

1-8-20



[JG]

Sponsor: Kohl-Welles

Proposed No.: 2019-0435

1 **STRIKING AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION**

2 **1**

3 On page 1, beginning on line 6, strike everything through page 6, line 211, and insert:

4 "PREAMBLE:

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

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

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

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

18 King County plays an important role in reducing greenhouse gas

19 emissions from transportation.
20 King County's 2015 Strategic Climate Action Plan commits the county to
21 reducing emissions in its transit bus fleet and in other vehicles used in
22 county operations.

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

27 King County must move faster and more aggressively to reduce
28 greenhouse gas emissions.

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

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

38 In 2017, the executive transmitted to the council the Feasibility of
39 Achieving a Carbon-Neutral or Zero-Emission Fleet Report, which
40 recommended that King County transition to a zero-emission fleet
41 powered by renewable energy by as early as 2034 and no later than 2040.

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

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

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

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

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

64 King County is leading the nation in transitioning to an all-electric bus

65 fleet and in 2017 committed to move to a zero-emission fleet by 2040.

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

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

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

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

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

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

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

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

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

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

104 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

107 NEW SECTION. SECTION 2.

108 A. The executive shall implement a "jump start" vehicle electrification strategy
109 that seeks to accelerate the adoption of electric vehicles by the Metro transit department,
110 by other county agencies and by residents. The strategy shall include goals and actions

111 across county agencies. The following King County vehicle electrification goals are
112 established:

- 113 1. A one-hundred-percent zero-emission revenue bus fleet by 2035;
- 114 2. A sixty-seven-percent zero-emission ADA paratransit fleet by 2030;
- 115 3. A one-hundred-percent zero-emission rideshare fleet by 2030;
- 116 4. Installation of one hundred twenty-five chargers at King County-owned park
117 and rides by 2030;
- 118 5. Fifty percent of light-duty vehicles are transitioned to electric by 2025 and
119 one hundred percent by 2030;
- 120 6. Fifty percent of medium-duty vehicles are transitioned to electric by 2028 and
121 one hundred percent by 2033;
- 122 7. Fifty percent of heavy-duty vehicles are transitioned to electric vehicles by
123 2030 and one hundred percent by 2035; and
- 124 8. Installation of 150 chargers by 2030 in county facilities.

125 B. The department of executive services shall:

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

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

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

146 C. The department of community and human services shall require any county
147 investments in affordable housing to consider opportunities to provide access to electric
148 vehicles.

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

153 E.1. To support the goals above, King County, including Metro transit
154 department and the department of executive services shall engage with stakeholders, such
155 as the King County climate and equity community taskforce. Stakeholder engagement
156 will support efforts of local jurisdictions, regional governments, employers, charging

157 infrastructure companies, utilities and environmental and climate justice groups
158 accelerate the adoption of electric vehicles while ensuring the equitable distribution of
159 benefits of electric vehicles and promoting equitable access to mobility that prioritizes
160 shared mobility solutions. King County will also participate in regional forums to support
161 and continue to advocate for funding and enabling legislation.

162 2. The executive shall transmit a report on options to require, incentivize or
163 otherwise ensure electric vehicle charging infrastructure in new multifamily construction
164 and other development proposals that include expansion of parking areas in the
165 unincorporated area and an ordinance that would establish requirements to ensure that new
166 parking areas are designed to include some amount of electric vehicle charging
167 infrastructure to account for increased use of electric vehicles in the future. The report
168 and ordinance shall be developed in consultation with stakeholder groups, including
169 representatives of the building and electric vehicle industries and utilities. The executive
170 must transmit the report and recommendations by September 14, 2020, in the form of a
171 paper original and an electronic copy with the clerk of the council, who shall retain the
172 original and provide an electronic copy to all councilmembers, the council chief of staff
173 and the lead staff for the local services committee or its successor.

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

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

179 5. The executive shall develop policies to encourage the adoption of electric

180 vehicles by transportation network companies.

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

184 7. The executive is encouraged to submit appropriations to the county council
185 that will allow for installation of charging infrastructure for public use where legally
186 permissible at park and locations, county parks with reasonable access to electricity and
187 other county facilities used by the public. The executive , in coordination with utilities, is
188 also encouraged to submit appropriations to the county council that also include incentive
189 programs, to support the installation of at-home charging infrastructure in single and
190 multifamily homes, including affordable housing projects where the department of
191 community and human services has investment, with priority for funding given to
192 providing charging infrastructure to low-income households.

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

195 The executive shall transmit by June 30 of every other year a progress report on
196 the county's major environmental sustainability programs intended to reduce energy use,
197 climate emissions, and resource use, and prepare for the impacts of climate change, as
198 required in subsections A., B. and C. of this section. In those years in which the update
199 to the strategic climate action plan as required in K.C.C. 18.25.010 is transmitted, the
200 information required by the report shall be included in the update to the strategic climate
201 action plan. In all other years, ((F))the executive shall transmit the report to council, filed
202 in the form of a paper original and an electronic copy with the clerk of the council, who

203 shall retain the original and provide an electronic copy to all councilmembers, the council
204 chief of staff and the lead staff for the transportation economy and environment
205 committee or its successor. The report shall be structured in a way that links actual
206 performance to established goals and indicators and can inform policy choices, program
207 priorities and investments in capital projects. The report should address the following:

208 A. Greenhouse gas emissions reductions, including:

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

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

216 3. A summary of major expenses associated with the climate impacts research,
217 community-scale emissions inventories, climate change community engagement, and
218 climate change and energy efficiency partnerships with businesses and cities;

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

221 C. Beginning in 2021, an update on the implementation of the jump start
222 transportation electrification strategy required in section 2 of this ordinance. The update
223 shall include a report on the Metro transit department's zero-emission fleet goal
224 implementation, updating the implementation report to include modified or new
225 milestones; strategies to accelerate implementation and interim milestones, strategic

226 climate action plan modelling and goals, information technology advances and reporting
227 on section 5.B. of this ordinance;

228 D. The green building program, as required in K.C.C. 18.17.020.M.1.; and
229 ~~((D-))~~ E. The program to fund city projects to reduce energy demand, as required
230 in Ordinance 18663, Section 3.

231 SECTION 4. Section 5 of this ordinance should constitute a new section in to
232 K.C.C. chapter 28.94.

233 NEW SECTION. SECTION 5.

234 A. The following Metro transit department goals for vehicle electrification goals
235 are established:

- 236 1. A one-hundred-percent zero-emission revenue bus fleet by 2035;
- 237 2. A sixty-seven-percent zero-emission ADA paratransit fleet by 2030; and
- 238 3. A one-hundred-percent zero-emission rideshare fleet by 2030, for the
239 rideshare fleet.

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

- 243 1. Identification of major milestones through the 2021-2022 biennium related to
244 planning, testing, procurement and deployment of battery buses and the installation of
245 charging infrastructure;
- 246 2. A preliminary fleet procurement plan by type of bus through 2040;
- 247 3. A high-level schedule through 2040 for the anticipated installation of
248 charging infrastructure at new, existing and interim bases as well as in-route charging;

249 4. A summary of the results of any studies or evaluations related to zero
250 emission battery bus implementation completed after December 1, 2019, and a summary
251 of the scope of any ongoing studies or evaluations;

252 5. Updated cost projections comparing the cost of a zero-emission fleet and
253 continuing Metro transit department's current fleet practice;

254 6. A preliminary high-level financing plan for transition to zero emission bus
255 fleet by 2040 that evaluates financing options.

256 7. An assessment of market availability for battery buses that meet Metro's
257 needs and the availability of supporting technology.

258 8. A zero-emission ADA paratransit evaluation, including a review of the state
259 of the industry and vehicles, as well as opportunities and barriers associated with ADA
260 paratransit buses;

261 9. An evaluation of options, including public-private partnerships for increasing
262 electric charging or other zero-emission vehicle technologies at King County-owned park
263 and rides, with the goal of increasing opportunities for zero-emission vehicle access to
264 transit. The evaluation should include options to integrate the parking spaces with
265 chargers into the Metro transit department permit parking program.

266 C. The executive must file the plan required under subsection B. of this section
267 by September 14, 2020, in the form of a paper original and an electronic copy with the
268 clerk of the council, who shall retain the original and provide an electronic copy to all
269 councilmembers, the council chief of staff and the lead staff for the mobility and
270 environment committee or its successor."

271

272 **EFFECT:**

- 273 • Moves many of the requirements related to the Metro transit department to Title
274 28 of the King County Code.
- 275 • Vehicle electrification dates are now goals, not requirements.
- 276 • Expands reporting requirements for battery bus implementation plan consistent
277 with proviso requirements in Ordinance 19021.
- 278 • Requires all new light duty vehicles purchased are electric unless the customer
279 agency can demonstrate that there are no feasible alternatives that meet business
280 needs.
- 281 • Removes the requirement for a specific number of chargers to be installed at
282 county parks.
- 283 • Deletes references to specific types of chargers, i.e. Level 2 (240 volt) chargers.
284