



King County - Cities CLIMATE COLLABORATION

Recap of Recent Climate and Energy State Action and K4C Interests¹ for 2021

Who we are

King County, and seventeen partners representing more than 1.6 million county residents — Bellevue, Burien, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Mercer Island, Normandy Park, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie, and Tukwila, plus the Port of Seattle — are working together through the [King County-Cities Climate Collaboration \(K4C\)](#) to coordinate and enhance the effectiveness of local government climate and sustainability action.

Our Shared Climate Goals and Actions

In 2014, King County and all 39 cities formally adopted a shared target to reduce countywide sources of greenhouse gas (GHG) emissions at the county scale 25% by 2020, 50% by 2030, and 80% by 2050 (compared to a 2007 baseline). To support this goal, in 2019 K4C partners mapped out and updated [Joint County - City Climate Commitments](#) to meet this target, in areas ranging from transportation and land use to renewable energy to waste reduction.

Importance of State Action

While local governments have the responsibility to lead on climate solutions at the local level, a comprehensive and supportive policy and funding framework at the state level is essential to meeting our shared commitments. State policies and investments in climate and energy can also better position Washington State to be a leader in economic development. The current federal administration is continuing attempts to roll back the clean air and energy efficiency rules, weaken vehicle fuel efficiency standards, and scale back other federal efforts to reduce GHG emissions and support our communities' work to prepare for local climate change impacts. This makes state and local climate action more important than ever.

Policy Interest Details for 2021 Legislative Session

These policy interests draw from the K4C's updated [Joint City - County Climate Commitments](#) from K4C legislative interests developed in recent years and are informed by anticipated proposals for state legislation. These policy interests are intended to advance shared climate commitments and to be a resource for local governments as they review state legislation, consider comment letters, and weigh in on state policies as they develop. **We recognize that each K4C partner has unique policy and state legislative priorities and may not pursue all of these interests**, but through focused, coordinated action, we can maximize the impact of our individual and shared efforts.

¹ King County's own formal legislative agenda is subject to review and approval by the King County Council, usually in November.



Climate Policy

K4C supports comprehensive science-based limits and a market-based price on carbon pollution and other greenhouse gases.

2020 Recap:

- In 2020, the Washington State Legislature passed HB 2311 that established stronger GHG emission reduction targets, with a 95% reduction goal from 1990 levels and net carbon neutral target in 2050.

2021 Priorities:

- **Support a price on carbon based on best available science that reinvests a substantial share of revenues in efforts** to reduce greenhouse gas emissions (e.g., transit service, energy efficiency and renewable energy projects, forest protection and restoration), prioritize investments that benefit communities most impacted by climate change, and ensure a just transition for workers in fossil fuel industries.
- **Support policies that establish and use “cost of carbon” methods for analysis and decision-making.**
- Support amendments to existing legislation that **strengthen targets to align with best science**, and that provide additional structure or resources to reach the targets.
- Support policies encouraging **carbon sequestration**.



Transportation and Land Use

K4C supports comprehensive state policies and investments that reduce emissions from the transportation sector by supporting transit, and opportunities to walk, roll, and bike, catalyzing investments in clean transit vehicles. K4C supports policies to focus growth inside cities and prioritizing centers well served by transit and other mobility options.

2020 Recap:

- HB 1793 passed, which authorized the establishment of a pilot program for use of automated traffic safety cameras to identify traffic obstructions and travel in bus-only lanes.
- HB 2427, which would add climate change to the planning goals in develop of city/county comprehensive plans and regional transportation planning agencies failed to pass.
- HB 2609, which built on HB 2427 (above) but established specific GHG emission reduction and VMT reduction goals, also failed to pass.



2021 Priorities:

- **Support**, as part of a comprehensive strategy for reducing transportation-related greenhouse gas emissions:
 - **Flexibility in how potential revenue streams, including Road Usage Charges, (RUC) are spent.** Support local government authority to use revenues to fund transit, multi-modal, pedestrian and road improvements that increase mobility and prioritize reaching climate goals;
 - **Support for integration of climate considerations** in comprehensive planning policies.
 - **Protection for and expansion of funding for public transit** and investments that support travel by walking, rolling and biking;
 - **Continued funding and expansion as in previous years of the Commute Trip Reduction program** and the Regional Mobility Grant program;
 - **Policies and incentives to support equitable transit friendly development and easy connections** in vicinity of planned rail and high capacity transit and employment centers;
 - **Development of land use strategies** that encourage dense, affordable healthy, sustainably developed neighborhoods that discourage displacement.



Clean Fuels and Electric Vehicles

K4C supports comprehensive state and regional policies and investments that reduce emissions from the transportation sector by increasing Federal vehicle efficiency standards, adopting state or regional clean fuels standards, and the increase in the use of electric light, medium and heavy-duty vehicles.

2020 Recap:

- HB 5811, which aligns Washington State's zero-emission vehicle goals with the state of California's standards, passed.
- HB 1110, which would have established a state-level clean fuels standard, did not pass.
- In April 2020, the Puget Sound Clean Air Agency stayed the proposed regional clean fuels standard in response to the Washington Supreme Court's ruling on the authority of the Department of Commerce to regulate indirect emissions. HB 2957, introduced in response to this ruling, would have given explicit authority to the state to enforce clean air standards for indirect sources that reduce emissions associated with buildings and transportation. This bill failed to pass.
- HB 2310, which would require the Department of Ecology to establish GHG emission reduction goals for passenger and food delivery services, did not pass.



King County - Cities

CLIMATE COLLABORATION

- HB 2515, which specifically linked byproducts of internal combustion engines to detriments to health and habitat, would require that in the years 2030 and beyond all light duty vehicles sold or registered in the state be electric. This bill did not pass.

2021 Priorities:

- **Support the development of comprehensive transportation sector decarbonization plan** that evaluates reductions in vehicle miles travelled, land use strategies, vehicle electrification and renewable hydrogen technologies, and transit.
- Support **the adoption of cleaner fuel standards**;
- **Incentives and investments for electrification of public and private fleets** and lower pollution from transportation fuels.
- Support for accessible, reliable, interoperable, and fairly priced electric vehicle charging.



Energy Supply

K4C supports existing state renewable energy commitments including the Renewable Portfolio Standard and the Clean Energy Transformation Act that provide for 100% Clean electricity supply by 2045 by partnering with local utilities, state regulators and other stakeholders on a countywide commitment to clean energy resources. Support policies that meet our future energy needs through deep energy efficiency, grid modernization, and expanded renewable generation while phasing out fossil fuels.

2020 Recap:

- HB 2249, which provided funding to spur community solar projects, and provided additional incentives for low/moderate income households, passed the legislature but was vetoed by Gov. Inslee as part of his budget reduction measures in April 2020.
- HB 2518, which would require gas utilities to provide annual reports of gas pipeline leaks to the Utilities and Transportation Commission, passed.

2021 Priorities:

- **Protect core provisions of the Clean Energy Transformation Act.**
- **Support a clear, articulated pathway for retirement of fossil fuel energy supplies** that protects ratepayers, creates jobs, supports a just transition, and maximizes replacement with new renewable resources.
- **Support changes in the utility Integrated Resource Planning process** that promote equitable consideration of environmental and health benefits and greater emphasis on energy efficiency and demand management.



King County - Cities

CLIMATE COLLABORATION

- **Support existing state law that requires increasing percentages of new energy load to be met by renewable sources other than hydropower.** Washington State’s current renewable portfolio standard is 15% of utility load for 2020 and beyond.
- **Support distributed solar energy generation.** Current state law limits the size of solar arrays that qualify for retail electricity rates. We support policy changes that would expand utility limits for these systems and allow for development of larger solar installations while considering both the benefits of increased distributed solar energy generation and ratepayer fairness.



Green Building and Energy Efficiency

K4C supports state policy changes and investments that will help us to reduce energy use in existing buildings 25% below 2017 levels by 2030, achieve net-zero GHG emissions in new buildings by 2031, and reduce fossil fuel use in buildings by 20% by 2030.

2020 Recap:

- In 2020, the Legislature passed HB 2405 which authorizes counties to establish Property Assessed Clean Energy (PACE) legislation. A King County 2020 Strategic Climate Action Plan proposed priority is to establish a PACE program in 2021/22.
- HB 2586, which would enable public utilities to establish beneficial electrification plans, including the use of ratepayer dollars for programs, marketing, and incentives, did not pass.
- HB 2744, which would have established guidelines for the reduction of emissions associated with manufacture, sourcing, and transportation of concrete, steel, wood and other materials used in State building projects, did not pass.

2021 Priorities:

- **Support stronger Washington State Energy code**, leading the way to “net-zero emissions” buildings by 2030.
- **Support policies and funding mechanisms to reduce energy use** and save money for residents and businesses.
- **Support policies that enable the beneficial electrification of buildings**, with a focus on equitable access to programs and just transition for workers.
- **Support policies, tools and programs to reduce construction-related emissions**, including embodied carbon in construction materials.
- **Provide State Department of Commerce grants** to leverage energy efficiency and renewable energy investments by local governments.