt of the executive((-))_proposed schedule of fee changes, the
143 county council may enact an ordinance adopting or modifying the proposed schedule. If
144 council action is not taken on the proposed schedule within seventy-five days of receipt,
145 the proposed fee changes shall become effective as submitted by the executive on the first
146 day of the calendar year following executive submittal.

147 4. Any changes in fees-for-service amounts or any new fees((-))_for((-))_service
148 proposed by the executive at times other than that specified in this section must be
149 submitted to the county council in the form of a proposed ordinance, and the changes
150 shall not be effective unless enacted by ordinance.

151 5. The fee((-))_for((-))_service amounts proposed by the executive under this
152 section shall reflect all reasonable costs of providing the service, except that fees for use
153 of electric vehicle charging stations under K.C.C. 4A.700.700 shall be exempt from this
154 subsection G.5.

155 SECTION 2. Ordinance 17096, Section 3, as amended, and K.C.C. 4A.700.700
156 are hereby amended to read as follows:

157 A. User fees are established for public use of electric vehicle charging stations
158 ((stalls)) located on property owned or leased by King County.

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159 B.1. ~~((The Metro transit department))~~ In accordance with this section, each
160 custodial agency shall ((set)) recommend the user fees for the use of electric vehicle
161 charging stations ~~((stalls in accordance with this section))~~ under the control and authority
162 of the custodial agency. The county may choose, under a written agreement, to allow a
163 third party to operate and maintain electric vehicle chargers at county properties.

164 2. For the purposes of this section, "custodial agency" means the county
165 department, division, or office that owns and operates the electric vehicle charging
166 station.

167 C.1. The user fees shall be calculated ~~((as single, per use fee intended))~~to
168 ~~((cover))~~ contribute to the county's cost of operations related to public use.

169 2. The county's cost of operations includes, but is not limited to, planning,
170 outreach and administration, maintenance, charging station vendor costs, utility costs
171 related to the charging stations, and facility enforcement costs.

172 3. Differing user fees may be established at particular locations and for uses
173 other than typical daytime parking, such as overnight parking, monthly reservations,
174 special event rates, and other specific circumstances.

175 4. As an employee benefit, the county may choose to impose a reduced-rate user
176 fee for employees charging a personal electric vehicle when the vehicle is being used for
177 commuting to work.

178 D. ~~((The Metro transit department))~~ Each custodial agency shall review all user
179 fees ((twice each year)) no less frequently than every two years and ((adjust)) recommend
180 adjustments to the fees based on consideration for the costs established in subsection C.
181 of this section. ~~((However, user fees shall not exceed five dollars per use.))~~

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182 E. ~~((The Metro transit department))~~ Each custodial agency shall post user fees,
183 rules for using the electric vehicle charging station stalls and the penalties for improper
184 use of an electric vehicle charging station stall at or near the stalls either via the electronic
185 screen on the charging device or by signage affixed on or near the charging device. The
186 ~~((department))~~ custodial agency also shall post the fees, rules, and penalties in an
187 appropriate location on the ~~((department))~~ custodial agency's website.

188 F. Failure to pay the applicable user fee, or remaining in an electric vehicle
189 charging station stall longer than entitled as a result of the user fee paid, is a violation of
190 this section.

191 G. The penalty for a violation under subsection F. of this section may result in a
192 civil penalty in an amount established by the ~~((department))~~ custodial agency by rule, in
193 accordance with K.C.C. chapter 2.98, not to exceed two hundred dollars. Notice and
194 appeal of the civil penalty shall be as follows:

195 1. The ~~((department))~~ custodial agency shall issue a notice and order and serve
196 it as provided for in this section when the ~~((department))~~ custodial agency determines that
197 a violation described in subsection F. of this section has occurred. The notice and order
198 shall contain:

199 a. a description of the vehicle parked in violation of this section, including
200 make, model, color and license plate number;

201 b. date and time the notice and order was issued;

202 c. a description sufficient to identify the area where the vehicle was parked
203 when the violation was discovered;

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204 d. a statement that the vehicle is parked in violation of subsection F. of this
 205 section, with a brief and concise description of the conditions that established the
 206 violation;

207 e. a statement that the ~~((department))~~ custodial agency is assessing a civil
 208 penalty, the amount of the penalty and a time certain by which the penalty shall be paid
 209 from the date of the order; and

210 f. statements advising that:

211 (1) the ~~((director))~~ head of the ~~((Metro-transit department))~~ custodial agency
 212 may review and reconsider the notice and order, but only if a request for review and
 213 reconsideration is made in writing as provided in this section and filed with the
 214 ~~((director))~~ custodial agency head within ten days from the date of service of the notice
 215 and order;

216 (2) the address to which the request for review and reconsideration must be
 217 sent; and

218 (3) failure to timely request ~~((director's))~~ the custodial agency head's review
 219 and reconsideration will constitute a waiver of all rights to any administrative hearing and
 220 determination of the matter;

221 2. The notice and order, and any amended or supplemental notice and order,
 222 shall be served by affixing the notice and order to the vehicle for which is the subject of
 223 the violation, in a conspicuous location on the vehicle;

224 3. Proof of service of the notice and order shall be made at the time of service
 225 by a written declaration under penalty of perjury, executed by the person effecting service
 226 and declaring the time, date, and manner in which service was made. A copy of the

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227 notice and order shall be kept on file by the ((Metro transit department)) custodial
228 agency;

229 4. A person served with a notice and order under this section may request,
230 electronically or in writing, within ten days of being served with a notice and order, that
231 the ((director)) custodial agency head review and reconsider the notice and order;

232 5. The review shall be performed without a hearing and be based solely on
233 written information provided by the person requesting review and by county personnel or
234 agents;

235 6. Upon review, the ((director)) custodial agency head may uphold the notice
236 and order or waive or reduce the fine or any other penalty contained in the notice and
237 order;

238 7. The ((director)) custodial agency head shall mail the written decision to the
239 person requesting review;

240 8. The decision shall notify the person requesting review of the right to appeal
241 the ((director's)) custodial agency head's decision in accordance with K.C.C. 20.22.080;

242 9. The King County office of the hearing examiner shall hear appeals of the
243 ((director's)) custodial agency head's decisions under this section;

244 10. The procedures for initiating and conducting the appeal shall be governed by
245 K.C.C. chapter 20.22;

246 11. Enforcement of any notice and order of the ((department)) custodial agency
247 shall be stayed during the pendency of a ((director's)) custodial agency head's review or
248 an appeal therefrom that is properly and timely filed in accordance with K.C.C. chapter
249 20.22;

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250 12. The registered owner of a vehicle is liable to pay any civil penalty imposed
251 for a violation under this section. However, the registered owner of a vehicle may avoid
252 liability if the owner proves that the vehicle was reported to the police as a stolen vehicle
253 before the notice and order was issued, and the vehicle had not been recovered;

254 13. Except as otherwise provided in subsection G.12. of this section, a civil
255 penalty imposed for failure to pay a user fee at a ~~((King County Metro transit~~
256 ~~department))~~ custodial agency facility is a personal obligation of the registered owner of
257 the vehicle involved; and

258 14. If the penalties assessed by the ~~((department))~~ custodial agency are not paid
259 to King County within thirty days from the service of the notice, the mailing of the
260 ~~((director's))~~ custodial agency head's decision, or the mailing of the hearing examiner's
261 decision, whichever occurs last, then the ~~((department))~~ custodial agency may send a
262 final warning letter to the registered owner of the vehicle to the address on file with the
263 state Department of Licensing. If the civil penalties are not paid within ten days after the
264 final warning letter is sent, then the ~~((department))~~ custodial agency may pursue other
265 applicable legal remedies. In pursuing payment of civil penalties that remain delinquent
266 after the final warning letter is sent, and to cover administrative expenses associated with
267 the pursuit of the penalties, the ~~((department))~~ agency may charge the registered owner of
268 the vehicle an additional fee not to exceed fifty percent of the total delinquent civil
269 penalties.

270 H. All user fees and civil penalties ~~((authorized in this section))~~ collected from
271 each electric vehicle charging station shall be distributed to the custodial agency in control
272 of the electric vehicle charging station stall. The fees and penalties shall be deposited into

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the ~~((public transportation fund and used to support the electric vehicle charging station program))~~ custodial agency account associated with the maintenance of the electric vehicle charging station stalls under the custodial agency's control and authority.

I. In addition or as an alternative to the civil penalty authorized in subsection G. of this section, the ~~((department))~~ custodial agency may impound the vehicle without giving prior notice in accordance with the process provided in K.C.C. chapter 14A.60. When impoundment is authorized by this section, a vehicle may be impounded by a towing contractor acting at the request of the ~~((director))~~ custodial agency head or the ~~((director's))~~ custodial agency head's designee. The ~~((director))~~ custodial agency head or the ~~((director's))~~ custodial agency head's designee shall provide to the towing contractor a signed authorization for the tow and the impound before the towing contractor may proceed with the impound.

SECTION 3. Ordinance 16147, Section 5 as amended, and K.C.C. 18.17.010 are hereby amended to read as follows:

A. "Alternative green building rating system" means a third-party green building certification other than LEED or the King County Sustainable Infrastructure Scorecard. The following are accepted alternative green building rating systems, but the executive may also accept certification through other rating systems as appropriate:

1. Built Green Four-Star, Built Green Five-Star or Built Green Emerald Star, or any combination thereof;
2. Envision;
3. Evergreen Sustainable Development Standard;
4. Fitwel;

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296 5. Greenroads;

297 6. Living Building Challenge;

298 7. Passive House;

299 8. Salmon Safe;

300 9. SITES; and

301 10. WELL.

302 B. "Built Green Four-Star," "Built Green Five-Star" and "Built Green Emerald

303 Star" mean a third-party residential green building certification developed and

304 administered by the Master Builders Association of King and Snohomish Counties.

305 C. "Capital project" means capital project as defined in K.C.C. 4A.10.100.

306 D. "Energy Star" means the energy certification rating system developed by the

307 United States Environmental Protection Agency that focuses on energy efficiency.

308 E. "Envision" means a voluntary sustainable infrastructure rating system

309 administered by the Institute for Sustainable Infrastructure and developed by the Harvard

310 University Graduate School of Design, American Public Works Association, American

311 Society of Civil Engineers, and the American Council of Engineering Companies for

312 assessing sustainability and resilience in infrastructure.

313 F. "Equity" means equity as defined in K.C.C. 2.10.210.

314 G. "Equity and social justice credits" means credits awarded through the

315 Sustainable Infrastructure Scorecard for actions that identify and account for equity and

316 social justice practices and outcomes throughout the capital project development

317 lifecycle. The credits recognize project team efforts to advance process, distributional

318 and cross-generational equity.

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319 H. "Evergreen Sustainable Development Standard" means a sustainable building
320 program for affordable housing projects that receive housing trust funds, administered by
321 the Washington state Department of Commerce according to RCW 39.35D.080.

322 I. "Facility" means all or any portion of buildings, structures, infrastructure, sites,
323 complexes, equipment, utilities, and conveyance lines.

324 J. "Fitwel" means a third-party green building rating system administered by the
325 Center for Active Design that provides a standard that supports health-promoting
326 strategies in the built environment.

327 K. "Green building team" means a group that includes representatives from
328 county agencies with capital project or building management staff including, but not
329 limited to, the Metro transit department, the department of natural resources and parks,
330 the department of executive services, the department of local services, permitting and
331 road services divisions, public health - Seattle & King County, the historic preservation
332 program, and the department of community and human services. The members represent
333 staff with expertise in project management, construction management, architecture,
334 landscape architecture, environmental planning, design, engineering, historic preservation
335 and resource conservation, public health, building energy systems, building management,
336 budget analysis, equity and social justice, procurement and other skills as needed. The
337 green building team provides assistance and helps to disseminate information to project
338 managers in all county agencies.

339 L. "Greenroads" means the third-party green building rating system administered
340 by the Greenroads International nonprofit organization to measure and manage
341 sustainability on transportation projects.

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342 M. "GreenTools program" means the support team located within the solid waste
343 division of the department of natural resources and parks that provides green building
344 technical assistance to county divisions, cities and the general public within the county.

345 N. "Integrative process" means an approach to project design that seeks to
346 achieve high performance on a wide variety of well-defined environmental and social
347 goals while staying within budgetary and scheduling constraints. It relies on a
348 multidisciplinary and collaborative team whose members make decisions together based
349 on a shared vision and a holistic understanding of the project. It is an iterative process
350 that follows the design through the entire project life, from predesign through operation.

351 O. "Leadership in Energy and Environmental Design" or "LEED" means a
352 voluntary, consensus-based national standard for developing high-performance,
353 sustainable buildings, created by the United States Green Building Council. The
354 certification options are LEED Gold, LEED Platinum, Zero Energy, and Zero Carbon.

355 P. "LEED-eligible building" means any new construction or major remodel or
356 renovation capital project with one thousand gross square feet or more of new, remodeled
357 or renovated floor area that is occupied or conditioned and that meets the minimum
358 program requirements for LEED certifications.

359 Q. "Living Building Challenge" means a voluntary green building rating system
360 administered by the International Living Future Institute. The certification options are
361 Full Living, Petal, CORE, Zero Energy, and Zero Carbon.

362 R. "Major remodel or renovation" means work that demolishes space down to the
363 shell structure and rebuilds it with new interior walls, ceilings, floor coverings and

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364 systems, when the work affects more than twenty-five percent of a building's square
365 footage and the affected space is one thousand square feet or larger.

366 S. "Minor remodel or renovation" means any type of remodel or renovation that
367 does not qualify as a major remodel or renovation.

368 T. "New construction" means a new building or structure.

369 U. "Passive House" means a voluntary passive building energy standard
370 certification program through either the PHIUS+ certification administered by Passive
371 House Institute United States or the Passive House certification administered by Passive
372 House Institute.

373 V. "Regional code collaboration" means interested jurisdictions across the Puget
374 Sound region working together to develop building, energy, fire, residential, plumbing,
375 mechanical, and zoning codes supporting the advancement of green building practices.

376 W. "Retrocommissioning" means a detailed, systematic process for investigating
377 an existing building's operations and identifying ways to improve performance. The
378 primary focus is to identify operational improvements to obtain comfort and energy
379 savings.

380 X. "Salmon Safe" means a voluntary peer-reviewed certification program, linking
381 site development land management practices with the protection of agricultural and urban
382 watersheds, founded by the Stewardship Partners.

383 Y. "SITES" means a voluntary sustainability-focused framework program
384 administered by the Sustainable SITES Initiative and developed by the American Society
385 of Landscape Architects, the Lady Bird Johnson Wildflower Center, and the United
386 States Botanical Garden.

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387 Z. "Social cost of carbon" means social cost of carbon as defined in K.C.C.
388 18.20.015.

389 AA. "Social justice" means social justice as defined in K.C.C. 2.10.210.

390 BB. "Strategic Climate Action Plan" means the King County Strategic Climate
391 Action Plan adopted by Motion 15866, or any subsequent Strategic Climate Action Plan
392 developed under K.C.C. chapter 18.25 and adopted by the council.

393 CC. "Sustainable development practices" are also known as green building and
394 means whole system approaches to the design, construction, and operation of buildings
395 and infrastructure that help to mitigate the negative environmental, economic, health, and
396 social impacts of construction, demolition, operation, and renovation while maximizing
397 the facilities' positive fiscal, environmental, health, and functional contribution.
398 Sustainable development practices recognize the relationship between natural and built
399 environments and seek to minimize the use of energy, water, and other natural resources
400 while providing maximum benefits and contribution to service levels to the system and
401 the connecting infrastructures.

402 DD. "Sustainable Infrastructure Scorecard" means a green building and
403 sustainable development rating system developed by the green building team for capital
404 projects that are not eligible for the LEED rating system.

405 EE. "Transit-oriented development" means a capital project on King County-
406 owned property that includes the development of housing, commercial space, services, or
407 job opportunities in direct proximity to frequent public transportation and that is wholly
408 or partially planned or wholly or partially financed by the Metro transit department.

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409 FF. "WELL" means a third-party green building rating system administered by
 410 the International WELL Building Institute's collaboration with Green Business
 411 Certification, Inc.

412 SECTION 4. Ordinance 19402, Section 8 as amended, and K.C.C. 18.17.050 are
 413 hereby amended to read as follows:

414 A. Capital projects shall be subject to the following applicable green building
 415 standards and corresponding requirements; capital projects shall register with the
 416 applicable third-party rating system and achieve the appropriate certification((:));

417 1. Small, related capital projects that are part of a program may be certified as a
 418 program rather than at the individual-project level((:));

419 (((:)) 2.a. Affordable housing capital projects subject to RCW 39.35D.080 that
 420 receive moneys from the King County department of community and human services or
 421 that are part of transit-oriented development shall achieve either Evergreen Sustainable
 422 Development Standard requirements or the highest rating in an applicable alternative
 423 green building rating system certification, or both; and

424 b. Market-rate transit-oriented development on county-owned property shall
 425 achieve either LEED platinum certification or Living Building Challenge CORE
 426 certification;

427 (((:)) 3. Buildings owned or lease-to-own by King County, excluding those to
 428 which subsection A.(((:))2. of this section applies, shall achieve certification levels as
 429 follows:

430 a. New construction of a LEED-eligible building shall achieve;

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431 (1) either LEED platinum certification or the Living Building Challenge
 432 certification, or both, if the project is initiated before January 1, 2026; or

433 (2) either LEED Platinum plus Zero Energy or Zero Carbon certification, or
 434 Living Building Challenge CORE plus Zero Energy, Energy Petal, or Zero Carbon
 435 Certification, if the project is initiated on or after January 1, 2026; and

436 b. A major remodel or renovation of a LEED-eligible building shall achieve
 437 either LEED gold certification or the Living Building Challenge certification, or both;
 438 ~~((and))~~

439 ~~((3.))~~ 4. Capital projects owned or lease-to-own by King County that are large-
 440 scale infrastructure or site-related projects shall achieve Envision Platinum certification.
 441 This requirement is limited to: new construction of conveyance, combined sewer
 442 overflow, and pump station projects from the wastewater treatment division that are over
 443 a cost threshold established by executive policy; new RapidRide and bus base
 444 electrification charging infrastructure projects by Metro transit department; and heavy-
 445 duty electrical infrastructure projects with ten or more direct-current fast chargers by the
 446 solid waste division;

447 5. Capital projects owned or lease-to-own by King County that are not subject
 448 to subsection A.~~((1- or))~~ 2., 3., or 4. of this section shall either achieve a platinum rating
 449 according to a King County or division-specific Sustainable Infrastructure Scorecard or
 450 achieve the highest certification through an applicable alternative green building rating
 451 system, or both; and

452 6. The Parks and Recreation Division shall maintain its overall, programmatic
 453 Salmon Safe certification.

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454 B. All capital projects to which subsection A. of this section applies:

- 455 1. Shall meet King County Surface Water Design Manual requirements,
456 regardless of jurisdiction location. If a project is located in a jurisdiction where the
457 surface water design manual standards and requirements are different than King
458 County's, the project shall implement the more stringent requirement;
- 459 2. Shall achieve a minimum diversion rate for construction and demolition
460 materials of ~~((eighty percent for construction and demolition materials,))~~ eighty-five
461 percent ~~((diversion rate beginning in 2025))~~ and shall achieve zero waste of resources
462 with economic value beginning in 2030;
- 463 3. Shall achieve applicable King County equity and social justice credits for
464 capital projects regardless of the rating system used;
- 465 4. Should use the practice of integrative process to maximize green building,
466 sustainable development, community benefit, and financial investment opportunities over
467 the life of the asset; and
- 468 5. Should use the social cost of carbon in life-cycle assessments and decision
469 making related to facility construction and resource efficiency projects.

470 C.1. For leases by a King County agency for King County operations at non-
471 King-County-owned facilities, the agency shall seek to incorporate the latest green
472 building and sustainable development practices in the county-occupied space.

473 2. For new leases of King County-employee-occupied((-)) space of longer than
474 five years, including lease-to-own projects, King County shall lease buildings that are
475 certified through the LEED rating system at silver level or higher, are Energy Star
476 Certified, or are certified through an alternative green building rating system, but only

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when those ratings are consistent with the operational needs of the function. Buildings that do not meet these standards can be leased by the county if plans and financing are in place at the time of signing that will enable the building to meet this standard within twenty-four months of lease signing.

D. As part of the county's green building program, the county shall preserve and restore the historic landmarks and properties eligible for landmark designation that are owned by the county, except in cases where a certificate of appropriateness is granted by the King County landmarks commission.

SECTION 5. Ordinance 19402, Section 10, and K.C.C. 18.17.070 are hereby amended to read as follows:

A. ~~((The executive shall report on the progress of implementing this chapter as part of the biennial environmental sustainability report, in accordance with K.C.C. 18.50.010. The biennial environmental sustainability report shall report on the following criteria:~~

~~1. Percentage of King County owned capital projects achieving a platinum certification level using the LEED rating system, Sustainable Infrastructure Scorecard rating system or equivalent certification level through an alternative green building rating system;~~

~~2. Percent and tonnage of construction and demolition materials diversion from landfills; and~~

~~3. Performance for projects with contracted utility rebates including greenhouse gas emissions performance.~~

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499 ~~B.))~~ Except for capital projects subject to subsection ~~((C))~~ B. of this section,
 500 the capital project manager for each project to which this chapter applies shall report the
 501 following information to the green building team; small, related projects that are certified
 502 as a program may report as a program:

503 1. By January 31 following each year a project is active, an annual green
 504 building report capturing sustainability and green building efforts;

505 2. At thirty-percent design phase completion:

506 a. a Sustainable Infrastructure Scorecard, LEED or alternative green building
 507 rating system checklist. The checklist shall document which rating system and
 508 certification level the project is planned to achieve;

509 b. a construction and demolition material diversion plan; and

510 c. a list of the equity and social justice credits the project will pursue; and

511 3. At project completion:

512 a. an updated LEED, Sustainable Infrastructure Scorecard or alternative green
 513 building rating system checklist. The checklist shall document which rating system
 514 points and certification level the project actually achieved;

515 b. a construction and demolition material diversion report; and

516 c. a list of the equity and social justice credits the project implemented.

517 ~~((C.))~~ B. By January 31 of each year, designees from the department of
 518 community and human services shall provide the green building team with the Evergreen
 519 Sustainable Development Standard checklist for each housing project subject to K.C.C.
 520 18.17.050.A.~~((1))~~2.a. that was awarded funding in the previous year.

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521 SECTION 6. Ordinance 19052, Section 2, and K.C.C. 18.22.010 are hereby
 522 amended to read as follows:

523 A. The executive shall implement a "jump start" vehicle electrification strategy
 524 that seeks to accelerate the adoption of electric vehicles by the Metro transit department,
 525 by other county agencies and by residents. The strategy shall include goals and actions
 526 across county agencies. The following King County vehicle electrification goals are
 527 established:

- 528 1. A one-hundred-percent zero-emission revenue bus fleet by 2035;
- 529 2. A sixty-seven-percent zero-emission ADA paratransit fleet by ~~((2030))~~ 2040;
- 530 3. A ~~((one hundred))~~ forty-percent zero-emission rideshare fleet by 2030 and
 531 one-hundred-percent zero-emission rideshare fleet by 2040;
- 532 4. ~~((Installation of one hundred twenty five chargers at King County owned~~
 533 ~~park and rides by 2030;~~
- 534 5.)) Fifty percent of light-duty vehicles are transitioned to electric by ~~((2025))~~
 535 2030 and one hundred percent by ~~((2030))~~ 2035;
- 536 ~~((6.))~~ 5. Fifty percent of medium-duty vehicles are transitioned to ~~((electric))~~
 537 zero-emission vehicles by ~~((2028))~~ 2035 and one hundred percent by ~~((2033))~~ 2040;
- 538 ~~((7.))~~ 6. Fifty percent of heavy-duty vehicles are transitioned to ~~((electric))~~ zero-
 539 emission vehicles by ~~((2038))~~ 2040 and one hundred percent by ~~((2043))~~ 2045; ~~((and))~~
- 540 ~~((8.))~~ 7. Installation of charging stations that provide charging ports capable of
 541 simultaneously charging one hundred fifty ~~((chargers))~~ fleet vehicles by 2030 in county
 542 facilities; and

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543 8. Installation of public charging stations that provide charging ports capable of
544 simultaneously charging one hundred twenty-five vehicles by 2030.

545 B. The department of executive services shall:

546 1. Require that all new light-duty vehicles purchased are electric, unless the
547 customer agency can demonstrate that there are no feasible alternatives that meet
548 business needs and support delivery of county services; and

549 2. ~~((To accelerate the electrification of the county fleet, the department of~~
550 ~~executive services shall develop an electric vehicle infrastructure analysis and~~
551 ~~implementation plan for King County facilities that supports the fleet electrification goals~~
552 ~~in subsection A.5. through 7. of this section. The study shall outline the necessary~~
553 ~~infrastructure development, financial investment, financing options, policy changes, and~~
554 ~~technical resources needed to support accelerated vehicle electrification. The electric~~
555 ~~vehicle infrastructure plan shall be developed in consultation with Puget Sound Energy~~
556 ~~and Seattle City Light. The executive must file the plan by September 14, 2020, in the~~
557 ~~form of a paper original and an electronic copy with the clerk of the council, who shall~~
558 ~~retain the original and provide an electronic copy to all councilmembers, the council chief~~
559 ~~of staff and the lead staff for the mobility and environment committee or its successor;~~
560 ~~and~~

561 3.)) Work with county agencies managing medium- and heavy-duty vehicles to
562 seek grant funding and collaborate with utilities and manufacturers to pilot use of
563 medium and heavy-duty electric vehicles in support of achieving electrification of fifty
564 percent of the medium-duty fleet by ~~((2028))~~ 2035 and fifty percent of the heavy-duty
565 fleet by ~~((2038))~~ 2040.

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566 C. The Metro transit department should reduce the overall carbon emissions from
567 transportation as quickly as possible while achieving the goals of Metro Connects. If
568 there are alternative approaches to the vehicle electrification goals specified in subsection
569 A. of this section that would either more quickly reduce overall greenhouse gas
570 emissions, including greenhouse gas emissions and diesel particulate matter in the
571 community, or that would achieve similar greenhouse gas emission and diesel particulate
572 matter reductions, the executive should pursue those approaches in lieu of or in addition
573 to specified vehicle electrification goals in subsection A. of this section. Before the
574 executive initiates an alternative approach, the executive shall notify the council and
575 include a description of any deviation from the vehicle electrification goals specified in
576 subsection A. of this section, as well as include information about the alternative
577 approach. The notification required by this subsection C. shall be transmitted as part of a
578 report developed under K.C.C. 18.50.010 or electronically filed as a standalone the report
579 with the clerk of the council, who shall retain an electronic copy and provide an
580 electronic copy to all councilmembers, the council chief of staff, and the lead staff for the
581 transportation, economy, and environment committee, or its successor.

582 D. The parks and recreation division shall increase the number of electric vehicle
583 ~~((chargers))~~ charging ports at King County-operated parks ~~((with the goal of siting~~
584 ~~electric vehicle chargers at King County-operated parks))~~ to support electrification of
585 county fleet vehicles and increase public access in areas with limited access to electric
586 vehicle ~~((chargers))~~ charging.

587 ~~((D:))~~ E. When evaluating public charging infrastructure needs, the executive
588 shall consider the charging infrastructure required for a range of electric vehicles,

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including light electric vehicles((;)) such as electric bikes, scooters, or other battery-powered vehicles((;)) used for transporting people from one place to another. The executive shall monitor trends in electric vehicle adoption and develop consistent policies and practices for public electric charging at King County facilities.

~~((E.))~~ F. The executive shall implement this section ~~((and K.C.C. 18.50.010 consistent with Ordinance 16804, Section 3, relating to the development and use of electric vehicle charging stations at King County facilities and))~~ consistent with K.C.C. 4A.700.700.

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

2. ~~((The executive shall transmit a report on options to require, incentivize or otherwise ensure electric vehicle charging infrastructure in new multifamily construction and other development proposals that include expansion of parking areas in the unincorporated area and an ordinance that would establish requirements to ensure that new parking areas are designed to include some amount of electric vehicle charging~~

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~~infrastructure to account for increased use of electric vehicles in the future. The report and ordinance shall be developed in consultation with stakeholder groups, including representatives of the building and electric vehicle industries and utilities. The executive must transmit the report and recommendations by September 14, 2020, in the form of a paper original and an electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the local services committee or its successor.~~

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

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

((5.)) 4. The executive shall develop policies to encourage the adoption of electric vehicles by transportation network companies.

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

((7.)) 6. The executive is encouraged to submit appropriations to the county council that will allow for installation of charging infrastructure for public use where legally permissible at ~~((park and locations, county parks with reasonable access to electricity and other))~~ county facilities used by the public. The executive, in coordination with utilities, is also encouraged to submit appropriations to the county council that

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635 ~~((also))~~ include incentive programs~~((;))~~ to support the installation of at-home charging
636 infrastructure in single and multifamily homes, including affordable housing projects
637 where the department of community and human services has investment, with priority for
638 funding given to providing charging infrastructure to low-income households.

639 SECTION 7. Ordinance 17270, Section 2, as amended, and K.C.C. 18.25.010 are
640 hereby amended to read as follows:

641 A.~~((1-))~~ In order to guide the county's climate-related objectives and strategies,
642 the executive shall develop an updated strategic climate action plan at least every five
643 years. Each update to the strategic climate action plan shall be developed with an
644 environmental justice framework in partnership with those communities
645 disproportionately impacted by climate change and in a manner consistent with K.C.C.
646 2.10.200, 2.10.210, 2.10.220, and 2.10.230.

647 B. The strategic climate action plan shall include, but not be limited to, the
648 ~~((following;))~~ elements listed in this subsection B.

649 1.a. A reducing greenhouse gas emissions section that includes the
650 identification of specific goals, ~~((strategies;))~~ performance measures~~((;))~~ and related
651 targets, and ~~((priority))~~ actions ~~((for county services and operations to reduce emissions~~
652 ~~consistent with))~~, at both the community scale and county operational scale, to advance
653 the countywide goal of reducing greenhouse gas emissions fifty percent by 2030,
654 seventy-five percent by 2040, and ninety-five percent by 2050, with net-zero emissions
655 through carbon sequestration and other strategies by that year, compared to a 2007
656 baseline.

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657 b. The ~~((strategic climate action plan should address five goal areas for~~
658 ~~reducing greenhouse gas emissions))~~ reducing greenhouse gas emissions section shall, at
659 minimum, address reducing emissions in the following areas: transportation and land
660 use; building and facilities energy; green building and sustainable infrastructure;
661 consumption and materials management~~((, including the environmental purchasing~~
662 ~~program; and))~~; forestry and agriculture; and zero-emission county fleets. ~~((Each goal~~
663 ~~area shall address environmental justice and ensure that the strategies promote an~~
664 ~~equitable distribution of any environmental benefit. The strategic climate action plan~~
665 ~~should establish explicit and, whenever possible, quantifiable connections between the~~
666 ~~overarching climate goals and specific strategies and actions;~~

667 ~~b.(1) a green jobs strategy. For purposes of this subsection A., a "green job"~~
668 ~~means a living wage position providing environmental benefits, such as clean energy~~
669 ~~deployment, in high demand industry sectors such as construction, manufacturing,~~
670 ~~transportation, and professional services. The intent of the green jobs strategy is to~~
671 ~~encourage the development of green jobs along the career spectrum.~~

672 ~~(2) the green jobs strategy shall be developed in consultation with members of~~
673 ~~the King County climate and equity community taskforce identified in subsection A.1.c.~~
674 ~~of this section, labor and workforce development organizations directed in subsection~~
675 ~~A.5. of this section, and representatives of an environmental justice and climate equity~~
676 ~~organization, education, business, building managers, utilities, scientists with knowledge~~
677 ~~of the latest research on strategies to reduce emissions, tribes, local governments, and~~
678 ~~regional groups such as the King County Cities Climate Collaboration and the Puget~~
679 ~~Sound Regional Council, and shall include:~~

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680 ~~(a) specific actions King County and its partners can take to increase the~~
 681 ~~number of green jobs and apprenticeships throughout the region, including jobs in energy~~
 682 ~~efficiency, renewable energy, green vehicles, and carbon sequestration, and King County~~
 683 ~~administrative, executive, policy, and technical jobs;~~

684 ~~(b) a proposal for and budget to develop a green job pipeline that focuses~~
 685 ~~especially on communities that have historically been underserved, and is informed by~~
 686 ~~recommendations of the climate and equity community task force;~~

687 ~~(c) identification of the industry sectors and job types with high demand~~
 688 ~~green jobs in King County; and~~

689 ~~(d) actions King County can take to develop the green energy skills of King~~
 690 ~~County's own workforce, such as collaboration on development of apprenticeship and~~
 691 ~~pre-apprenticeship programs in sectors including energy efficiency, electrification,~~
 692 ~~electric vehicle maintenance, the maintenance of electric vehicle infrastructure, and~~
 693 ~~carbon sequestration technologies;))~~ c. Green building performance measures shall
 694 include percentage of King County-owned capital projects achieving the highest green
 695 building standard specified in K.C.C. 18.17.050, and percentage of construction and
 696 demolition materials diverted from landfills.

697 d. Zero-emission county fleet performance measures shall align with the "jump
 698 start" vehicle electrification strategy in K.C.C. 18.22.010.

699 ~~((c. a))~~ 2. A community-driven ((strategy)) sustainable and resilient frontline
 700 communities section that includes identification of specific goals, performance measures
 701 and related targets, and actions to achieve sustainable and resilient communities. ((In
 702 order to achieve a community driven strategy, the executive shall convene and partner

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703 ~~with the King County climate and equity community task force to develop the sustainable~~
 704 ~~and resilient community strategy. The King County climate and equity community task~~
 705 ~~force shall be a racially and ethnically diverse group representing various communities in~~
 706 ~~King County that are on the frontline of climate change. The task force shall develop~~
 707 ~~goals and guide priority areas for climate action based on community values and~~
 708 ~~concerns.)) The ((sustainable and resilient community strategy)) sustainable and resilient~~
 709 frontline communities section shall:

710 ~~((1))~~ a. identify how climate change will impact communities of color, low-
 711 income communities, and those disproportionately impacted by climate change;

712 ~~((2))~~ b. identify opportunities to take actions to address those impacts that
 713 could include increasing the number of affordable housing units, developing pathways to
 714 green jobs, preventing neighborhood displacement, increasing access to affordable
 715 energy efficiency and decarbonization, increasing access to green spaces, providing
 716 access to zero emissions mobility options, improving food security, reducing pollution,
 717 and addressing health disparities; and

718 ~~((3))~~ c. based on assessment of climate impacts and extreme weather events
 719 like heat waves on vulnerable communities, make recommendations for preparedness
 720 strategies and actions to include in county emergency response plans, the flood
 721 management plan, and the regional hazard mitigation plan~~((;))~~.

722 ~~((4))~~ 3. A climate preparedness section that includes the current assessment of
 723 climate change impacts in King County and identification of specific goals, ~~((strategies,~~
 724 ~~measures, targets and priority))~~ performance measures and related targets, and actions,
 725 ~~((within county services))~~ at both the community scale and county ~~((operations))~~

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~~operational scale, to address climate change impacts. ((Each goal and strategy shall
address environmental justice and ensure that the strategies promote an equitable
distribution of any environmental benefit;))~~

4.a. A climate and workforce strategy that emphasizes King County's dedication
to ensuring greater access to career and economic opportunities stemming from climate
action efforts, including, but not limited to, the strategic climate action plan. The intent of
the climate and workforce strategy is to underscore the interconnectedness of climate
initiatives and workforce and economic development, ensuring that both objectives can
progress in tandem for the benefit of all county residents across the career spectrum.

b. The climate and workforce strategy shall be developed in consultation with
members of the King County climate equity community task force identified in
subsection E. of this section, the labor advisory council and labor and workforce
development organizations identified in subsection G. of this section, representatives of
an environmental justice and climate equity organization, education and training
providers, local businesses and contractors invested in clean energy deployment, building
managers, utilities, tribes, local governments, and regional groups such as the King
County-Cities Climate Collaboration and the Puget Sound Regional Council, and shall:

(1) include specific actions King County and its partners can take to increase
clear pathways for members of historically underserved communities affected by climate
change, informed by recommendations of the climate equity community task force, to
access living wage roles providing environmental benefits, such as clean energy
deployment, in high-demand industry sectors of construction, manufacturing,
transportation, professional services and technology;

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(2) identify opportunities to increase the number of sustainability and energy conservation career opportunities throughout the region, including jobs in energy efficiency, renewable energy, electric vehicles, and carbon sequestration, and King County administrative, executive, policy, and technical jobs;

(3) include a proposal for and budget to develop career pathways that focuses especially on communities that have historically been underserved, and is informed by recommendations of the climate equity community task force;

(4) identify the industry sectors and job types providing a living wage and environmental benefits, such as clean energy deployment, in King County every ten years; and

(5) actions King County can take to increase the sustainability and energy conservation credentials of King County's own workforce, such as collaboration on development of apprenticeship and preapprenticeship programs in sectors including, but not limited to, energy efficiency, electrification, electric vehicle maintenance, and the maintenance of electric vehicle infrastructure.

5. The reporting required by K.C.C 18.50.010.

C. Each goal and action identified in the strategic climate action plan shall address environmental justice and ensure that the action promotes an equitable distribution of any environmental benefit. The strategic climate action plan should establish explicit and, whenever possible, quantifiable connections between the overarching climate goals and specific actions.

~~((e.)) D. ((p))~~ Performance measures and related targets ((for both operational emissions and implementation of priority strategies, including the green job strategy, that))

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772 required by this section shall advance the strategic climate action plan and provide for
 773 assessment of progress relative to overarching climate goals at the community scale(~~(;~~ and
 774 ~~f. an assessment of cost effectiveness for key county services and operations~~
 775 ~~building on the pilot cost effectiveness assessment in the 2015 strategic climate action plan~~
 776 ~~update.~~

777 ~~2. The executive shall transmit updates to the strategic climate action plan to the~~
 778 ~~council for adoption by motion)) and county operational scale. Progress in achieving the~~
 779 performance measure targets shall be reported on a publicly accessible climate performance
 780 tracking dashboard.

781 ~~((3.))~~ E. In order to achieve a community-driven strategic climate action plan,
 782 the executive shall convene and partner with the King County climate equity community
 783 task force to develop the sustainable and resilient frontline communities section and to
 784 consult on other sections of the strategic climate action plan. The King County climate
 785 equity community task force shall be a racially and ethnically diverse group representing
 786 various communities in King County that are on the frontline of climate change. The task
 787 force shall develop goals and guide priority areas for climate action based on community
 788 values and concerns.

789 F. In developing ((future)) updates to the strategic climate action plan, the
 790 executive shall continue to review climate change-related plans being developed by other
 791 municipalities, including the city of Seattle's climate action plan, and identify
 792 opportunities and strengthen recommendations for partnership with cities, businesses, and
 793 nonprofit organizations to advance actions (~~((to reduce greenhouse gas emissions and~~

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794 ~~prepare for and respond to climate change impacts))~~ in all areas of the strategic climate
 795 action plan.

796 ~~((4. Progress in achieving strategic climate action plan performance measure~~
 797 ~~targets and accomplishment of priority actions identified in subsection A.1. of this~~
 798 ~~section, as well as findings outlining recommendations for changes in policies, priorities,~~
 799 ~~and capital investments, shall be reported and transmitted to council with the update of~~
 800 ~~the strategic climate action plan and at the midpoint between updates. The progress~~
 801 ~~report shall be included as part of the report required in K.C.C. 18.50.010.~~

802 ~~5.))~~ G. The executive shall convene a strategic climate action plan labor
 803 advisory council and seek input from county labor and workforce development
 804 organizations, including the Martin Luther King, Jr. County Labor Council of
 805 Washington, the Seattle Building and Construction Trades Council ~~((and))~~, the
 806 Workforce Development Council of Seattle-King County, and the Coalition for Climate
 807 Careers, on recommendations for policies, programs, and partnerships to strengthen
 808 career pathways ~~((to local green jobs))~~ and to provide guidance on each update.

809 ~~((6.))~~ H. The executive shall consult with Indian tribes, and shall collaborate
 810 with cities in King County through the King County-Cities Climate Collaboration, on
 811 each update to the strategic climate action plan.

812 ~~((B.))~~ I. Future updates to climate-related objectives and strategies should be
 813 informed by the most-recently adopted strategic climate action plan.

814 ~~((C.))~~ J. The executive shall transmit updates to the strategic climate action plan
 815 to the council for acceptance by motion. The executive shall electronically file the
 816 legislation ~~((and reports required by this section))~~ with the clerk of the council, who shall

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817 retain an electronic copy and provide an electronic copy to all councilmembers, the
818 council chief of staff, and the lead staff for the transportation, economy, and environment
819 committee or its successor.

820 SECTION 9. Ordinance 17971, Section 3, and K.C.C. 18.40.020 are hereby
821 amended to read as follows:

822 The wastewater treatment division and the solid waste division shall aggressively
823 reduce both direct and indirect greenhouse gas emissions from operations.

824 The department of natural resources and parks (~~((shall achieve overall carbon-~~
825 ~~neutral operations by 2017. The))~~ as a whole, and the wastewater treatment division and
826 the solid waste division individually, shall ~~((each achieve))~~ maintain carbon-neutral
827 operations ~~((by 2025. For purposes of calculating carbon neutrality, purchased offsets~~
828 ~~may only be included in the calculation only if those carbon offsets meet the principle of~~
829 ~~additionality))~~. The department and divisions should focus greenhouse gas emissions
830 reduction actions on projects that reduce direct sources of greenhouse gas emissions,
831 consistent with strategic climate action plan actions and performance measures, and in
832 alignment with strategic climate action plan guidance on best practices for reducing
833 greenhouse gas emissions. The reduction in greenhouse gas emissions shall be
834 accomplished through energy efficiency, investments in the use of renewable energy, the
835 production of renewable energy~~((, carbon offsets consistent with RCW 36.01.250))~~
836 including solar, the use of low embodied emissions materials in construction projects, the
837 use of clean vehicles and fuels, the reduction of fugitive methane emissions associated
838 with landfills and the wastewater treatment process, the increase of the productive use of

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839 biogas, and other ~~((division))~~ projects that reduce or sequester greenhouse gas emissions
840 to reduce the emissions of greenhouse emissions from operations.

841 The wastewater treatment and solid waste divisions shall annually calculate their
842 greenhouse gas emissions and ~~((create an annual greenhouse gas inventory using
843 recognized methodologies and protocols, to the extent available. The first annual
844 greenhouse gas inventory shall be reviewed by an independent third party with proven
845 experience in emission inventory calculations. Subsequent annual greenhouse gas
846 inventories shall be reviewed, by an independent third party with proven experience in
847 emission inventory calculations, periodically and when there is a material change in the
848 wastewater treatment division's or solid waste division's operations or energy use or
849 sourcee))~~ include those emissions totals in the strategic climate action plan reporting of
850 total greenhouse gas emissions from county operations.

851 SECTION 10. Ordinance 17971, Section 4, as amended, and K.C.C. 18.40.030
852 are hereby amended to read as follows:

853 A. The King County Metro transit carbon offset and environmental attributes
854 program is hereby created and shall be administered by the Metro transit department.

855 B. Transit carbon offsets shall be reviewed by an independent third-party
856 organization with proven experience in emission mitigation activities to ensure that
857 transitcarbon offsets meet the requirements of RCW 36.01.250.

858 C. The Metro transit department shall make carbon offsets or environmental
859 attributes available for purchase by individuals or public or private entities, if doing so is
860 likely to be financially beneficial to the department.

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861 D. ~~((The wastewater treatment division and the solid waste division shall~~
862 ~~evaluate the purchase of Metro transit department carbon offsets, as necessary, to achieve~~
863 ~~the requirements of this chapter.~~

864 E. ~~When purchasing carbon offsets, the wastewater treatment division and the~~
865 ~~solid waste division shall ensure the offsets meet the requirements of RCW 36.01.250. In~~
866 ~~purchasing offsets, the wastewater treatment division and the solid waste divisions shall~~
867 ~~purchase offsets from the Metro transit department before purchasing carbon offsets from~~
868 ~~outside of the county if Metro transit department offsets are comparably priced.~~

869 F.)) Revenue from the sale of carbon offsets or environmental attributes shall be
870 used by the Metro transit department solely for the purposes of reducing greenhouse gas
871 emissions through mobility services or investments that reduce the greenhouse gas
872 emissions from transit operations beyond standard operations, thereby achieving
873 additionality.

874 ((G.)) E. The executive shall ensure that transit carbon offsets or other
875 environmental attributes are not double counted in calculating the greenhouse gas
876 emissions for King County.

877 SECTION 11. Ordinance 17166, Section 2, as amended, and K.C.C. 18.50.010
878 are hereby amended to read as follows:

879 To track progress and prepare for each strategic climate action plan update,
880 ((F.))the executive shall transmit ((by June 30 of every other year)) a progress report ((on
881 the county's major environmental sustainability programs intended to reduce energy use,
882 climate emissions, and resource use, and prepare for the impacts of climate change, as
883 required in subsections A., B. and C. of this section. The report shall also describe the

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884 ~~progress made throughout the region on developing of green jobs as defined in K.C.C.~~
885 ~~18.25.010. In those years in which the update to the strategic climate action plan as~~
886 ~~required in K.C.C. 18.25.010 is transmitted, the information required by the report shall~~
887 ~~be included in the update to the strategic climate action plan))~~ to the council with each
888 strategic climate action plan update and at the midpoint between strategic climate action
889 plan updates. The executive shall electronically file the report with the clerk of the
890 council, who shall retain an electronic copy and provide an electronic copy to all
891 councilmembers, the council chief of staff, and the lead staff for the transportation,
892 economy, and environment committee, or its successor. The report shall be structured in
893 a way that links actual performance to established goals and indicators and can inform
894 policy choices, program priorities, and investments in capital projects. The report should
895 address the following:

- 896 A. ~~((Greenhouse gas emissions reductions, including:~~
897 1.)) Progress towards achieving the overarching greenhouse gas emissions
898 reduction targets at both the community scale and county operational scale ~~((for both~~
899 ~~county government operations and the county as a whole;~~
- 900 2. ~~Progress against targets and measures and updates on the implementation of~~
901 ~~strategies and priority actions in five goal areas for the strategic climate action plan:~~
902 ~~transportation and land use; building and facilities energy; green building; consumption~~
903 ~~and materials management, including the environmental purchasing program; and~~
904 ~~forestry and agriculture; and~~

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905 ~~3. A summary of major expenses associated with the climate impacts research,~~
906 ~~community scale emissions inventories, climate change community engagement, and~~
907 ~~climate change and energy efficiency partnerships with businesses and cities));~~

908 B. An update on implementation of ~~((climate preparedness strategies and priority~~
909 ~~actions recommended in the current strategic climate action plan;~~

910 ~~C. An update on the strategies and priority actions identified in the green jobs as~~
911 ~~required by K.C.C. 18.25.010;~~

912 ~~D. An update on the actions taken to achieve sustainable and resilient~~
913 ~~communities as required by K.C.C. 18.25.010;~~

914 ~~E. Beginning in 2021, an update on the implementation of the jump start~~
915 ~~transportation electrification strategy required in K.C.C. 18.22.010. The update shall~~
916 ~~include a report on the Metro transit department's zero emission fleet goal~~
917 ~~implementation, updating the implementation report to include modified or new~~
918 ~~milestones; strategies to accelerate implementation and interim milestones, strategic~~
919 ~~climate action plan modelling and goals, information technology advances and reporting~~
920 ~~on K.C.C. 28.94.085.B. The update shall also include any analysis completed in~~
921 ~~selecting the public charging infrastructure provided in King County owned facilities and~~
922 ~~describe how the needs of a variety of different types of electric vehicles, including light~~
923 ~~electric vehicles, were considered in the analysis;~~

924 ~~F. An update on the green building program, as required in K.C.C. 18.17.070.A.))~~
925 all goals and actions in, and progress toward meeting all performance measure targets of,
926 the strategic climate action plan most recently approved by the council; and

Ordinance 19986

927 ~~((G.))~~ C. The program to fund city projects to reduce energy demand, as required
 928 in Ordinance 18663, Section 3, if active.

929 SECTION 12. Ordinance 1604, Section 4, is hereby amended to read as follows:

930 In implementing an electric vehicle charging station program, the county shall
 931 establish the following policies:

932 A. The county shall seek grant funding for capital costs and installation of
 933 electric vehicle charging facilities;

934 B. ~~((A maximum of five hundred thousand dollars of county capital moneys may~~
 935 ~~be invested in electric utility upgrades to county properties in support of the program;~~

936 ~~C. Operating costs for the project shall be fully recovered through flat rate, time-~~
 937 ~~based or combination use fees for all vehicles using one of the county regulated electric~~
 938 ~~vehicle charging stations located on county owned, leased, or partnering organizations'~~
 939 ~~property. Any such fees will be authorized consistent with K.C.C. chapter 2.99. For the~~
 940 ~~purposes of this subsection, "operating costs" include, but are not limited to, the county's~~
 941 ~~costs of planning, outreach and administration, utility costs related to the charging~~
 942 ~~stations and facility enforcement costs.~~

943 ~~D. Any supplemental capital costs in excess of the five hundred thousand dollar~~
 944 ~~maximum that may be incurred by the county, and that are not financed through any grant~~
 945 ~~sources, shall also be fully recovered as part of the use fees;~~

946 ~~E.))~~ The county shall coordinate with the Puget Sound Regional Council in their
 947 planning and development of regulations concerning electric vehicle infrastructure as
 948 required by the state Legislature in Chapter 459, Laws of Washington 2009; and

Ordinance 19986

949 ~~((F. Beginning in 2011, the executive shall transmit by June 30 of each year an~~
 950 ~~annual report to the council addressing affordability of user fees, usage of the charging~~
 951 ~~stations, cost recovery and public benefit related to King County participants and as~~
 952 ~~compared with other electric vehicle charging station deployments in and around the state~~
 953 ~~of Washington; and~~

954 G.)) C. The county shall retain the right to procure the services of third party
 955 entities to install and operate charging stations. Such services may include:

- 956 1. Installing charging stations;
- 957 2. Maintaining charging station infrastructure;
- 958 3. Managing payments; and
- 959 4. Managing and tracking charging facility usage.

Ordinance 19986

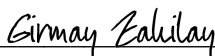
960 SECTION 13. Ordinance 19052, Section 4, and K.C.C. 28.94.085 is hereby
961 repealed.

Ordinance 19986 was introduced on 7/1/2025 and passed by the Metropolitan King County Council on 10/14/2025, by the following vote:

Yes: 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry,
Quinn, von Reichbauer and Zahilay

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Signed by:



1AEA3C5077F8485...

Girmay Zahilay, Chair

ATTEST:

DocuSigned by:



8DE1BB375AD3422...

Melani Hay, Clerk of the Council

APPROVED this _____ day of 10/27/2025, _____.

Signed by:



AAA4841FD7644BE...

Shannon Braddock, County Executive

Attachments: None

Certificate Of Completion

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Melani Hay

melani.hay@kingcounty.gov

Clerk of the Council

King County Council

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Shannon Braddock

Shannon.Braddock@kingcounty.gov

Deputy Executive

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