



SCA Public Issues Committee AGENDA

May 14, 2014 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057

1. **Welcome and Roll Call** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
2. **Public Comment** – Mayor Bernie Talmas, Woodinville 10 minutes
3. [Approval of minutes – March 12, 2014 meeting](#) 5 minutes
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4. **Chair’s Report** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [Committee Appointments](#) 5 minutes
ACTION ITEM
Page 17
Deanna Dawson, SCA Executive Director
(3 minute presentation, 2 minute discussion)
7. [Puget Sound Clean Air Agency Proposed Rate Increase](#) 20 minutes
EMERGENCY ACTION ITEM
Page 18
Deanna Dawson, SCA Executive Director
(5 minute presentation, 15 minute discussion)
8. [Greenhouse Gas Emissions Targets](#) 20 minutes
POTENTIAL FUTURE ACTION ITEM
Page 68
Doreen Booth, SCA Policy Analyst
(5 minute update, 15 minute discussion)
9. [Oil Train Safety](#) 20 minutes
POTENTIAL FUTURE ACTION ITEM
Page 96
Lyset Cadena, SCA Senior Policy Analyst
(5 minute update, 15 minute discussion)

10. [King Conservation District](#)

DISCUSSION ITEM

20 minutes

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Deanna Dawson, SCA Executive Director
(5 minute update, 15 minute discussion)

11. Upcoming Events

- a) SCA Networking Dinner with Keynote Speaker Governor Jay Inslee – Wednesday May 28, 2014 – 5:30 PM Renton Pavilion Event Center
- b) SCA Public Issues Committee Meeting – Wednesday, June 11, 2014 – 7:00 PM
Renton City Hall

12. For the Good of the Order

13. Adjourn

Did You Know?

The actions being taken by jurisdictions within King County are just one piece of the puzzle in addressing climate change. At the state level, Governor Inslee recently issued [Executive Order 14-04](#) outlining a series of steps to cut carbon pollution in Washington and advance development and use of clean energy technologies. Additionally, at the federal level, a new National Climate Assessment (<http://nca2014.globalchange.gov/>) summarizes the impacts of climate change on the United States, now and in the future. A team of more than 300 experts guided by a 60-member Federal Advisory Committee produced the report, which was extensively reviewed by the public and experts, including federal agencies and a panel of the National Academy of Sciences.

Want to learn more? On June 12, 2014, King County Executive Dow Constantine and Mercer Island Mayor Bruce Bassett will host an Elected Official Climate Summit from 9:00-11:00 am in the Mercer Room at the Mercer Island Community and Event Center. The focus will be on considering a set of joint county-city commitments related to climate action, and all elected officials are invited to participate.

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

To be the most influential advocate for cities, effectively collaborating to create regional solutions.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.



SCA Public Issues Committee DRAFT MINUTES

**March 12, 2014 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057**

1. Welcome and Roll Call

PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:03 PM. 22 cities had representation ([Attachment A](#)). Guests present included: Mayor John Marchione, Redmond; John Stilin, Redmond City Council; Benson Wong, Mercer Island City Council; Tamie Deady, Black Diamond City Council; Mayor Mary Jane Goss, Lake Forest Park; Bob Keller, Sammamish City Council; Nicole Sanders, City of Snoqualmie; Elizabeth Willmott; Climate Solutions; Eileen Quigley, Climate Solutions; Michael Huddleston, King County Council; Matt Kuharic, King County; Karen Wolf, King County; Megan Smith, King County; Diane Carlson, King County; Coleen Whitten Sax, APA Big Ideas Committee on Climate Change.

2. Public Comment

Chair Talmas asked if any member of the public had any public comment. Seeing none, Talmas closed the public comment portion of the meeting.

3. Approval of the February 12, 2014 Minutes

Council President Hank Margeson, Redmond, moved, seconded by Mayor Dave Hill, Algona, to approve the February 12, 2014 meeting minutes.

Deputy Mayor John Drescher, Newcastle, moved, seconded by Councilmember Ross Loudonback, North Bend, to amend item 8 in the minutes to reflect that seven cities representatives had left the room prior to the vote in order to not affect the outcome of the vote.

Mayor Jim Berger, Carnation, voiced his disagreement with the proposed amendment. He noted that the minutes accurately reflected who voted in favor and who voted against- he disagreed with calling out the members not present.

Mayor Hill, Algona, noted that minutes do not generally reflect who is not in the room during a vote. Rather, they note who voted and how. He did not think that it was appropriate to assign motives to those who were not present.

Council President Margeson, Redmond, stated the minutes could simply note the names of the seven cities that were not present during the vote.

Deputy Mayor Drescher reiterated his position that the minutes should reflect what occurred at the meeting; that there were cities in favor of the item, cities against the item, and listed cities not present to vote.

Councilmember Marlla Mhoon, Covington, shared her concern that the proposal would set a precedent for noting who was not present during a particular portion of a meeting, noting that this was not usual for minutes.

Executive Director Dawson noted that some cities were not at the meeting at all. The minutes list which cities were present at the roll call.

Mayor Hill, Algona, followed up on Councilmember Margeson's suggestion, noting that the minutes could state the cities that stepped out without stating why, as the 7 members might all have different reasons.

Councilmember Tom Odell, Sammamish, suggested adding which cities were present and voting.

Mayor David Baker, Kenmore, noted there were more than seven cities not present at the PIC for the item. Mayor Baker was also concerned about setting a precedent.

Chair Talmas agreed, reiterating that the minutes accurately reflected who voted in favor and against.

Councilmember Barry Ladenburg, SeaTac, noted that if the cities who left the room were listed, and the minutes were reviewed in the future, the reader would have an accurate reflection of what occurred as the number of members listed as present at the meeting would be the same number who were listed in the vote on the item.

Councilmember Nancy Tosta, Burien, stated that what each member said related to Item 8 was reflected in the text of the minutes, just not in the vote.

Mayor Matt Larson, Snoqualmie, noted that we had a parliamentarian weigh in on the proper procedure; he felt we can note in the minutes that specific city representatives left the room.

Chair Talmas called for a vote on adding language to the February 12 minutes for item 8 to state that "the following cities were not present for the vote" (with cities listed).

The amendment failed 8-14.

The main motion passed 19-3. Newcastle, North Bend, and SeaTac voted no.

4. Chair's Report

Chair Talmas thanked the presenters for the Climate Change Pre-PIC workshop for a good presentation.

Chair Talmas reported that SCA's leadership met with King County Executive Constantine earlier in the day. Talmas reported that both SCA leadership and the Executive felt that regardless of the outcome of the Transportation Benefit District vote, that it was essential that all King County jurisdictions should present a united front supporting a statewide transportation package in 2015.

The leadership also discussed the Final Transfer System Plan Review, <http://your.kingcounty.gov/solidwaste/about/plan-review.asp>. Talmas noted that while the report recommends not moving forward on the Northeast transfer station, there did not seem to be support at the County for formally amending the plan to remove the station at this time.

Chair Talmas also noted that the Executive was supportive of SCA being involved early in the budget process and giving input. King County Budget Director Dwight Dively will be at the next leadership meeting.

Chair Talmas stated that in an effort to address concerns raised at PIC meetings, SCA leadership brought up the issue of the lack of transparency related to Metro's financial records. PIC members had a lively discussion related to the need for transparency of Metro's financial records, with current and former Regional Transportation Committee (RTC) members and other PIC members sharing their frustration at the lack of data available to them. There were different types of data requested by members including revenues and expenditures and future projections; financial data by city; and a request for a benchmarking exercise showing where Metro ranks among similar organizations across the country.

ED Dawson noted the Executive stated he was willing to share any data Metro has with the PIC. In response to a question as to when the data could be provided, Diane Carlson, King County Executive's office, noted that there is a need to determine exactly what data are being requested prior to determining a schedule for providing that data.

Mayor Larson, Snoqualmie, suggested that a committee of SCA members could take on this task; specifically, to identify the data being requested. There was a further discussion of what the committee's role would be.

Mayor Larson, Snoqualmie, moved, seconded by Councilmember Odell, Sammamish, to create a committee of 5 members of SCA to define what data is needed from Metro.

Council President Margeson, Redmond, suggested that instead of a new committee being formed, that the RTC caucus take on the task of putting the information together.

There was additional discussion as to what information members were requesting and what information Metro has to provide.

Mayor Larson withdrew his motion and agreed the RTC caucus is the appropriate committee to be tasked to work on creating a financial data request list.

ED Dawson agreed that staff will work with the RTC caucus to put together this work group, and that SCA staff will seek feedback from cities. Dawson noted that this task would likely fall to the Senior Policy Analyst position, and that as PIC members know, that position is currently vacant.

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, reported that SCA has received numerous excellent and highly qualified candidates for the Senior Policy Analyst. The position closes on Friday.

ED Dawson gave an update on Health and Human Services Transformation Advising Partners Group, an offshoot of last year's "Transformation Plan" work. The first meeting was earlier this month; Dawson will keep the PIC updated, and seek feedback as applicable. Dawson also noted she just received a letter appointing her to the Youth Action Plan Countywide Task Force, and that she will likewise update members on that process as it moves forward.

ED Dawson gave an update on the new King Conservation District Advisory Committee. The committee held its initial meeting on March 5. Councilmember John Stokes, Bellevue, is chair, and Mayor Jim Berger, Carnation, is vice chair. Dawson noted that the committee adopted a charter and will be working intensely for next few months to get ahead of the budget process.

ED Dawson distributed materials earlier this week regarding a human trafficking training opportunity for city staff. This training is for non-law enforcement staff – it is geared towards other staff including code enforcement and other staff who are out in the community, to teach staff what signs might potentially show human trafficking is occurring at a property and train staff on how to report such suspicions. If your city interested in participating, please contact ED Dawson at Deanna@soundcities.org.

ED Dawson gave a brief legislative update. The session will be ending on March 13 and a transportation package will not be passed this session. As Mayor Talmas noted, SCA is working with the King County Executive and Seattle Mayor Murray on a joint letter to the legislature supporting a statewide transportation package in 2015. ED Dawson noted a tribal tax exemption bill passed; Snoqualmie and other cities will be asking Governor to veto the bill. Mayor Larson, Snoqualmie, stated to let him know right away if your city is interested in signing on – this is a time sensitive issue. Larson outlined the potential impacts of the bill for PIC members and offered to distribute a letter to cities for their consideration. A copy of the letter is attached here, [Attachment B](#).

ED Dawson noted SCA is featuring an Elected Official of the Week on our Facebook page. The purpose of this feature is to call attention to what outstanding elected officials our cities have, and what members do outside of city government. To date SCA has featured Tola Marts, Issaquah; Leanne Guier, Pacific; John Holman, Auburn; Denis Law, Renton; Dini Duclos, Federal Way; and our two city elected officials in the legislature; Mia Gregerson, SeaTac, and Tana Senn, Mercer Island. If members have suggestions for features, forward them to Deanna@soundcities.org. Dawson noted that Councilmember Duclos had just published a book entitled "Danger from Fifty Feet Below," and recommended it to members.

6. Climate Change Efforts in King County

Doreen Booth, SCA Policy Analyst, gave a brief overview of current efforts in King County related to climate change, noting that a more extensive discussion was held in the pre-PIC workshop. Booth noted that there are two related efforts going on, one at the Growth Management Planning Council and one at the King County-Cities Climate Collaborative (K4C). At its July 23 meeting, the GMPC will be considering implementation of two countywide planning policies;

EN-17: Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 % reduction below 1990 levels; and

EN-18: Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

The GMPC is anticipated to set a greenhouse gas reduction target with the work on the strategies to reach that target being developed by the King County-Cities Climate Collaborative (K4C). Booth noted that in the Pre-PIC presentation, presenters showed how part of the progress towards a target could be met through existing federal and state laws. It is the remaining gap that cities would need to address through their own policies and strategies.

Mayor Larson, Snoqualmie addressed the work of the King County-Cities Collaborative, <http://www.kingcounty.gov/environment/climate/other-governments/climate-pledge.aspx>, and shared how valuable that work had been for his small city. Larson also noted that it is the 5 year anniversary of a related group, the Sustainable Cities Roundtable, <http://your.kingcounty.gov/solidwaste/greenbuilding/roundtable.asp>. Larson noted that after 5 years of learning lessons about how to move forward on sustainability, there are clearer strategies and a clearer path forward for cities.

Booth noted that many cities are updating their comprehensive plans this year, and that there was a great deal of staff work being done in this context. She noted that the planning directors had also had a recent presentation and discussion on this item.

Chair Talmas opened the item up for discussion and feedback. ED Dawson also asked members to share with SCA what information they would need in order to make a decision at a future meeting.

Councilmember Tola Marts, Issaquah, asked for clarification as there is nothing actionable in the materials provided and the item is listed as Potential Future Action Item. ED Dawson noted that this item should have been listed as a discussion item. It may be an action item in the future. Dawson noted that cities are in very different places in terms of climate change and SCA is attempting to learn what information cities need in order to potentially make a decision on climate change to guide a GMPC decision.

Councilmember Ladenburg, SeaTac, suggested that having access to a shared resource list would be valuable to cities. Ladenburg also noted that there may be financial resources available for cities to meet targets.

Deputy Mayor Catherine Stanford, Lake Forest Park, requested more information on the process to be used to set a greenhouse gas emissions reduction goal and what the benchmark would be. Stanford also asked if we were looking at an aggregate King County greenhouse gas reduction target or a city by city reduction target. Deputy Mayor Stanford also shared work she is doing with a downtown Seattle business association, Seattle District 2030, <http://www.2030districts.org/seattle>, an interdisciplinary public-private collaborative working to create a groundbreaking high-performance building district in downtown Seattle. Stanford suggested that it would be valuable to

have information for each potential strategy called “resources” that addressed staff needs, operating budget and if the action was the responsibility of the city/private sector.

Mayor Talmas, Woodinville, noted that his city is not well versed in the climate change issue and it would be helpful to have background information he can distribute to council. That information would address the effects implementation of a target could have on cities, including potential changes in zoning, and the funding that would be required to implement strategies.

Mayor Larson, Snoqualmie, shared that he thought Snoqualmie was a leader on the issue until he reviewed what Issaquah is doing around climate change, noting the excellent work being done in that city. Larson noted that K4C is looking at some of the ideas mentioned by PIC members tonight and is packaging the ideas in a way that is accessible to cities. Mayor Larson also noted that K4C has sample comprehensive plan language and a library of resources and suggested that K4C staff could make presentations to cities if requested on climate change efforts in King County. To schedule a presentation, contact Matt Kuharic, Senior Climate Change Specialist, King County, at matt.kuharic@kingcounty.gov or Nicole Sanders, Snoqualmie, at nsanders@ci.snoqualmie.wa.us. Elizabeth Willmott from Climate Solutions New Energy Cities Program, is also available for presentations.

Councilmember Tosta, Burien, is very supportive of the work going on in the region. Councilmember Tosta requested a one page description of the proposal that she could discuss with her council; the document would include what is being asked of cities, benefits of taking such actions and the resources available to help with implementing those actions.

Council President Margeson, Redmond, noted that Redmond was an early supporter of this work. He suggested that a missing piece of the solution is Puget Sound Energy’s involvement in the solution. Council President Margeson used the analogy of water; when the area needed to conserve water, there were programs in place from utilities to replace high water users such as toilets, showerheads, washers, etc. He suggested PSE should be making similar types of investments in retrofitting high energy uses in homes; such as programs to replace windows and add insulation.

Councilmember Mhoon, Covington, noted cost was mentioned but there were no specific costs to cities included in the report.

ED Dawson thanked the members for their input and noted we will have a clear request for the PIC’s consideration and why that is moving forward, ready for the next meeting. Dawson reiterated the King County-Cities Climate Collaborative’s willingness to present to individual councils if requested.

7. Hazardous Waste Fee Rate Restructure

Chair Talmas introduced the item, noting that this was an item brought to the PIC for feedback prior to the Board of Health, but noting that this was a relatively uncontroversial item that had already been supported by SCA’s representative at the Local Hazardous Waste Management Program’s (LHWMP) Management Coordinating Committee. He invited Mayor David Baker, Kenmore, to speak to this item.

Mayor Baker, member of the Board of Health and the Local Hazardous Waste Management Program’s (LHWMP) Management Coordinating Committee, reported that this rate hadn’t been

raised in long time. He noted cities do not want hazardous waste materials in landfills and water and this program keeps those items from being disposed of in an inappropriate manner. The purpose of the amendment is to make the rates more equitable.

Doreen Booth noted that the LHWMP is proposing this structural rate change to make the hazardous waste fees collected from commercial businesses more equitable. Currently, most businesses pay the same fee regardless of their waste volume. Mayor Baker noted the rate restructure is now going to the Board of Health for action but it has been discussed at the LHWMP Management Coordinating Committee for some time.

ED Dawson asked if the members were comfortable allowing this item to move forward without a position.

Mayor Hill, Algona, asked for clarification as to how this will affect cities. Hill noted some cities were called out in the staff report as billing entities. Doreen Booth responded that the cities listed and the haulers will have to make administrative changes in their billing software. Booth noted that the LHWMP Management Coordinating Committee approved one time monies to be set aside to help offset the costs associated with making such changes.

Mayor Hill asked if the change would have an impact on cities' franchise agreements. Booth explained that this is a pass through fee added to bills and transmitted to the LHWMP. There is no impact on franchise agreements. Mayor Hill noted that commercial property owners will see a decrease or increase in costs.

Council President Margeson, Redmond, noted that the fee was an IT fee.

Councilmember Toby Nixon, Kirkland, requested concise messaging to the public that cities could put on utility bills. He noted Kirkland staff was working on the issue.

ED Dawson asked members if they were comfortable with the Board of Health members voting to support this change. PIC members noted their approval, and did not see the need to bring back to PIC for adoption of a formal position.

8. Informational Items

Chair Talmas highlighted two informational items: Transportation Benefit District (TBD) Update and King County Regional Disaster Framework. Talmas reported that the TBD Board (consisting of members of the King County Council) unanimously approved the TBD ballot measure and that it is not anticipated that SCA will be taking a further position on this issue. Talmas also encouraged members to take the King County Regional Disaster Framework item back to their cities for consideration. One benefit of being a signatory partner to the framework is to save time during a disaster by having decision-making authority for jurisdictions already in place and on file.

9. Upcoming Events

Chair Talmas noted two upcoming events:

- a) The next Public Issues Committee Meeting – Wednesday, April 9, 2014 – 7:00 PM
Renton City Hall

- b) The next SCA Networking Dinner – Wednesday, March 19, 2014 – 5:30 PM
Renton Pavilion Events Center – King County Executive Dow Constantine, Keynote
Speaker. There will be a women’s leadership happy hour prior to this event.

10. For the Good of the Order

Councilmember Odell, Sammamish, shared information from the recent National League of Cities (NLC) 2014 Congressional Cities Conference in Washington DC. Councilmember Odell discussed the potential future of MAP 21 (Moving Ahead for Progress in the 21st Century Act) and the likelihood of multiyear funding. He also shared information about rail safety and the lack of jurisdiction local and state governments have over railroads. Councilmember Odell suggested cities ensure their emergency plans address rail safety. He also chairs the Western Municipal Association (WMA) and at the NLC Conference, worked with Colorado members to put together a WMA sponsored Washington / Colorado panel on marijuana legislation and impacts. Councilmember Odell noted that a future WMA meeting may center on the topic of climate change in western states.

Councilmember Mhoon, Covington, noted that King Conservation District had recently had an election. The results of that election will be posted at <http://www.kingcd.org/>. Councilmember Mhoon also noted that Covington’s lobbyist reported that 2014 was the worst year on record for the passage of bills in the state legislature.

Mayor Berger, Carnation, reminded members he is on the KCD Advisory Committee along with Councilmember Kate Kruller, Tukwila, and Deputy Mayor Chris Eggen, Shoreline. He encouraged members to share their issues and experiences with KCD with him or the other members.

Councilmember Ladenburg, SeaTac, raised the issue of a lack of funding in the state budget to further the work of the Ruckelshaus Center to continue the process of mediation between local governments and other stakeholders to seek an agreement on public records reform. Councilmember Ladenburg encouraged members to sign a letter asking for the \$50,000 funding for the Center to be reinstated. ED Dawson agreed to circulate the letter, [Attachment C](#), to members.

Councilmember Nixon, Kirkland, noted he is the president of the Washington Coalition for Open Government and is supportive of the work of the Ruckelshaus Center. Councilmember Nixon noted he will review the letter to determine if he can support it. *Note: Councilmember Nixon did support the letter requesting funding for the Ruckelshaus Center process.*

11. Adjourn

The meeting was adjourned at 8:29 PM.

2014 Roll Call – Public Issues Committee Meeting March 12, 2014

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Dawn Dofelmire		
Auburn	Nancy Backus	Bill Peloza		
Beaux Arts	Tom Stowe	Richard Leider		
Black Diamond	Janie Edelman	Tamie Deady		
Bothell	Andy Rheume	Tom Agnew		
Burien	Nancy Tosta	Stephen Armstrong		
Carnation	Jim Berger	Lee Grumman		
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Margaret Harto/Jeff Wagner		
Des Moines	Melissa Musser	Jeanette Burrage		
Duvall	Amy Ockerlander	Scott Thomas		
Enumclaw	Mike Sando	Liz Reynolds		
Federal Way	Dini Duclos	Jeanne Burbidge		
Hunts Point	Joseph Sabey			
Issaquah	Tola Marts	Stacy Goodman		
Kenmore	David Baker			
Kent	Bill Boyce	Dennis Higgins		
Kirkland	Toby Nixon	Shelley Kloba		
Lake Forest Park	Catherine Stanford	Tom French	Mary Jane Goss	
Maple Valley	Erin Weaver	Layne Barnes		
Medina	Michael Luis			
Mercer Island	Dan Grausz	Benson Wong		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	John Drescher		
Normandy Park	Shawn McEvoy	Doug Osterman		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	Vic Kave		
Redmond	Hank Margeson	John Stillin	John Marchione	
Renton	Ed Prince	Denis Law		
Sammamish	Tom Odell	Bob Keller		
SeaTac	Barry Ladenburg	Mia Gregerson		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Kingston Wall	Matt Larson		
Tukwila	Kate Kruller	Verna Seal		
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Kristy Burwell Doreen Booth

Electeds present are highlighted in gray. Cities represented are **bolded**.

March 13, 2014

The Honorable Jay Inslee
Office of the Governor
P.O. Box 40002
Olympia, WA 98504-0002

Re: Requested Veto of H.B. 1287

Dear Governor Inslee:

I write to request that you veto House Bill 1287, which grants an exemption from property tax for properties owned by federally-recognized Indian tribes within Washington State. The bill is very bad policy. It is also unconstitutional, and will expose the State to litigation and liability. Please veto it, immediately.

HB 1287 Is Bad Public Policy

The bill is bad policy, for a host of different reasons. It increases taxes for single-family homeowners and small businesses, by “shifting” the property taxes currently paid by tribes to other taxpayers. There is great potential that citizens and cities across the State will bear a tax burden for all off-reservation properties owned currently and purchased in the future by tribes. This is a grossly unfair additional burden to place on the backs of those who have just struggled through the worst economic conditions since the Great Depression.

The bill also deprives local government of needed revenues. The value of new, tax-exempt tribal development will never come on to the tax rolls. Cities, towns and special purpose districts will never receive their share of this lost revenue – which would otherwise be considered “new construction” property tax exempt from the statutory 1% levy limit – because the new development’s value will never be added to the cities’ overall property tax base. Meanwhile, those same local governments will be asked to provide police, fire, water, sewer and other general government services to the tribes’ developments. HB 1287’s proposed replacement, a “Payment in Lieu of Tax” or “PILT,” is subject to the tribe’s agreement with counties, and there is no guarantee that the any PILT amount will replace the lost property tax revenues.

Last, but certainly not least, the bill puts small business owners, realtors, developers and others at a disadvantage. Those businesses and individuals are the foundation of our State’s economy. They work hard, make and sell products, provide jobs and health care benefits – and pay their property taxes. There is no good policy reason to give the tribes an unfair advantage over other taxpayers.

Additional discussion of HB 1287's policy flaws are detailed in the joint position statement of the Washington State Association of Counties, the Association of Washington Businesses, the Washington Association of County Officials, and the King County Department of Assessments, which were submitted to the Senate Ways & Means Committee. A copy of the position statement is attached.

The Bill Is Unconstitutional.

HB 1287 is not just bad policy. It is also unconstitutional, and illegal. It grants a property tax exemption to tribes keyed to whether a tribe pays either (1) a leasehold excise tax; or (2) a PILT. Both the leasehold excise tax and PILT are "taxes," according to our state Supreme Court's test for identifying whether a particular charge is a "tax." However, *HB 1287 impermissibly delegates legislative taxing authority* to set the PILT rate, and amount, *to the tribes* or, alternatively to the Department of Revenue, an executive branch agency.

Under Article VII, Section 1, "The power of taxation shall never be suspended, surrendered or contracted away." It is unconstitutional to delegate the Legislature's taxing power to another government, including especially to tribes who are treated as "domestic dependent nations" and/or "sovereign governments" under federal law.

To the extent that HB 1287 confers the power to set the PILT tax rate and amount upon the Department of Revenue in the absence of a tribe's disagreement, this delegation, too, is unlawful. The power to tax, and to set tax rates and amounts, is a *legislative* function, vested solely in the Legislature pursuant to Article II, Section 1. The power to unilaterally set a PILT rate and amount, as provided by HB 1287, simply may not be delegated to an executive branch agency such as the Department of Revenue.

Even if delegations envisioned in HB 1287 were legally possible, any lawful delegation of taxing power must be accompanied by non-arbitrary administrative safeguards. HB 1287 does not come close to meeting this requirement, given its blanket deferral to the tribe's agreement or the Department of Revenue's action regardless of how low of a tax rate or amount to which a tribe might agree, or the relationship – if any – to the property tax that would otherwise have been generated by the tribally-owned property.

HB 1287 also violates Article VII, Section 1's uniformity requirement ("All taxes shall be uniform upon the same class of property. . ."). Under that constitutional provision, all real estate is one class, except for property expressly exempted in the Constitution itself, such as state, county, school and other municipal corporation property. Tax uniformity also requires both an equal tax rate and equality in valuing the property taxed. HB 1287's PILT violates all of these constitutional requirements.

If HB 1287 is signed into law, it will subject the State to litigation that not only challenges its constitutionality but that exposes the State to financial liability. It is not hard to envision potential taxpayer claims for refunds of the amount of property tax "shifted" onto them from the tribes, or claims by local governments for reimbursement of revenues lost as a result of the bill's

non-uniform provisions. There is simply no good reason for the State to take on legal and financial risks like these, for a bill as badly flawed as HB 1287.

Conclusion

Please immediately veto HB 1287. It is bad policy. It is bad for Washington taxpayers, bad for local governments, and bad for Washington businesses. And, even if you may be inclined to support the bill's underlying intent, you should nevertheless veto *this* bill and return it to the Legislature for further study, additional input from affected stakeholders, and affirmative, legislative determination of the appropriate PILT tax rates and amounts.

Thank you in advance for your careful consideration of our views.

Sincerely,

Signature

Dear Local Government Committee Member,

Thank you for all the work you do for your constituents and the State of Washington on the House Local Government Committee. We appreciate all that you have done in the 2014 session. I wanted to bring to your attention one issue that has been a focus of the Local Government Committee for the past several years that is included in the Operating Budget, as passed by the House: funding for further Ruckelshaus work on public records reform.

As you are aware, local governments have been working with stakeholders from the media industry as well as coalition for open government groups to find common ground to improve the public records policy for several years. In the 2013 biennial budget, \$25,000 was allocated to fund a study of this issue by the Ruckelshaus Center. This appropriation was designed to create a framework for mediation between our groups. In their December 2013 report, the Ruckelshaus Center indicated that the \$25,000 in funding had been utilized and that further work was needed.

The House has now passed an Operating Budget that allocates an additional \$50,000 to the Ruckelshaus Center to continue the process of mediation between local governments and other stakeholders to seek an agreement on public records reform. The City of SeaTac believes that this is a valuable process, and hopes that the allocation to the Ruckelshaus Center at this amount is valuable.

As a member of the House Local Government Committee, you know the value of this mediation process first-hand and have been able to see the amount of progress that has been made. I would like to ask you to urge budget negotiators to include funding for public records mediation in the amount of \$50,000 in the 2014 Supplemental Operating Budget.

I look forward to working with you on this important issue.

Sincerely,



May 14, 2014
SCA PIC Meeting

Item 6:

Recommendation from the PIC Nominating Committee Regarding Board and Committee Vacancies on the Domestic Violence Initiative (DVI) and Safety of Newborn Children Task Force

Action Item

Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

SCA PIC Nominating Committee Representatives

Chair Hank Margeson, Redmond City Council President; Leanne Guier, Mayor of Pacific; Ross Loudenback, North Bend Councilmember; Ed Prince, Renton City Councilmember.

Potential Action

To make recommendations to the SCA Board on filling vacancies on the Domestic Violence Initiative (DVI) and Safety of Newborn Children Task Force.

Background

The chair of the PIC Nominating Committee will be presenting recommendations for vacancies on the Domestic Violence Initiative (DVI) and Safety of Newborn Children Task Force. The Nominating Committee will be meeting to review nominations and make recommendations on Monday, May 12, 2014.



May 14, 2014
SCA PIC Meeting

Item 7:

Puget Sound Clean Air Agency Proposed Rate Increase
Emergency Action Item

SCA Staff Contact

Deanna Dawson, SCA Executive Director, Deanna@soundcities.org, (206) 433-7170

Emergency action:

To take emergency action to adopt the following proposed policy position:

The Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium.

Background

In April 2014, cities received notice that the Puget Sound Clean Air Agency (PSCAA) was proposing to raise its dues ([Attachment A](#)). As noted in the letter sent to cities, PSCAA Executive Director Craig Kenworthy was asking the Board of the agency to adopt a rate increase that would generate an additional \$1 million per year in order to meet the goals in the agency's newly adopted Strategic Plan ([Attachment B](#)).

The proposed dues increase is \$.25 per capita. This is a 44% increase in the per capita rate charged by the PSCAA. Because the PSCAA's dues are based on a formula that is a combination of per capita and assessed valuation, the actual increase in dues for member cities will vary. For some jurisdictions, the rate will increase by as much as 60%. [Attachment C](#), PSCAA Proposed Rate Increase Spreadsheet, details cities rates for 2014, as well as the proposed rate increase for 2015. (The proposal from the PSCAA was to utilize the rate noted in the column "50:50 Method," as the proposed rate would be a 50/50 combination of per capita and assessed valuation.)

Upon learning of the proposed increase, the SCA Board directed staff to bring this matter to the Public Issues Committee (PIC) for emergency action, and possible adoption of a policy position opposing the increase. Emergency action is necessary due to the timing of the proposed rate increase. The Board of the PSCAA is expected to take action on the proposed rate increase at its May 22, 2014 meeting, and to adopt a budget for 2015 at its June 12, 2014. The PSCAA is required to adopt its budget no later than the fourth Monday in June, pursuant to RCW 70.94.092.

The SCA Board sent a letter to the PSCAA expressing concerns about the proposed rate increase on April 23, 2014. See [Attachment D](#). SCA Board Member Nancy Backus, Mayor of Auburn, and

SCA Executive Director Deanna Dawson attended the April 24, 2014 meeting of the PSCAA Board to deliver the letter.

At that meeting, PSCAA staff detailed what outreach had been done to cities to date regarding the strategic plan, and the proposed rate increase. A PowerPoint detailing the outreach efforts is attached as [Attachment E](#). Staff characterized the reaction from cities as mixed, noting that many cities supported the vision of the agency, but expressed concerns regarding the amount of the proposed increase.

In response to those concerns, PSCAA staff presented an alternate proposal that would achieve the same proposed rate increase, but would increase the rate over the course of two years rather than all in one year. (The alternate proposal would increase the per capita rate by \$.15 in 2015, and an additional \$.10 in 2016.) The impact of that stepped approach is detailed in [Attachment F](#), a PowerPoint prepared by PSCAA staff for the PSCAA board. To summarize that presentation, the impact of this stepped approach would have the following impact on the work plan contained in the PSCAA Strategic Plan:

- No impact on “non-attainment” efforts in Pierce County;
 - Relates to Objective 1.1, “Meet National Ambient Air Quality Standards”;
 - A large portion of Pierce County does not meet or “attain” the National Air Quality Standards for fine particle pollution;
- Ability to maintain but not expand diesel transportation work;
 - Relates to Objective 1.2, “Reduce transportation emissions, especially diesel particulates, in highly impacted locations”;
- No ability to expand wood smoke efforts into new areas;
 - Relates to Objective 1.3, “Reduce emissions and exposure from wood smoke and outdoor burning”;
- Ability to monitor additional places, but no capacity to communicate this new monitoring through enhanced outreach;
 - Relates to Objective 1.5, “Characterize and communicate air quality throughout the region, with active participation from the public”;
- Ability to maintain but not expand environmental justice work;
 - Relates to Objective 1.6, “Reduce inequities in air pollution exposure” and 3.2, “Develop a culture that integrates environmental justice and equity principles into our day-to-day work and decisions”;
- Less climate work, due to having fewer resources in other areas (reallocation of resources);
 - Relates to Objective 2.1, “Reduce emissions of greenhouse gases from transportation”;
- Less ability to conduct outreach;
 - Relates to Objective 3.3, “Engage in meaningful dialogue and outreach with all sectors of the public”;
- No effect or small effect on prevention, reduction, and control of emissions from “stationary sources” (i.e., industries and businesses);
 - Relates to Objective 1.4, “Prevent, reduce and control emissions and exposure from significant stationary sources of air pollution”;

- No impact on ability to attract and retain staff;
 - The proposed budget contained no new additional, dedicated funding for this purpose;
 - Relates to Objective 3.1, “Attract, retain and inspire exceptional staff”;
- Will impact an “agency budget gap” which will “open and widen” with a looming cut to federal funds;
 - Relates to Objective 3.4, “Build the agency’s long-term financial strength and ensure accountability”;
- Due to the amount of work in addressing the “non-attainment” issue in Pierce County, the agency’s discretionary fund balance is expected to run out in 2016 if the stepped approach were adopted. PSCAA staff has suggested possible options to address this issue, which would create a “manageable gap” by 2017, although large deficits in the discretionary fund would begin after 2017.

After hearing this presentation at the April 24, 2014 PSCAA Board Meeting, the PSCAA Board directed staff to come back to the May 22, 2014 Board meeting with two alternate proposals: one that would adopt the \$.25 increase in 2015, and one that would increase the rate by \$.25 over two years (\$.15 in 2015, and \$.10 in 2016). The Board did not ask staff to prepare scenarios for review that would include a lesser increase, or no increase. The Board expressed the view that cities may be supportive of the proposed increase if they were more familiar with the PSCAA strategic plan ([Attachment B](#)).

Since learning of this proposed increase, numerous SCA member cities have expressed serious concerns about this proposed increase and have asked for the PSCAA to keep rates flat, or to consider a lesser increase of, for example, a rate tied to the Consumer Price Index (CPI). The concerns expressed by SCA member cities have also been expressed by cities in Pierce and Snohomish Counties, who are also considering action to ask the PSCAA to reconsider its proposed rate increase.

SCA Executive Director Deanna Dawson asked PSCAA Executive Director Craig Kenworthy for some additional detail on the proposed budget for the PSCAA ([Attachment G](#)).

The Proposed Policy Position

At the May 14, 2014 PIC Meeting, the PIC will be asked to take emergency action in response to the proposed rate increase. The proposed policy position would express opposition from SCA to increase the rate by \$.25 per capita in a year, or biennium. In the alternative, the PIC may wish to consider expressing opposition to the proposed increase occurring all in one year, but supportive of the alternate proposal to raise the rate over two years. The PIC could also adopt a position supportive of the proposed increase, or decline to adopt a position. The proposed policy position was drafted based on feedback from cities to date, expressing the view that the proposed increase is too dramatic an increase to be adopted in a year, or a biennium.

The City of Kirkland has provided a potential amendment to the proposed policy position for consideration ([Attachment H](#)).

About the Puget Sound Clean Air Agency

The Puget Sound Clean Air Agency (PSCAA) is a special-purpose, regional government chartered by state law.

The agency has mandates that are spelled out by the federal Clean Air Act and the Washington Clean Air Act including monitoring for air pollution throughout the region and regulating businesses that have the potential to cause air pollution. The agency also sponsors voluntary activities to protect public health, improve neighborhood air quality and reduce greenhouse gases, and educational programs for business and individuals about clean air and climate. The PSCAA has a staff of 70 people, comprised of air quality planners and engineers, inspectors, meteorologists and technicians who maintain air quality monitoring equipment. The agency also employs in-house computer services, communications, human resources, legal services, records management, accounting and administrative staff.

The member jurisdictions of the PSCAA are King, Snohomish, Pierce, and Kitsap counties. The Board of the PSCAA is comprised of elected officials from each of the four counties, plus a representative from the largest city in each county, and one member representing the public at large.

Attachments

- A. [PSCAA Letter to Jurisdictions re Proposed Rate Increase](#)
- B. [PSCAA Strategic Plan](#)
- C. [PSCAA Proposed Rate Increase Spreadsheet](#)
- D. [4-23-2014 Board Letter to Puget Sound Clean Air Agency](#)
- E. [PSCAA Outreach Efforts PowerPoint](#)
- F. [PSCAA PowerPoint re Alternative to Per Capita Increase](#)
- G. [PSCAA Email detailing what the proposed rate increase would fund](#)
- H. [Kirkland's Amendment to the proposed policy position](#)



Clean healthy air for
everyone, everywhere,
all the time.

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Ed Murray, Mayor

Snohomish County
Dave Somers, Councilmember

Tacoma
Ryan Mello, Councilmember

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Craig T. Kenworthy

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1904 Third Avenue, Suite 105
Seattle, WA 98101-3317

April 2, 2014

Dear Mayor Harto:

Clean and Healthy Air for everyone in our region, all the time. Defend our future by reducing greenhouse gas emissions.

This is the vision our Board (comprised of elected officials from King, Kitsap, Pierce and Snohomish counties) recently adopted in our new Strategic Plan (enclosed). The Plan calls for us to:

- **Make sure our region meets federal air quality standards.** This creates a competitive advantage over other metropolitan areas by minimizing barriers to attracting new businesses. Our region is at risk for violating new lower ozone standards and the highest pollution levels are in King County. Being in violation means higher costs for major employers like the aerospace industry. Reducing transportation emissions is a major part of our new plan (they are the #1 source of ozone pollution).
- **Protect our most vulnerable from the most toxic pollutants.** Pregnant women, children, our seniors and those with heart and lung conditions suffer the most from air pollution. Exposure to air pollution can cause a lifetime of ailments like decreased lung function and smaller birth weight and head size; we can't afford to allow this to happen to future generations.
- **Invest in new technologies to define air quality on a finer scale.** We'll move beyond our fixed air quality monitor network and expand efforts to give people a better understanding of the air quality closer to them.
- **Leave no one behind.** Low income communities and people of color often live in areas where pollution exposure levels are higher than surrounding communities. We'll work to raise awareness and reduce inequities.
- **Defend the future.** Our goal? Become the most climate friendly region in the country. We'll focus on reducing transportation emissions, which helps protect public health now and fulfills our responsibility to those who follow us.

Our per capita rate has not increased since FY2009. Since then, we've collected \$10 million in per capita revenue while leveraging it into over \$40 million in federal, state and other grant funding for our region. **I am asking our Board to raise the per capita rate** to generate an additional \$1,000,000 per year starting in 2015. I'll also propose keeping the new rate flat until at least 2018. The new rate would go into effect on January 1, 2015. Your city's share of per capita funding, including the increase is projected to be \$ 12,140 in 2015. The Board will discuss this at their April 24th meeting and we will ask them to take action at their May 22nd meeting.

I'll be contacting your office to set up a time to explain the investments we are making through our Strategic Plan and answer any questions that you may have. In the interim, you can contact me anytime at 206-689-4004 or at craigk@pscleanair.org.

Best,

Craig Kenworthy
Executive Director

jwc

King
County



Pierce
County



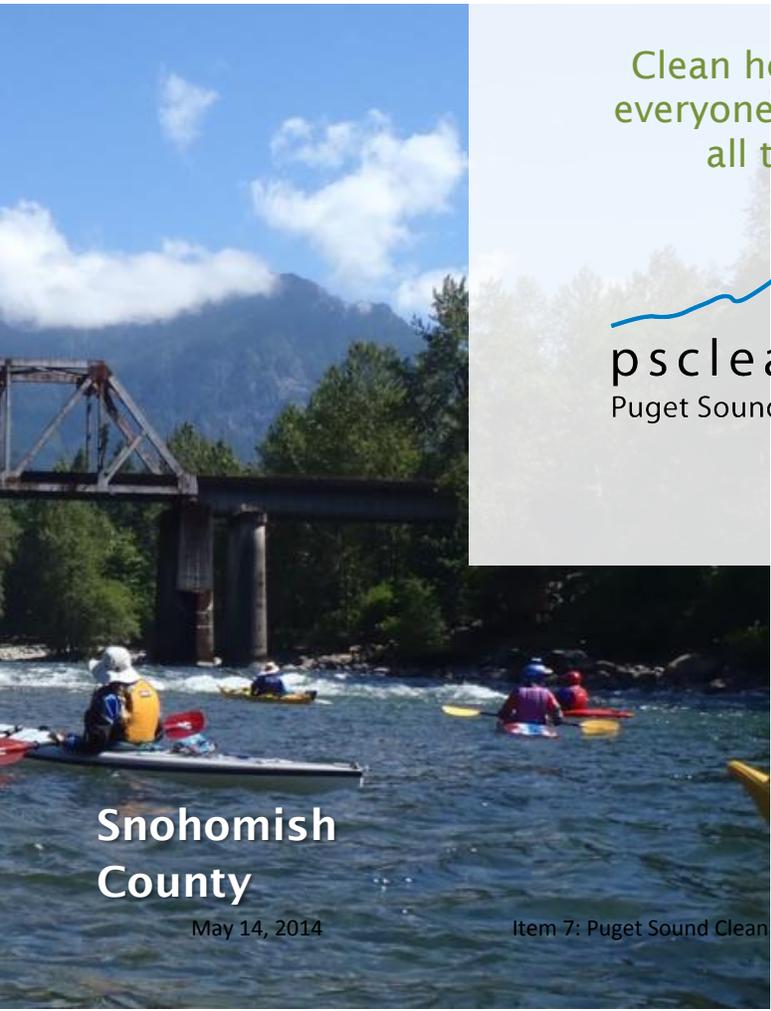
Strategic Plan

2014 - 2020

Clean healthy air for
everyone, everywhere,
all the time.


pscleanair.org
Puget Sound Clean Air Agency

Snohomish
County



May 14, 2014

Kitsap
County



How we'll use this plan

This plan outlines our goals and objectives, our strategies to achieve them, and targets to help gauge our progress. We also describe how we'll ensure that as an agency, we have what it takes to get the job done. For each goal and supporting objective, we've set ambitious yet attainable targets. Some targets are about the overall quality of our air as influenced by many factors, while others relate to specific agency actions. Each year we'll evaluate our accomplishments and seek input from key stakeholders. We'll also consider emerging challenges, adjust our plan as appropriate, and update our Board of Directors.

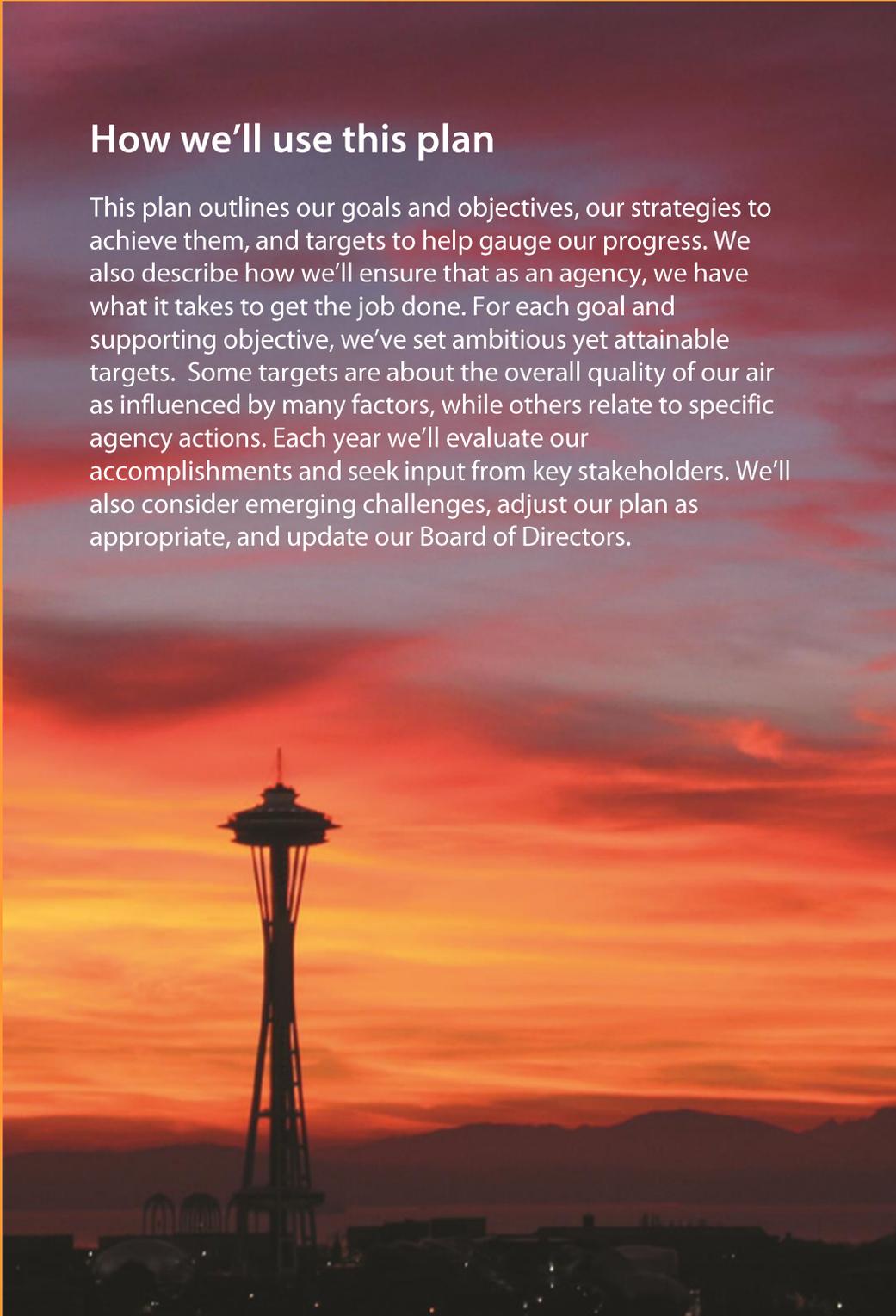


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Our Message To You

As your Clean Air Agency, we work every day to protect public health, improve neighborhood air quality and reduce greenhouse gases to preserve our climate for you and future generations. Over the next seven years, we commit to:

Defend the future

We can assure a healthier future for ourselves and future generations by doing more to help our region address climate change. Because most of our climate pollution comes from cars, trucks and other vehicles, we will concentrate on programs that promote cleaner fuels, vehicles and transportation options. These efforts also reduce other air pollutants, so we'll be protecting everyone living here now while we work for those yet to come.

Protect you from air pollution

We will target our work in highly impacted communities where pollution levels pose the greatest risk, and reduce impacts in neighborhoods near roadways or affected by wood smoke.

Tell you what's in the air you are breathing

We'll help you understand what's in the air by strengthening our knowledge of what we're all breathing throughout the region, and make it easier for you to get and use that information.

Prevent and reduce risk to you by upholding and enforcing the law

We regulate air pollution sources across the region and will make sure they follow the law.

Be good and wise stewards of the resources you give us

We will be transparent, fiscally and environmentally responsible. We will make certain we use the best tools in the most efficient and equitable manner. We will maximize our effectiveness by partnering with others to help us achieve our vision.

We look forward to accomplishing great things with you for cleaner, healthier air.

About Us

We are a special-purpose, regional government agency chartered by state law in 1967. Our jurisdiction covers King, Kitsap, Pierce and Snohomish counties; home to more than 3.8 million people, over half of the state's population.

Every day we work to protect public health, improve neighborhood air quality and reduce our region's contribution to climate change. We do this by:

- Following mandates in the federal Clean Air Act and the Washington Clean Air Act.
- Adopting and enforcing air quality regulations.
- Monitoring air pollution.
- Sponsoring voluntary initiatives.
- Educating people and businesses about clean-air and climate-friendly choices they can make.

Our Board of Directors is composed of elected officials from each of the four counties in our jurisdiction, along with a representative from the largest city in each county, and one member representing the public-at-large.

The members of our Advisory Council represent large and small businesses, education, transportation, health, tribal nations, fire chiefs, environmental justice, the environmental community, local ports and the public-at-large across our four counties.

Our staff of 75 people bring skill and expertise in air quality planning, engineering, compliance, atmospheric science, air monitoring, information technology, public education and outreach, law, human resources, financial management and administrative services.

Our jurisdiction



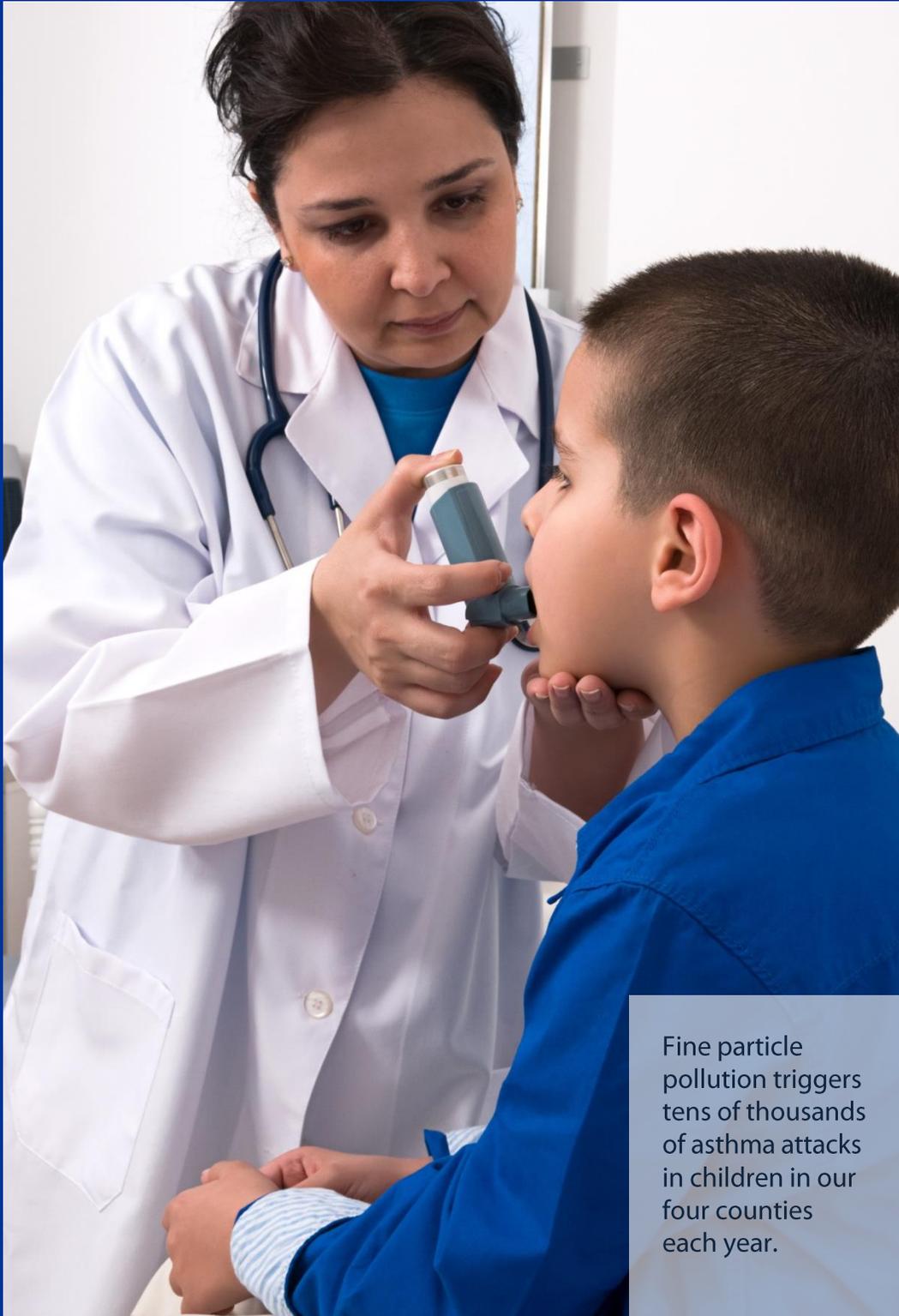
This plan is dedicated to the people who live, work, play and breathe in King, Kitsap, Pierce, and Snohomish counties.



Long-Term Vision for the Region's Air Quality and Climate

The strategies in this plan move the central Puget Sound region toward this vision:

- All the people and natural systems in our region benefit from clean and healthy air all the time, regardless of socio-economic status or geographic location.
- Our region does its part, and more, to protect the climate.
- Everyone in the region plays an active role in achieving this vision.



Fine particle pollution triggers tens of thousands of asthma attacks in children in our four counties each year.

Goal One

Protect public health and the environment from air pollution

Our long-term vision is that all people and natural systems benefit from healthy air everywhere, all the time. To achieve this, our strategies target the largest sources of the most harmful pollutants in our region: fine particle pollution and air toxics.

Fine particle pollution (including diesel particle pollution) and air toxics contribute to heart attacks, strokes, chronic obstructive pulmonary disease, and other health impacts in our region. Exposure to these pollutants exacerbates asthma and leads to increased cancer risk and even premature death. All of these impacts affect our quality of life and our economy, with lost work days.

Recent studies consistently show that these pollutants cause harm, even at levels that meet national standards. We aim to reduce pollution to levels well below the existing standards to better protect public health. We will especially focus on reducing pollution in highly impacted communities.

Our efforts under this goal also benefit our natural systems by reducing deposition of harmful pollutants to our waterways and improving visibility of our many mountain peaks and ranges.

Goal One Targets

- The annual economic impact of air pollution health effects drops \$300 million from 2014 to 2020.¹
- Potential cancer risk from air pollution drops 50 percent from 2014 to 2020.²
- Annual air pollution-related lost work days drop by 6,000 from 2014 to 2020.³
- Socio-economic disparities in air pollution exposure decrease from 2014 to 2020.⁴

The U.S. Environmental Protection Agency sets and revises health-based standards for levels of six air pollutants (carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide). Air quality in general has **improved** in our area in the last few decades due to cleaner vehicles, cleaner industry, and cleaner home heating. In 2014, we have only one area out of compliance with national standards.

Objective 1.1

Meet National Ambient Air Quality Standards

Target

— Entire region attains National Ambient Air Quality Standards from 2015 forward.

The federal Clean Air Act establishes limits on air pollution called National Ambient Air Quality Standards (NAAQS). As a Clean Air Agency, it's our mandate to ensure our air quality meets the NAAQS. Meeting the NAAQS is not only important for air quality and public health, but also benefits the economic vitality of our region. At the beginning of 2014, a large portion of Pierce County does not meet, or "attain" the NAAQS for fine particle pollution. We direct our efforts toward restoring air quality in this nonattainment area, and also make sure the rest of our region enjoys healthy, clean air well beyond minimum federal standards. Many of the other objectives in this plan support this objective.

Strategies

- A. With the Washington State Department of Ecology, secure re-designation of the Tacoma-Pierce fine particle nonattainment area to attainment status.
- B. Track the periodic revisions to the NAAQS to understand the potential for new nonattainment areas in our region.
- C. If new nonattainment areas are designated in our region (e.g. ozone) develop effective attainment plans promptly, with the participation of regional stakeholders.
- D. Make sure gasoline vapor recovery requirements support ozone maintenance.
- E. Meet requirements of legacy maintenance plans from former nonattainment areas, including transportation conformity requirements.

Objective 1.2

Reduce transportation emissions, especially diesel particulate, in highly impacted locations

Target

- Diesel particulate in the air at select highly impacted locations drops 60 percent from 2014 to 2020.

Most of the air pollution in our region comes from transportation activities and includes fine particulate matter, diesel particulate matter, ozone precursors and carcinogenic air toxics such as benzene and formaldehyde. This pollution affects health, especially for those living near major transportation corridors.

Diesel particulate matter contributes more than 70 percent of the potential cancer risk from air toxics in our jurisdiction. Studies show that people living among major transportation corridors and port areas, many of whom suffer economic and social disadvantages, face the greatest risk. Transportation pollution also impacts sensitive populations like children, seniors and people already struggling with pre-existing health conditions. Addressing these impacts is a critical part of achieving our vision of

Diesel particulate matter contributes more than 70 percent of the potential cancer risk from air toxics in our four counties.



everyone breathing healthy air. In this objective, we prioritize the reduction of diesel pollution in highly impacted communities, in concert with strategies outlined in Objective 2.1.

Strategies

- A. Assess harmful emissions from transportation activities and identify highly impacted locations.
 - 1) Inventory transportation emissions at fine geographic scale.
 - 2) Analyze opportunities and threats to reducing diesel fine particle pollution.
 - 3) Identify communities highly impacted by transportation emissions in our region.
- B. Partner with highly impacted communities to reduce emissions and exposures.
 - 1) Engage with highly impacted communities to learn about their air quality priorities and apply their concerns in decision-making processes; help drive understanding of the health risks and what can be done to minimize exposure; and share resources to help communities play an active role in reducing air pollution.
 - 2) Implement neighborhood-based projects that reduce risk from high-emitting vehicles.
- C. Reduce emissions from maritime activities.
 - 1) Fulfill our commitments under the Northwest Ports Clean Air Strategy.
 - 2) Reduce emissions in highly impacted communities (e.g., dray truck emissions).
 - 3) Reduce emissions from high-emitting sources over which ports and other agencies have less influence (e.g., locomotives and harbor vessels).
- D. Influence and advocate for policy and regulatory improvements.
 - 1) Evaluate potential for legislative, rule or policy improvements (federal, state or local) that would benefit highly impacted communities.
 - 2) Provide information to local government and community partners on the health risks of traffic-related air pollution and near-roadway disparities to help guide their decision-making.

Highly Impacted Communities

We define “highly impacted communities” as geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For example, a neighborhood with a high population of people of color located near a major roadway would meet this definition. A predominantly low-income neighborhood with significant wood-burning activity would also be considered highly impacted.

Objective 1.3

Reduce emissions and exposures from wood smoke and outdoor burning

Target

- There are no days with 24-hour fine particle levels over $25 \mu\text{g}/\text{m}^3$ in high-wood-smoke communities by 2020.

During colder months, many of our neighborhoods experience episodes of unhealthy levels of wood smoke from fires in wood stoves and fireplaces. These episodes drive up our year-round average fine particle levels and cause dangerous long-term health effects. We continue efforts to restore healthy air to the Tacoma-Pierce County Smoke Reduction Zone nonattainment area and address wood smoke pollution in other communities or neighborhoods that experience unhealthy levels. Year-round smoke from outdoor fires can also lead to unhealthy air in localized areas and cause neighborhood nuisance. We build on our current programs to minimize pollution from outdoor fires.



Wood smoke from wood stoves and fireplaces can make up more than half of all of the fine particle pollution in our communities in the winter.

Strategies

- A. Restore healthy air to the Tacoma-Pierce County nonattainment area.
 - 1) Actively enforce air quality burn bans.
 - 2) Continue incentives for the removal or replacement of uncertified, high-polluting wood stoves, including the 2015 removal requirement.
 - 3) Raise awareness, participation and compliance through outreach and education.
 - 4) With Ecology, secure re-designation of the nonattainment area to attainment status.
- B. Reduce wood smoke pollution in other highly impacted communities that experience unhealthy levels.
 - 1) Call and enforce air quality burn bans throughout our region, using enhanced techniques piloted in Tacoma/Pierce County.
 - 2) Identify communities with high 24-hour wood smoke levels using monitoring, modeling, or complaint analysis.
 - 3) Engage with highly impacted communities to learn about their air quality priorities; help drive understanding of the health risks and what they can do to minimize exposure; and share resources to help them to play an active role in improving air quality.
 - 4) Secure incentives to encourage the removal or replacement of uncertified, high-polluting wood stoves in these communities.
 - 5) Influence and implement cleaner federal, state or local wood heater emission standards.
- C. Minimize pollution from outdoor fires.
 - 1) Evaluate alternatives to outdoor burning. If warranted, develop rulemaking to reduce residential yard waste burning.
 - 2) Minimize illegal outdoor burning through education, partnering with fire districts, and enforcement.

Objective 1.4

Prevent, reduce and control emissions and exposure from significant stationary sources of air pollution

Targets

- Compliance rates of regulated businesses increase, reducing environmental harms.
- Meet all requirements of the compliance assurance agreement and EPA-delegated programs.
- Public participation in agency permitting processes and knowledge of agency permit actions increases.



"My daddy is an air janitor. He cleans the air." - Corrina, age 7

Industrial and business activities produce a declining, but still significant, amount of air pollution in our region each year. We regulate these operations to ensure they comply with air quality rules and do not cause illegal emissions. Regulated activities include manufacturing, processing and refining, construction, asbestos projects, gas station operations, coffee roasting, dry cleaning, auto-body shop spray coating, and others. We take a creative and discerning approach to our compliance efforts, employing regulatory and enforcement tools that help us communicate well with the public and adapt and learn based on new technologies, science and community feedback.

Strategies

- A. Prevent, reduce and control emissions and exposure by using our problem-solving approach, inspections and enforcement tools, permit reviews and conditions, and education.
- B. Use appropriate tools to prevent, reduce and control emissions and exposure in a manner that is transparent and fact based, creates a level playing field, provides appropriate customer service, employs principled decision-making, engages highly impacted communities, and incorporates new information.
- C. Limit asbestos emissions and exposure from projects, renovations and demolitions through education, enforcement and partnerships.
- D. Control and reduce pollution from businesses activities through our registration program.
- E. Identify and require appropriate emission control technologies through the new source review process.
- F. Implement the federal air operating permit program to regulate larger, more complex stationary sources of air pollution.
- G. Prevent or reduce odors through permitting for control technology requirements, responding to complaints, enforcing regulations and permit conditions, and conducting studies and research to advance the understanding of odor issues.
- H. Build relationships, educate and engage with communities about the health risks of air quality issues of interest.
- I. Encourage communities to meaningfully participate in, and share feedback about, agency permitting processes.

Objective 1.5

Characterize and communicate air quality throughout the region, with the active participation of the public

Targets

- Fine particle levels are characterized for at least two additional communities in each of our counties by 2020.
- In these communities, public engagement in air quality issues is high.

A comprehensive and accurate understanding of our region's air quality helps us develop programs and policies and measure the success of this strategic plan.

Further sharing this information with our public helps them take action and make healthy-air choices.

Emerging technologies and crowd-sourcing applications in monitoring present new ways of collecting and analyzing information, and engaging with our communities. We anticipate that technology will continue to progress and we'll be able to involve communities more in gathering air quality information.

This will not only improve our understanding of local impacts, but also forge new connections, build awareness, and create feedback

channels. We'll explore and adopt new monitoring technologies as appropriate, while building our use of localized air quality and health models to provide our region with a sound, science-based understanding of our air quality.

We primarily monitor fine particle pollution in our counties. You can find monitoring data on our website.



Strategies

- A. Employ a variety of tools to characterize and improve our understanding of air pollution, its sources, and impacts across our four counties. Main sources of air pollution include transportation, wood smoke, and point source emissions.
 - 1) Review and optimize our long-term monitoring network, which measures compliance with health-based National Ambient Air Quality Standards.
 - 2) Use emissions inventories and models to map air pollution, estimate health effects and public health economic impact, and predict future changes.
 - 3) Broaden our knowledge of environmental impacts of air pollution (e.g. air deposition).
 - 4) Identify and prioritize highly impacted communities of combined high air pollution exposure and socio-economically disadvantaged populations for additional characterization.
- B. Monitor in more places beyond our long-term trend network, using new technologies and focusing on highly impacted communities. Share and communicate air quality information.
 - 1) Forecast and communicate daily air quality, with the goal of tailoring forecasts to progressively smaller areas of our region to increase their relevancy.
 - 2) Build relationships with highly impacted communities to learn about their air quality concerns and priorities.
 - 3) Work with highly impacted communities to increase their understanding of the health risks and sources of air pollution and what they can do to minimize their risk. Facilitate community participation and feedback in air quality monitoring.
- C. Build and leverage partnerships to pool collective knowledge and resources to deliver the strategies above.

Objective 1.6

Reduce inequities in air pollution exposure

Targets

- New initiatives are launched in at least four communities by 2020, designed and implemented in partnership with community-based organizations.
- Air quality in highly impacted communities improves by 2020 as much as, or more than, air quality in the rest of the region.

Our vision is for everyone everywhere to breathe clean, healthy air all the time regardless of who they are, or where they live. In addition to reducing air pollution overall, we also focus on equity, so nobody is more at risk because of where they live, or their socio-economic status.

To be relevant and serve all people in our four counties, we reach out and listen to community concerns and make room to work with issues new to us (i.e. issues beyond those in objectives 1.1 through 1.5). Our commitment to equity and environmental justice means taking the time to build and invest in relationships with a range of constituents, from partner institutions to academic and grassroots organizations.

No community in our region should bear disproportionate burdens and exposure from air pollution.



In our region, the communities that bear the highest impact of air pollution also tend to be those with other socio-economic challenges. For example, lower income communities and communities of color face higher exposure to diesel exhaust. Our strategies prioritize air pollution reductions for communities that historically experience challenges to economic opportunity and decision-making access. We also consider cumulative air quality risks in affected communities.

Strategies

- A. Identify locations of greatest disparity (“highly impacted communities”) where we can address relevant air quality concerns.
- B. Develop equity guidelines for prioritizing where we should focus our efforts.
- C. Engage with communities in the prioritized locations so that they are aware of the risk, and can be involved with the design of programs and policies.
- D. Building on community engagement, design and implement programs to reduce exposure and disparity.

Environmental justice is the “fair distribution of environmental benefits, risks, and burdens.” In our work, it means that everybody experiences the same air quality benefits, and burdens. Currently, many communities throughout our jurisdiction face greater risks of exposure to air pollution than others, driven by a number of factors, including: topography, weather patterns, geography, and socio-economic status.

We will have achieved environmental justice when every person in our region enjoys the same level of protection from air pollution and equal access to decision-making processes that affect his/her health, regardless of his/her race, ethnicity, national origin, or income.

Equity means “the quality, state, or idea of being just, fair and impartial.” When it comes to air pollution, some populations in our region are more impacted than others, often due to geography and socio-economic circumstances. Our goal is to rebalance the burden of pollution to be more fair and impartial, so that no community faces greater risk than others. When we refer to “equity” we describe our approach toward ensuring everyone, everywhere, benefits from clean, healthy air to breathe.

In 2014, low-income individuals in our four counties are much more likely to have heart and lung problems.





Goal Two

Become the most climate-friendly region in the United States

Air pollution from human activities is the cause of climate change and its associated public health impacts. In the Puget Sound region, climate change will likely lead to wetter winters and warmer, drier summers. This in turn will affect:

- **Water resources:** Smaller mountain snowpack, earlier snowmelt, less water for freshwater supplies and irrigation, and shorter ski seasons.
- **Weather:** More extreme and potentially catastrophic weather events, heightened drought and wildfire danger, and warmer summers and related heat stress.
- **Air pollution:** Increased ozone pollution resulting from warmer summers and rising fine particle pollution from more wildfires.
- **Public health:** Exacerbation of lung and heart disease, due to hotter summers and ozone pollution.

We are strengthening our programs to reduce greenhouse gas pollution and ensure that our region does its part, and more, to protect the climate. We work in concert with other organizations helping our region adapt to the changing climate.

Goal Two Targets

- Greenhouse gas emissions in 2020 return to 1990 levels.⁵
- Greenhouse gas emissions drop 25 percent from 1990 to 2035.⁶

Objective 2.1

Reduce emissions of greenhouse gases from transportation

Targets

- Transportation greenhouse gas emissions in 2020 return to 1990 levels.
- Zero-emission vehicles comprise 10 percent of public and private fleets' new vehicle purchases by 2016.

Renewable fuels are derived from non-petroleum sources such as crops, animal waste, or municipal solid waste. Renewable fuels include liquid and gaseous fuels as well as electricity derived from renewable sources.

In our region, transportation emits nearly 50 percent of our climate pollution. Cars alone contribute about one-third of our region's carbon dioxide emissions. To help our region do its part and more to protect the climate, we synergize our efforts with state and regional climate strategies. We focus on the transportation sector, an area where we have expertise and proven success and can add the most value. We stimulate aggressive shifts in policies and infrastructure in favor of lower-carbon fuels, advanced technology vehicles, and alternate modes of travel.

Strategies

- A. Secure the adoption of state and local carbon-reducing policies.
 - 1) Influence and achieve the implementation of a clean fuel standard in Washington.
 - 2) Influence and achieve other policies and incentives that support investment in electric vehicles and renewable fuels.
- B. Target vehicle and infrastructure projects that accelerate regional uptake of electric vehicles and renewable fuels.
 - 1) Support investment in electric vehicles and renewable fuels, increase acceptance and eliminate barriers to adoption.
 - 2) Educate public and private sector fleets about electric vehicles and renewable fuels in our region, sharing information and lessons learned, as appropriate.
 - 3) Gather consumer input and facilitate public education about electric vehicles and cleaner fuels through partnerships and community collaboration.
- C. Inventory regional transportation greenhouse gas emissions to guide efforts and measure success.
- D. Motivate people to make more climate-friendly choices through education and outreach.
 - E. Host and strengthen our support of the Western Washington Clean Cities Coalition.
 - F. Influence regional transportation planning to advance low-carbon transportation infrastructure and policies
 - 1) Advocate a climate-friendly regional growth strategy.
 - 2) Advocate strong multi-passenger vehicle, transit, bicycle and pedestrian infrastructure.
 - 3) Work with Puget Sound Regional Council and countywide forums to improve decision-making tools, models and criteria, particularly for use in selecting transportation infrastructure projects for federal funding.





Excellence in Action

Employ the best people, policies, and practices to achieve our work

Our effectiveness depends not only on what we do, but how we do it. Key to our success will be ensuring we have the right people, the right tools, the right resources and the right approaches to achieve our vision, all part of being a good steward of public resources.

Objective 3.1

Attract, retain and inspire exceptional staff

Target

- 90 percent of employees recommend the Agency as a great place to work.

We are a small agency with a unique mission. No other organizations in the Puget Sound area possess the science-based experience, skills and infrastructure to achieve our mandated work. It is in our interest to be, and remain, an employer of choice, offering a work culture and workplace environment that attracts and retains highly qualified, motivated and diverse employees.

We must strive to be representative of our region's diversity. A diverse staff provides us with a better understanding of the needs of constituents and the ability to better engage in all parts of our region.



Strategies

- A. Promote the Agency as an employer of choice in the Puget Sound region.
- B. Use the full range of financial and workplace motivators to attract and retain quality staff.
- C. Support continuous development for every staff member, ensuring high performance and satisfaction.
- D. Continue Agency policies, processes and practices that instill a culture of respect and inclusiveness for all efforts and viewpoints.
- E. Ensure our staff at all levels increasingly reflects the diversity of our region.
- F. Develop program partnerships, fellowship and internship opportunities with institutions and organizations throughout our region.

Objective 3.2

Develop a culture that integrates environmental justice and equity principles into our day-to-day work and decisions

Targets

- Use of equitable practices and community engagement increases from 2014 to 2020.
- All employees engage in ongoing professional development and education in environmental justice.

Laying critical ground work and infrastructure ensures our commitment to equity and environmental justice is sustainable and robust.

Strategies

- A. Establish an equity review process for agency decisions, including potential for disparate impacts or unintended consequences.
- B. Develop and maintain the internal infrastructure, processes and staff development necessary to support an environmental justice and equity culture.

Objective 3.3

Engage in meaningful dialogue and outreach with all sectors of the public

Targets

- Public awareness of air quality issues increases 25 percent from 2014 to 2020.
- Three new organizations identified annually for partnership emphasis.
- Our technology platforms provide infrastructure availability 99.5 percent of the time.

Individual choices strongly affect air quality and climate. Each of us plays a role in helping our region achieve its vision of clean, healthy air for everyone. As an agency, one of our roles is to encourage air- and climate-friendly choices by educating and engaging meaningfully with the public.

We conduct our work with transparency, seek and share public input and take it to heart, and be accountable to the public. We value the economic, geographic, cultural, and ethnic diversity of the people we serve.

Strategies

- A. Develop and continually enhance outreach tools (e.g., website, social media) to improve user interface and information accessibility and transparency, for the public and staff.
- B. Broaden our community connections by building new, and strengthening existing relationships with partner organizations and involving them in our outreach.
- C. Proactively reach out to communities by scheduling at least two presentations per county per year to schools, chambers of commerce, service clubs or other organizations.
- D. Actively seek out local media coverage of air quality issues.
- E. Engage and solicit input from community members and stakeholders in active dialogue on regional air quality and pollution prevention. Use tools that allow

ease of stakeholder input and facilitate information incorporation into Agency decision making as appropriate.

- F. Identify highly impacted communities and develop effective mechanisms to mutually engage with them on air quality education and issues.
- G. Respond to our public's questions and concerns with exemplary customer service.
- H. Provide the public and our staff with better access to agency records by completing the transition to an online, electronic storage system.

Objective 3.4

Build the agency's long-term financial strength and ensure accountability

Targets

- Deliver a balanced and sustainable annual agency budget.
- Assure financial reserve sufficiency.
- Achieve a clean audit each year.

We make sure that our day-to-day spending decisions, financial policies, financial planning and annual budgets clearly and strongly support our strategic plan and vision. We demonstrate accountability for the use of public funds.

Strategies

- A. Maintain and expand diverse funding sources matched to priorities.
- B. Maintain an appropriate level of discretionary funds to ensure flexibility, manage risks and provide for contingencies.
- C. Manage cash flows (liquidity and receivable collections).
- D. Maximize efficiency by continually seeking creative ways to provide the highest level of service per dollar.

- E. Maintain credibility and confidence of the public, Board, fee payers, partners, grantors, Advisory Council, auditors and others by being accountable and transparent and by managing expenditures well.
- F. Ensure fee-based programs cover the costs of administering them.

Objective 3.5

Be a model of environmental sustainability

Target

— Achieve carbon-neutrality by 2020.

We walk the talk by making sure that the way we do business is consistent with our vision. We frequently review the environmental impacts of our operations, and implement policies and practices to minimize them.

Strategies

- A. Optimize our transportation choices to reduce emissions.
- B. Reduce our use of resources such as paper, water and electricity through conservation and efficiency measures.
- C. Procure safe and environmentally friendly products.
- D. Find offset projects within the region to bring agency operations' net climate impact to zero.



Endnotes: ¹We estimate that the total 2014 economic impact of all fine particle pollution is \$5.5 billion in our four counties — premature death is the largest contributor to this estimate. ²Potential cancer risk from air pollution is a relatively small fraction of overall cancer risk, including genetic and lifestyle risk factors. ³We estimate that fine particle pollution leads to 100,000 work days lost in our four counties in 2014. ⁴We will use our Community Air Tool (which maps air pollution, demographic factors, and aggregated health information) to quantify correlations and measure progress towards equity. ⁵State law “emissions reductions” require these percent reductions in statewide greenhouse gas emissions. We are targeting the same percent reduction in greenhouse gas emissions in our four counties. Federal and state initiatives adopted to date are only projected to reduce statewide 2020 greenhouse gas emissions from 30% above 1990 levels to 11% above 1990 levels. ⁶While the 2035 target is outside the time horizon of this plan, it signals the ambitious trajectory needed beyond 2020.



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Attachment A	Per Capita - Actual CY14 Compared to Proposed CY15 Three Methods							
	CY14			CY15				
	Population ¹	Assessed Property Value ²	Per Capita Assessment (50:50 Method)	Population ³	Assessed Property Value ⁴	Per Capita (50:50 Method)	Per Capita (Population Method)	Per Capita (Assessed Value Method)
Per Capita Rate			\$ 0.56			\$ 0.81	\$ 0.81	\$ 0.81
Jurisdiction								
Algona	3,070	\$ 345,798,375	\$ 1,610	3,075	\$ 346,162,327	\$ 2,270	\$ 2,491	\$ 2,048
Auburn (Part)	63,390	6,232,478,667	31,282	64,320	6,583,523,846	45,528	52,099	38,957
Beaux Arts	300	93,818,663	288	290	104,863,959	428	235	621
Bellevue	124,600	32,823,239,487	106,159	132,100	36,150,275,635	160,457	107,001	213,914
Black Diamond	4,170	503,975,270	2,262	4,170	551,304,784	3,320	3,378	3,262
Bothell (Part)	17,280	3,022,664,590	11,401	17,440	3,115,162,986	16,280	14,126	18,434
Burien	47,730	4,005,299,458	22,061	48,030	4,109,785,417	31,612	38,904	24,319
Carnation	1,785	159,623,990	846	1,785	171,215,231	1,229	1,446	1,013
Clyde Hill	2,980	1,280,892,704	3,616	2,980	1,645,904,803	6,077	2,414	9,739
Covington	17,760	1,537,454,655	8,311	18,100	1,625,611,637	12,140	14,661	9,619
Des Moines	29,700	2,291,203,013	13,291	29,730	2,249,628,455	18,697	24,081	13,312
Duvall	6,900	701,880,295	3,456	7,120	794,701,899	5,235	5,767	4,703
Enumclaw	11,030	984,425,916	5,226	11,100	964,115,952	7,348	8,991	5,705
Federal Way	89,460	7,143,090,985	40,559	89,720	7,386,015,527	58,189	72,673	43,706
Hunts Point	390	689,741,527	1,607	395	777,992,902	2,462	320	4,604
Issaquah	31,150	5,774,943,676	21,262	32,130	6,272,408,867	31,571	26,025	37,116
Kenmore	21,020	2,585,486,453	11,500	21,170	2,785,642,567	16,816	17,148	16,484
Kent	119,100	12,009,757,520	59,426	120,500	12,651,208,800	86,233	97,605	74,862
Kirkland	81,480	14,327,902,235	53,926	81,730	15,843,872,200	79,977	66,201	93,754
Lake Forest Park	12,640	1,869,330,539	7,598	12,680	1,931,662,888	10,851	10,271	11,430
Maple Valley	23,340	2,154,409,159	11,213	23,910	2,341,637,967	16,612	19,367	13,856
Medina	2,990	2,281,215,483	5,791	3,000	2,727,516,810	9,285	2,430	16,140
Mercer Island	22,690	8,162,642,696	24,077	22,720	8,827,404,911	35,319	18,403	52,235
Milton (Part)	835	76,352,374	400	840	86,713,496	597	680	513
Newcastle	10,460	1,801,305,245	6,840	10,640	1,939,132,104	10,046	8,618	11,475
Normandy Park	6,350	1,097,274,442	4,161	6,350	1,068,451,733	5,733	5,144	6,322
North Bend	5,855	815,719,638	3,411	6,020	853,937,108	4,965	4,876	5,053
Pacific(Part)	6,535	370,690,427	2,635	6,675	388,153,406	3,852	5,407	2,297
Redmond	55,360	12,973,646,878	43,671	55,840	14,135,063,166	64,436	45,230	83,642
Renton	93,910	10,588,721,199	49,287	95,540	11,332,326,913	72,222	77,387	67,057
Sammamish	47,420	8,426,434,938	31,574	48,060	9,290,367,218	46,951	38,929	54,974
Sea Tac	27,210	3,945,019,620	16,185	27,310	4,037,202,415	23,005	22,121	23,890
Seattle	616,500	117,686,522,416	428,161	626,600	128,814,234,965	634,892	507,546	762,239
Shoreline	53,270	6,131,546,669	28,229	53,670	6,529,802,151	41,056	43,473	38,639
Skykomish	200	22,576,470	105	195	23,112,609	147	158	137
Snoqualmie	11,320	1,822,907,336	7,128	11,700	1,923,859,899	10,431	9,477	11,384
Tukwila	19,080	4,649,191,308	15,438	19,160	4,756,373,688	21,832	15,520	28,145
Woodinville	10,960	2,446,628,563	8,381	10,990	2,605,989,017	12,161	8,902	15,421
Yarrow Point	1,060	674,960,237	1,762	1,015	825,878,529	2,855	822	4,887
Total Incorp. King County	1,701,280	284,510,773,116	1,094,136	1,728,800	308,568,218,787	1,613,117	1,400,328	1,825,905
Total Unincorp. King County	255,720	30,235,433,551	137,254	253,100	32,075,397,556	197,406	205,011	189,801
Total King County	1,957,000	314,746,206,667	1,231,390	1,981,900	340,643,616,343	1,810,523	1,605,339	2,015,707
Bainbridge Island	23,090	5,226,583,214	17,814	23,190	5,232,391,419	24,873	18,784	30,962
Bremerton	39,650	2,394,781,600	16,302	37,850	2,293,000,729	22,113	30,659	13,568
Port Orchard	11,780	1,312,770,504	6,149	12,870	1,319,792,155	9,117	10,425	7,810
Poulsbo	9,360	1,211,141,601	5,251	9,585	1,230,099,929	7,521	7,764	7,279
Total Incorp. Kitsap County	83,880	10,145,276,919	45,516	83,495	10,075,284,232	63,624	67,631	59,619
Total Unincorp. Kitsap County	170,620	15,974,350,029	82,460	170,505	15,835,621,072	115,907	138,109	93,705
Total Kitsap County	254,500	26,119,626,948	127,976	254,000	25,910,905,304	179,531	205,740	153,324
Auburn (part)	7,850	709,039,856	3,738	8,915	736,240,333	5,789	7,221	4,357
Bonney Lake	17,730	1,688,432,963	8,631	18,010	1,778,123,002	12,555	14,588	10,522
Buckley	4,365	318,871,406	1,915	4,370	328,660,215	2,742	3,540	1,945

	CY14				CY15			
	Population ¹	Assessed Property Value ²	Per Capita Assessment (50:50 Method)		Population ³	Assessed Property Value ⁴	Per Capita (50:50 Method)	Per Capita (Population Method)
Per Capita Rate			\$ 0.56			\$ 0.81	\$ 0.81	\$ 0.81
Carbonado	610	28,209,272	232	610	26,210,204	325	494	155
Du Pont	8,640	1,176,714,772	4,974	8,855	1,291,637,605	7,408	7,173	7,643
Eatonville	2,785	160,564,705	1,128	2,815	155,223,485	1,599	2,280	919
Edgewood	9425	946,924,060	4,695	9460	955466323	6658	7,663	5,654
Fife	9,235	1,776,946,972	6,444	9,290	1,896,381,840	9,373	7,525	11,222
Fircrest	6,525	553,632,539	3,029	6,540	566,076,606	4,324	5,297	3,350
Gig Harbor	7,340	1,652,017,762	5,642	7,670	1,706,920,083	8,157	6,213	10,100
Lakewood	58,260	4,420,933,057	25,912	58,310	4,494,673,400	36,914	47,231	26,597
Milton(Part)	6,150	508,136,092	2,825	6,345	529,844,060	4,137	5,139	3,135
Orting	6,790	378,099,092	2,722	6,930	393,369,675	3,971	5,613	2,328
Pacific(Part)	85	157,531,618	366	85	159,109,160	505	69	942
Puyallup	37,620	4,025,725,508	19,275	37,980	4,223,888,029	27,879	30,764	24,994
Roy	805	44,761,151	323	805	44,357,960	457	652	262
Ruston	755	101,362,144	431	795	123,935,133	689	644	733
South Prairie	435	24,599,058	175	435	22,616,520	243	352	134
Steilacoom	6,015	591,241,028	2,968	6,040	611,557,171	4,256	4,892	3,619
Sumner	9,470	1,655,317,256	6,246	9,520	1,846,797,748	9,320	7,711	10,928
Tacoma	199,600	16,013,945,690	90,660	200,400	16,593,506,428	130,257	162,324	98,190
University Place	31,270	2,655,070,281	14,521	31,340	2,779,532,023	20,916	25,385	16,447
Wilkeson	485	27,631,413	196	485	22,856,502	264	393	135
Total Incorp. Pierce County	432,245	39,615,707,695	207,048	436,005	41,286,983,505	298,738	353,164	244,309
Total Unincorp. Pierce County	375,955	29,508,693,991	169,342	378,495	30,260,762,893	242,822	306,581	179,063
Total Pierce County	808,200	69,124,401,686	376,390	814,500	71,547,746,398	541,560	659,745	423,373
Arlington	17,970	1,727,872,805	8,783	18,270	1,816,314,125	12,773	14,799	10,748
Bothell (Part)	16,720	2,782,171,373	10,723	17,020	3,013,833,447	15,810	13,786	17,834
Brier	6,155	659,670,947	3,156	6,315	750,061,330	4,777	5,115	4,438
Darrington	1,345	104,943,496	604	1,350	99,202,198	840	1,094	587
Edmonds	39,800	5,545,239,847	23,185	39,950	6,102,411,700	34,235	32,360	36,110
Everett	103,300	10,626,808,542	51,999	104,200	11,511,536,706	76,260	84,402	68,118
Gold Bar	2,060	112,716,107	822	2,080	115,532,563	1,184	1,685	684
Granite Falls	3,380	214,392,304	1,412	3,385	222,062,202	2,028	2,742	1,314
Index	180	13,131,376	79	180	12,865,095	111	146	76
Lake Stevens	28,510	2,204,099,855	12,769	28,960	2,375,391,203	18,757	23,458	14,056
Lynnwood	35,900	4,077,655,634	18,906	35,960	4,404,126,247	27,594	29,128	26,061
Marysville	61,360	4,476,525,057	26,901	62,100	4,869,342,321	39,557	50,301	28,814
Mill Creek	18,450	2,356,965,802	10,284	18,600	2,587,203,172	15,188	15,066	15,309
Monroe	17,390	1,349,715,977	7,800	17,510	1,464,883,201	11,426	14,183	8,668
Mountlake Terrace	20,090	1,660,705,992	9,231	20,160	1,799,934,852	13,490	16,330	10,651
Mukilteo	20,360	3,173,293,219	12,591	20,440	3,439,006,432	18,453	16,556	20,350
Snohomish	9,215	948,367,830	4,639	9,220	1,037,368,081	6,803	7,468	6,138
Stanwood	6,300	591,926,022	3,049	6,340	638,609,620	4,457	5,135	3,779
Sultan	4,660	290,655,964	1,936	4,660	302,489,053	2,782	3,775	1,790
Woodway	1,310	421,687,813	1,282	1,300	462,791,427	1,896	1,053	2,738
Total Incorp. Snohomish County	414,455	43,338,545,962	210,151	418,000	47,024,964,975	308,421	338,580	278,263
Total Unincorp. Snohomish County	308,445	29,283,076,558	149,949	312,500	32,423,777,432	222,494	253,125	191,863
Total Snohomish County	722,900	72,621,622,520	360,100	730,500	79,448,742,407	530,915	591,705	470,126
Grand Total	3,742,600	\$ 482,611,857,821	\$ 2,095,856	3,780,900	\$517,551,010,452	\$ 3,062,529	\$ 3,062,529	\$ 3,062,529

1. The CY14 assessment was based on population estimates for 2012

2. The CY14 assessment was based on 2012 assessed property values for the 2013 tax year

3. The CY15 assessment is based on population estimates for 2013

4. The CY15 assessment is based on 2013 assessed property values for the 2014 tax year



SOUND CITIES ASSOCIATION

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April 23, 2014

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Puget Sound Clean Air Agency
1904 Third Avenue - Suite 105
Seattle, WA 98101

Treasurer
Don Gerend
Councilmember
City of Sammamish

Dear Chair Roberts:

Member-at-Large
Dave Hill
Mayor
City of Algona

On behalf of the Board of the Sound Cities Association, I write to you today to express our collective concern about the Puget Sound Clean Air Agency's proposed \$.25 increase in per capita assessment.

Past President
Denis Law
Mayor
City of Renton

The Sound Cities Association (formerly the Suburban Cities Association) was founded in the 1970s to help cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support, and networking. Collectively, our 36 member cities represent nearly one million constituents in King County.

Members
Bill Allison
Mayor
City of Maple Valley

Nancy Backus
Mayor
City of Auburn

David Baker
Mayor
City of Kenmore

We understand that the Puget Sound Clean Air Agency is scheduled to discuss this proposed rate increase at its April 24, 2014 meeting, with possible action at its May 22, 2014 meeting. While we understand that your agency has a statutory obligation to submit its budget by the fourth Monday in June, this schedule leaves little time for cities to assess the impact that this substantial increase would have on their budgets, or to submit feedback. Our cities became aware of this proposed increase via letter in early April, and we discussed the proposal at our April 16, 2014 Board meeting. The strong concerns that this proposed increase raised for the 13 cities represented on our Board prompted us to refer the matter to our policy making arm, the Public Issues Committee (PIC), for emergency action at its next meeting on May 14, 2014.

Chris Eggen
Deputy Mayor
City of Shoreline

Jim Haggerton
Mayor
City of Tukwila

Dennis Higgins
Councilmember
City of Kent

While the PIC has not yet adopted a formal policy position on behalf of our 36 member cities, we wanted to bring these concerns to your attention at this time, given the tight time frame. The \$.25 per capita increase represents a 44% per capita increase and this increase, when combined with increases based on assessed property values, would increase rates by up to 60% for our member cities. An increase of this magnitude will have substantial impacts on our municipal budgets at a time when many of our cities are struggling economically. We would strongly urge you to consider the impact of this proposal on cities, and to consider alternate budget scenarios for the Puget Sound Clean Air Agency that do not include such a dramatic increase in assessments.

Derek Matheson
City Manager
City of Covington

Bernie Talmas
Mayor
City of Woodinville

We thank you for your consideration. If you have any questions, please feel free to contact me or our Executive Director Deanna Dawson at (206) 433-7170, or Deanna@Soundcities.org.

Executive Director
Deanna Dawson

Sincerely,

John Marchione
President, Sound Cities Association
Mayor, City of Redmond

Sound Cities Association
6300 Southcenter Boulevard
Suite 206
Tukwila, WA 98188
(206) 433-7168
SCA@SoundCities.org
www.SoundCities.org

Cc: Board, Puget Sound Clean Air Agency
Sound Cities Association Member Cities
Craig Kenworthy, Executive Director, Puget Sound Clean Air Agency

May 14, 2014

Cities We Have Talked or Communicated With So Far



- **Marysville**
- **Edmonds**
- **Lynnwood**
- **Kirkland**
- **Issaquah**
- **Sammamish**
- **Maple Valley**
- **Redmond**
- **Tacoma**
- **Brier**
- **Fircrest**
- **Woodway**

5/7/2014, Slide 1

Cities & Organizations We are Scheduled to Talk With or Are Talking With



- **Renton**
- **Kent**
- **Bellevue**
- **Kenmore**
- **Lakewood**
- **University Place**
- **Mukilteo**
- **Mill Creek**
- **Mountlake Terrace**
- **Bothell**
- **Burien**
- **PCCTA (Pierce County Cities and Towns Association)**
- **SCA (Sound Cities Association)**
- **Kitsap County Commissioners**

5/7/2014, Slide 2

Cities We Have Contacted
Directly But Not Heard Back



pscleanair.org
Puget Sound Clean Air Agency

- **Federal Way**
- **Shoreline**
- **Mercer Island**
- **Auburn**
- **Bainbridge Island**
- **Lake Stevens**
- **Covington**

5/7/2014, Slide 7



pscleanair.org
Puget Sound Clean Air Agency

Per Capita Increase Alternative Approaches and Their Implications

5/7/2014 Slide 1



pscleanair.org
Puget Sound Clean Air Agency

Effects on Agency Strategic Plan by Objective*

- **1.1 Non-attainment in Pierce – no change. On ozone – less pollution reduction work**
- **1.2 Maintain, but do not expand diesel transportation work**
- **1.3 Likely no additional wood smoke work in new area**
- **1.5 Can monitor additional places, but no capacity to communicate it through enhanced outreach**
- **1.6 and 3.2 Maintain, but do not expand environmental justice work – get to one community/area instead of several areas**

* Based on key assumptions re other funds

5/7/2014 Slide 2

Effects on Agency Strategic Plan by Objective (cont'd)



- **2.1 Less climate work because of ripple effects of less resources in other areas**
- **3.3 Less outreach with public, fewer partnerships. Maintain existing AQ data technology but with high risk for failure in a few years**
- **1.4 Stationary sources – no effect or small effect**
- **3.1 No dedicated funding even with proposed increase**
- **3.4 Agency budget gap opens and widens sooner with federal fund cut looming**

5/7/2014 Slide 3

Fiscal Implications of a Stepped Approach



Discretionary Fund balances expected to run out in FY16 due to non-attainment effort

Possible options to manage that work and launch parts of the Strategic Plan as outlined above:

- **FY16 forward-allow civil penalty(C.P) fund use for more purposes to do more strategic plan work**
- **FY17 forward-allow C.P. funds to be used for all purposes**
- **Eliminate or reduce the proposed contingency fund made up of civil penalty collections**
- **Run greater risks with antiquated IT infrastructure**

This creates a manageable gap in FY17 but large deficits after that.

5/7/2014 Slide 4

SCA

From: Deanna Dawson
Sent: Wednesday, May 07, 2014 1:21 PM
To: SCA
Subject: FW: PIC process

Dear SCA Board, PIC Members, Mayors, and Managers-

Below is an email from Craig Kentworthy, Executive Director of the Puget Sound Clean Air Agency (PSCAA). This email is in response to a request I sent Mr. Kentworthy for more detail on what the proposed rate increase at the PSCAA would fund. I hope this is helpful as you consider the possible policy position next week regarding this proposed increase at the PIC.

If there is any additional information that you would like, please let me know.

We will include this email as an attachment in the PIC packet, which is going out today.

Thanks,
Deanna

From: Craig Kenworthy [mailto:CraigK@psccleanair.org]
Sent: Wednesday, May 07, 2014 1:10 PM
To: Deanna Dawson
Subject: Re: PIC process

Hi Deanna,

Below is some additional information regarding what the proposed increase funds. Re the PIC process, I got the sense from one mayor that I'd be able to address the group and answer questions. Is that correct?

The following is a break down of the proposed increase for goals and investments in public health in the Clean Air Agency's Strategic Plan.

15 cents of the proposed increase funds part, but not all of the Agency Strategic Plan and also prevents backsliding in a number of areas :

Goal 1.1 Meet Federal Air Quality Standards- Allows us to finish the work on the non-attainment(violation) from particulate matter in Pierce County. Funds part but not all of the work on regional ozone pollution. King County is the area at risk of violating the federal ozone standard, with the resulting higher costs for businesses. Because Pierce and Snohomish county emissions contribute to the problem, they'd also bear those costs.

Goal 1.2 Reduce Diesel Emissions- Maintains most of our current diesel emission work. This is work like the Sounder Train emission reduction project and fire district idle reduction projects.

Goal 1.5 Characterize Air Quality on a finer scale in more parts of the region- Can do more fine scale air quality monitoring work like our Kent additional temporary monitor project, but without the outreach capacity to engage with communities on what we are learning.

Goal 1.6 Reduce Inequities(Environmental Justice)- Keeps our current environmental justice coordinator position and maintains most existing work, but with no outreach support for that, we'd get to fewer communities. Likely only one in depth(currently south Seattle) instead of several areas during the plan.

Goal 2.1 Reduce GHG's from transportation- Maintain our Clean Cities Coalition work largely as is, but less emission reduction work because of lack of outreach and other support for the technical team. This is the team that would help cities meet RCW 43.19.648, the alternative fuel use requirement coming into effect in 2018.

Goal 3.3 Dialog and partnerships with our communities- Can still create a limited number of partnerships, but our technology systems won't get updated, remain at risk of failure, which can mean the public loses access to air quality data.

Goal 3.4 Fiscal stability- Can maintain structural balance for next 2 years with deficits opening up after that or further cuts to above.

The other 10 cents of the proposed increase funds:

Goal 1.2 Reduce Diesel Emissions- can maintain and expand that work because team has more outreach and other support.

Goal 1.3 Reduce Wood Smoke Pollution- can do work in another community, building on what we learned in solving Pierce County's problem.

Goal 1.5 Characterize Air Quality in more parts of the region- allows us to do citizen based science and engagement because we can do outreach on the data we gather or want to gather.

Goal 1.6 Reduce Inequities(Environmental Justice)- we reach more impacted areas outside an initial community in Seattle.

Goal 2.1 Reduce GHG's-technical staff get to more fleets and do more electric vehicle work because they have outreach and other support.

Goal 3.3 Dialog and partnerships with our communities- allows us to update air quality data tools and maintain the public's ability to know what the air quality is near them, addresses IT failures that are looming(a lot of our software cannot be bought off the shelf).

Goal 3.4 Fiscal stability- can get to fiscal balance and not request any further increase until at least 2018.

If our Board uses a stepped approach like the scenario I outlined for them in April, for example, 15 cents the first year and an additional 10 cents the second year, we'd have to consider cutting something in the second list and/or taking bigger risks with our IT systems and air quality information data tools. That's because the stepped approach results in about \$400,000 less in revenue in the first two years.

Please let me know what questions I can answer and what additional information you'd like and what would be most helpful for your committee and Board for their meetings.

I am sharing more feedback with my Board in the next few days. I can share with you that many of the Snohomish Counties cities are saying they support the vision of clean air for everyone and can absorb the increase, but would like our Board to consider a stepped approach. There are also communities in all four counties who have said they are either supportive or do not have questions or concerns about the proposed increase.

Best,

Craig

On May 6, 2014, at 10:23 AM, "Deanna Dawson" <Deanna@soundcities.org> wrote:

Hi Craig. Thanks for your email.

I was wondering if I might be able to get some additional detail for our member cities on the proposed budget for the Puget Sound Clean Air Agency. We have provided all members with the strategic plan, but have been asked for more detail on exactly what that extra \$1 million in the budget would pay for.

In response to your question about our process, the Public Issues Committee (PIC) is comprised of representatives from all 36 of our member cities. For a policy position to be approved, 2/3 of those present must vote in favor. If the motion passes with a 2/3 or more majority at the PIC, it then goes to the Board for approval.

If you have any additional questions, please don't hesitate to contact me.

Thanks,
Deanna

From: Craig Kenworthy [<mailto:CraigK@pscleanair.org>]
Sent: Tuesday, May 06, 2014 8:20 AM
To: Deanna Dawson
Subject: PIC process

Hi Deanna,
Can you outline for me the process the Public Issues Committee and your Board takes for considering a position on an issue? I want to be able to explain to my board how Sound Cities determines issues when some members are expressing different individual viewpoints than others.

Thanks.

Craig K.

SCA

From: Toby Nixon <TNixon@kirklandwa.gov>
Sent: Wednesday, May 07, 2014 2:04 PM
To: Deanna Dawson; SCA; Doreen Booth
Subject: RE: PIC process

Hi, y'all. Last night at our regular meeting, the Kirkland City Council discussed the proposed PIC emergency vote on the PSCAA rate increase position statement. Kirkland would prefer to not "just say no", but to give PSCAA some guidance on what we would need in order to understand and possibly support the proposal. The council approved asking me to propose an amendment to the position statement at the PIC meeting. The amendment appears below **in bold** -- it is an additional (third) sentence in the statement. It may be too late to get this into the PIC packet, but it would be good to have it available at the meeting for people to review. Please let me know if I need to bring copies. Thanks!

-- Toby

Proposed Amendment (in bold):

The Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium. **SCA recommends that PSCAA develop specific action items, with associated costs, for each strategy in the plan, and prioritize the strategies, so that cities can understand how the additional revenue would be used and how the work could be implemented incrementally.**

Toby Nixon | Council Member | City of Kirkland, Washington
tnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999
Emails to and from city council members are subject to disclosure under the Public Records Act, RCW 42.56



May 14, 2014
SCA PIC Meeting

Item 8:
Greenhouse Gas Emissions Targets
Potential Future Action Item

SCA Staff Contact

Doreen Booth, Policy Analyst, Doreen@soundcities.org, 425-275-7323

GMPC Members:

Maple Valley Councilmember Layne Barnes (caucus chair); Shoreline Deputy Mayor Chris Eggen; Sammamish Councilmember Tom Odell; Renton Councilmember Ed Prince; Covington Mayor Pro Tem Jeff Wagner; Issaquah Councilmember Tola Marts; Mercer Island Councilmember Debbie Bertlin (alternate); Black Diamond Councilmember Tamie Deady (alternate); Pacific Mayor Leanne Guier (alternate); Redmond Councilmember John Stilin (alternate).

Potential future action:

The Interjurisdictional Team (IJT) to the Growth Management Planning Council (GMPC) has recommended that the GMPC approve countywide greenhouse gas (GHG) emissions reduction targets of 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050. The SCA representatives on the GMPC requested that this recommendation be submitted to the Public Issues Committee (PIC) for adoption of a public policy position prior to the upcoming vote at the GMPC on this matter. The issue before the PIC is whether member cities support, or oppose, the IJT recommended GHG emissions reduction targets. The PIC is asked to bring forward a recommendation of support or opposition for potential action at the next PIC meeting.

Background

In 2013, the King County Council adopted countywide planning policies, which included the following Environmental (EN) policies:

- EN-17 Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.
- EN-18 Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

The GMPC is now tasked with making a recommendation to the King County Council on GHG reduction targets in order to comply with these policies. The discussion at the GMPC will center on what specific GHG reduction target to adopt, and whether to adopt a “stepped” target that includes long-term goals, as well as near- and mid-term goals along the way.

This issue comes before the PIC in order to provide direction to the GMPC representatives. The GMPC will be introduced to the issue on May 21 and is scheduled to make a recommendation to the King County Council on July 23. It is likely that a future agenda item before the GMPC would address EN-18, the creation of an inventory and measurement framework. That work is anticipated to be done by the King County-Cities Climate Collaborative (K4C).

The Interjurisdictional Team (IJT) that staffs the GMPC is recommending the following greenhouse gas (GHG) emissions reduction targets: 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050.

The IJT is made up of staff from the SCA cities of Renton, Redmond, Kirkland, and Tukwila, as well as Seattle and King County staff members.

At the March 12, 2014 pre-PIC workshop, staff from the city of Snoqualmie, King County and New Energy Cities gave a presentation on King County's climate change efforts. At the PIC meeting, PIC members had a discussion about the kind of information needed to move forward on GHG emissions reduction targets. In response to that discussion, SCA staff worked with staff from the city of Snoqualmie, King County, and New Energy Cities to prepare "Climate Change and King County Cities" ([Attachment A](#)), a summary of the issue coming before the GMPC. "Sample Local and Regional Climate Actions for King County Cities" ([Attachment B](#)), provides a menu of the types of strategies that cities may wish to consider employing in order to reduce greenhouse gas emissions. Also attached for your use is a document prepared by the King County-Cities Climate Collaborative (K4C) staff titled, "Background - Developing a Regional Greenhouse Gas Emissions Reduction Target & Measurement Framework" ([Attachment C](#)).

Analysis

Why a GHG Reduction Target is Needed

Increasing air temperatures, acidifying marine waters, rising sea levels, decreasing snow pack, and decreasing summertime river flows are examples of changes that have been observed locally. Depending on global GHG emissions, these impacts have the potential to become much more severe. According to best available science, in order to avoid the most devastating impacts of climate change, a consensus has emerged that global temperature increases should be limited to no more than 2° C compared to 1900. Globally, this translates to an approximately 80% GHG emissions reduction by 2050 (compared to 2007), which is somewhat stronger than the current Washington State emissions reduction requirement contained in RCW 70.235.020.

When comparing Washington State and King County, the King County policy of achieving a reduction of 80% below 2007 levels is significantly more ambitious than Washington State's adopted requirement of achieving a reduction of 50% below 1990 levels. However, it is important to note that Washington State has adopted a "requirement," while King County is considering an aspirational "target." It should also be noted that the 80% reduction goal is a collective countywide target, not a city by city target.

Existing Targets in King County Cities

- 17 of 39 cities adopted the U.S. Mayor's Climate Protection Agreement, which included a target to reduce GHG emissions 7% below 1990 levels by 2012

- Kirkland: 10% below 2005 by 2010, 20% by 2020, and 80% by 2050
- Issaquah: 80% below 2007 by 2050
- Mercer Island: 80% below 2007 by 2050
- Shoreline: 25% below 2007 by 2020, 50% by 2030, and 80% by 2050
- Seattle: Carbon neutrality by 2050

Cities' Responsibilities for a GHG Target

Although cities are not required to adopt their own targets, the GMPC-recommended target will become a part of the countywide planning policies. Cities' comprehensive plans must be consistent with the countywide planning policies. Cities will be encouraged to adopt GHG emissions reduction targets as a part of their comprehensive plan updates. The GMPC will provide a menu of strategies that cities will be encouraged to implement to help achieve the countywide GHG emissions reduction target.

Potential Actions to Reduce Greenhouse Gas Emissions

In King County and surrounding cities, actions that are being implemented to reduce emissions are focused on the following areas: transportation and land use; energy and green building; forests and farms; and, consumption and materials management.

The particular strategies that a city would implement are dependent on variables such as energy use, location and development history. While each city's pathway would be different, example strategies that have proven effective and would likely be included in many cities' efforts include:

- Sustain and expand transit and implement clean mobility options
- Adopt and implement green building standards
- Partner with utilities to help them transition to increasingly renewable resources, meet demand through efficiency improvements, and phase out fossil fuels
- Implement outreach programs to increase residential and commercial recycling and reuse
- Improve efficiency of and reduce emissions from government buildings and fleets

Implementation of existing federal and state laws will also reduce emissions. The combined impact of federal vehicle efficiency standards, Washington State's Renewable Portfolio Standard, and the Washington State Energy Code will result in significant local GHG emissions reductions. Despite expected population growth, these existing laws would stabilize and could lead to a slight decline in total countywide emissions. While this is good news, analysis shows that significant local action is necessary to achieve state requirements and more ambitious local targets. An overview of related findings presented to the PIC on March 12 is available here: <http://newenergycities.org/march-12-2014-sound-cities-association-briefing>.

Costs of Implementing Targets

Some actions would require minimal costs to cities (such as transportation changes including investing in commute trip reduction strategies, and promoting low-carbon transportation choices such as vanpooling, ridesharing, biking, and walking or building policies), some could be done at low costs (for example by partnering with other cities or with utilities), and others may build on existing city programs. Many climate actions reduce energy or resource costs, and are

thereby cost-neutral or revenue-generating. At an economy-wide scale there is a growing consensus that the costs of action are far less than the costs of expected climate change impacts if collective action is not taken.

Likelihood of Achieving Targets

At SCA's GMPC caucus meeting on May 5, members asked if the proposed GHG emissions reduction targets were realistic and achievable. There were questions both about the target of GHG emissions reductions of 80% below 2007 levels by 2050 as well as the two interim targets in 2020 and 2030. In response, King County staff provided a draft response titled, Proposed GHG Reduction Policies – Rationale – Supporting Information, included here as Attachment D. K4C staff have undertaken technical analyses that show that an 80% reduction by 2050 is ambitious but achievable, (presentations at the February 13, 2014 Elected Official Working Summit, <http://www.kingcounty.gov/environment/climate/other-governments/climate-summit.aspx>). According to county staff, subsequent analysis conducted after the Summit demonstrated that a 50% reduction by 2030 is possible with concerted action. As several years have passed since many jurisdictions adopted initial targets, the 2020 milestone is ambitious but can help to drive early actions. City of Issaquah staff noted in an email that that the 2050 goal appears feasible, though they noted there are a lot of variables in delivery and work needed at multiple levels to be successful.

Additional Resources

Staff from the K4C and New Energy Cities has offered to make presentations to city councils if requested. If your city is interested in a presentation on climate change efforts in King County, please contact doreen@soundcities.org.

Next Steps

The GMPC will be having a briefing on the proposed greenhouse gas emissions reduction targets at their May 21, 2014 meeting with action anticipated at the July 23, 2014 meeting. After GMPC approval, the proposed targets, an amendment to the King County Countywide Planning Policies, will be transmitted to the King County Council for approval. Amendments to the countywide planning policies require a 90 day ratification period after approval by the King County Council. To be ratified, 30% of jurisdictions representing 70% of the population must ratify the policies. No action on the policies has the effect of ratification. It is anticipated that the policies will be ratified by the middle of 2014.

Additionally, on June 12, 2014, King County Executive Dow Constantine and Mercer Island Mayor Bruce Bassett will host an Elected Official Climate Summit from 9:00-11:00 am in the Mercer Room at the Mercer Island Community and Event Center. Mayors from all 39 King County Cities are invited; county and city staff will be in attendance to support the event. The focus will be on considering a set of joint county-city commitments related to climate action.

Attachments

- A. [Climate Change and King County Cities](#)
- B. [Sample Local and Regional Climate Actions for King County Cities](#)
- C. [Background - Developing a Regional Greenhouse Gas Emissions Reduction Target & Measurement Framework](#)
- D. [Proposed GHG Reduction Policies – Rationale – Supporting Information](#)

Climate Change and King County Cities

The Growth Management Planning Council (GMPC) is scheduled to discuss establishment of a countywide greenhouse gas (GHG) emissions reduction target and measurement framework in May, and to make a recommendation to the King County Council in July. SCA has six members and 4 alternates on the GMPC. This matter comes before the Public Issues Committee (PIC) in order to give policy direction to these representatives.

Background:

In 2013, the King County Council adopted countywide planning policies, which included the following Environmental (EN) policies:

- EN-17 Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.
- EN-18 Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

The GMPC is now tasked with making a recommendation to the King County Council on GHG reduction targets in order to comply with these policies. The discussion at the GMPC will center on what specific GHG reduction target to adopt, and whether to adopt a “stepped” target that includes long-term goals, as well as near- and mid-term goals along the way.

The following GHG emissions reduction goals have been proposed for consideration:
25% below 2007 levels by 2020; 50% below 2007 levels by 2030; 80% below 2007 levels by 2050

Why establish new GHG reduction targets?

Increasing air temperatures, acidifying marine waters, rising sea levels, decreasing snow pack, and decreasing summertime river flows are examples of related changes that have been observed locally. Depending on global GHG emissions, these impacts have the potential to become much more severe. According to best available science, in order to avoid the most devastating impacts of climate change, a consensus has emerged that global temperature increases should be limited to no more than 2° C compared to 1900. Globally, this translates to an approximately 80% GHG emissions reduction by 2050 (compared to 2007), which is somewhat stronger than the current Washington State emissions reduction requirement contained in RCW 70.235.020.

When comparing Washington State and King County, the King County policy of achieving a reduction of 80% below 2007 levels is significantly more ambitious than Washington State’s adopted requirement of achieving a reduction of 50% below 1990 levels. *However, it is important to note that the Washington State has adopted a “requirement,” while King County is considering an aspirational “target.”* It should also be noted that the 80% reduction goal is a collective countywide target, not a city by city target.

What kinds of community-level targets have already been adopted by King County cities?

- 17 of 39 cities adopted the U.S. Mayor’s Climate Protection Agreement, which included a target to reduce GHG emissions 7% below 1990 levels by 2012
- Kirkland: 10% below 2005 by 2010, 20% by 2020, and 80% by 2050
- Issaquah: 80% below 2007 by 2050
- Mercer Island: 80% below 2007 by 2050
- Shoreline: 25% below 2007 by 2020, 50% by 2030, and 80% by 2050
- Seattle: Carbon neutrality by 2050

What kinds of actions would it take to reduce greenhouse gas emissions 80 percent by 2050?

In King County and in cities, actions that are being implemented to reduce emissions are focused on the following: transportation and land use, energy and green building, forests and farms, and consumption and materials management.

The particular strategies that a city would implement are dependent on variables such as energy use, location and development history. While each city's pathway would be different, example strategies that have proven effective and would likely be included in many cities' efforts include:

- Sustain and expand transit and implement clean mobility options
- Adopt and implement green building standards
- Partner with utilities to help them transition to increasingly renewable resources, meet demand through efficiency improvements, and phase out fossil fuels
- Implement outreach programs to increase residential and commercial recycling and reuse
- Improve efficiency of and reduce emissions from government buildings and fleets

Implementation of existing federal and state laws will also reduce emissions. The combined impact of federal vehicle efficiency standards, Washington State's Renewable Portfolio Standard, and the Washington State Energy Code will result in significant local GHG emissions reductions. Despite expected population growth, these existing laws would stabilize and could lead to a slight decline in total countywide emissions. While this is good news, analysis also shows that significant local action is necessary to achieve state requirements and more ambitious local targets. An overview of related findings presented to the Public Issues Committee is available here: <http://newenergycities.org/march-12-2014-sound-cities-association-briefing>.

What specifically will be required of cities after a GHG reduction target is adopted in King County?

Although cities are not required to adopt their own targets, the target will become a part of the countywide planning policies. Cities' comprehensive plans must be consistent with these planning policies. Cities will be encouraged to adopt targets as a part of their comprehensive plan updates that are consistent with the countywide target. The GMPC would provide a menu of strategies that cities would be encouraged to implement to help achieve the countywide GHG emissions reduction target. An overview of sample strategies is attached.

What are the potential costs to cities from adoption of this target?

Some actions would require minimal costs to cities (such as changes to transportation or building policies), some could be done at low costs (for example by partnering with other cities or with utilities), and others may build on existing city programs. Many climate actions reduce energy or resource costs, and are thereby cost-neutral or revenue-generating. At an economy-wide scale there is a growing consensus that the costs of action are far less than the costs of expected climate change impacts if collective action is not taken. (More information on potential resources available to cities to meet targets is being researched, and will be provided.)

How can my city get more involved?

King County-Cities Climate Collaboration (K4C): King County and the cities of Issaquah, Kirkland, Mercer Island, Redmond, Renton, Seattle, Shoreline, Snoqualmie, and Tukwila are collaborating through the King County-Cities Climate Collaboration (K4C). K4C partners pool financial and staff resources to support technical work, public outreach, and grant writing. All cities are welcome to join the K4C.

<http://www.kingcounty.gov/climate/pledge>

Mapping Out Shared Climate Actions: King County Executive Constantine and Mercer Island Mayor Bruce Bassett convened 13 mayors representing more than three-quarters of the county's population in February to begin mapping out specific joint actions to meet an 80 percent by 2050 target. Work continues on a specific package of actions for review and potentially joint recommendation by June.

<http://www.kingcounty.gov/environment/climate/other-governments/climate-summit.aspx>

Sustainable Cities Roundtable: The Sustainable Cities Roundtable meets monthly, hosted by rotating cities, and provides a forum for local planners and sustainability staff to share expertise, model policies and codes, and proven approaches for reducing GHG emissions.

<http://your.kingcounty.gov/solidwaste/greenbuilding/roundtable.asp>



SAMPLE LOCAL AND REGIONAL CLIMATE ACTIONS FOR KING COUNTY CITIES

Prepared by Climate Solutions' New Energy Cities Program in support of the King County-Cities Climate Collaboration (K4C)

Examples highlighted do not necessarily represent commitments of King County or K4C cities.

Introduction

Significant reduction in greenhouse gas (GHG) emissions requires collaboration across levels of government, as well as partnerships with energy utilities, transportation authorities, nonprofit organizations, and private sector entities. A city's climate action commitments are likely to include a mix of the strategies below, depending on the city's energy profile, carbon footprint, and reduction goals. Examples provided include a mix of policy, project, partnership and program actions. These examples were selected because they address key local sources of GHG emissions, are consistent with local government roles and authorities, and/or have been shown to have strong co-benefits such as reduced resource costs, improved public health outcomes, and non-climate-related environmental benefits.

Federal and State Policy

Goal: Support federal and state action to reduction GHG emissions

- Support federal and Washington state efforts to reduce GHG emissions, including advocating for a comprehensive approach that requires responsible, science-based limits on climate pollution and market-based prices for emissions. Funding for local emissions reduction strategies should be a priority use for revenues associated with this policy.

Transportation and Land Use

Goal: Reduce passenger and freight transportation GHG emissions

- Secure funding to sustain and expand public transit, invest in commute trip reduction, and promote low-carbon transportation choices such as vanpooling, ridesharing, biking, and walking.
- Support a statewide clean fuel standard and participate in regional efforts to expand the use of low-emission and zero-emission vehicles.
- Partner on catalytic pilot projects such as:
 - Expansion of electric vehicle (EV) charging stations available at public facilities, and pilot incentives that encourage building owners to have EV-ready building systems.
 - Construction of bicycle infrastructure such as cycle tracks, dedicated lanes, and greenways.

Green Building and Energy Efficiency

Goal: Reduce energy use in existing buildings, and limit emissions growth in new buildings

- Partner to develop a regional retrofit program to lower energy use in existing commercial and residential buildings by collaborating with energy utilities and existing programs.
- Support implementation of the Washington State Energy Code, and continue to demonstrate innovation in local codes, ordinances, and partnerships to encourage green building, in particular through the Regional Code Collaboration.
- Adopt building energy benchmarking and disclosure requirements to report building energy consumption on a regular basis, making information transparent to building owners, managers, and other market players, and helping uncover opportunities for energy and cost savings.



- Partner on catalytic pilot projects such as:
 - A 2030 District, a voluntary association of downtown building owners and managers committed to reporting on building energy use information and working together toward shared energy and GHG emissions reduction goals.
 - A community Resource Conservation Manager program that supports businesses and homeowners with technical assistance and incentives to make energy reductions.
 - A friendly competition among schools, businesses, and community organizations to reduce building energy use.

Energy Supply

Goal: Increase community-wide renewable energy use and phase out fossil fuels in electricity

- Support implementation of Washington State Renewable Portfolio Standard and strong federal policy on reducing GHG emissions from power production.
- Partner with local utilities to help transition to increasingly renewable energy resources for electricity and heating, meet demand through energy efficiency, and phase out fossil fuels.
- Support local renewable energy generation through community engagement and financing programs, and remove local regulatory barriers to small-scale renewable energy projects.
- Partner on catalytic pilot projects, such as:
 - A Solarize campaign, encouraging businesses and residents to invest in rooftop solar energy; a community solar garden for those residents and businesses that do not have sufficient on-site solar availability; and/or a green power purchase program.
 - Pilot incentives that encourage building owners to have solar-ready rooftops.

Consumption and Materials Management

Goal: Achieve a higher rate of recycling countywide, and zero waste of resources that have economic value for reuse, resale, and recycling

- Increase waste prevention, reuse, and recycling through partnership, outreach, and education.
- Promote sustainable purchasing of goods and services.

Forest and Farms

Goal: Increase natural carbon storage by protecting and restoring forests and soils

- Partner on initiatives to protect valuable and important resource lands by focusing development within the Urban Growth Area and reducing development pressure on rural lands.
- Maintain and expand healthy urban forests.
- Support efforts to protect and restore soil through healthy agricultural practices.

Government Operations

Goal: Develop and implement actions to reduce GHG emissions in government operations

- Support ways to create ongoing funding for government agency projects related to energy efficiency, renewable energy, and transportation emissions reduction.
- Participate in Western Washington Clean Cities Coalition's Evergreen Fleets Program to reduce fuel consumption through smart and efficient government fleet management practices.

Background - Developing a Regional Greenhouse Gas Emissions Reduction Target & Measurement Framework

By

Staff of the King County-Cities Climate Collaboration (K4C)

Collaboration Members: Redmond, Renton, Kirkland, Snoqualmie, Shoreline, Tukwila, Mercer Island, Issaquah, Seattle and King County

Special thanks to Bellevue staff for their informal contributions

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DISCLAIMERS:

This document was prepared during early summer 2013. Since then, additional climate policies have been adopted as climate related efforts across the region and country ramp up.

This document was prepared by K4C staff. It does not represent formal positions of participating cities, King County or of the Growth Management Planning Council's (GMPC) Interjurisdictional Staff Team (IJT).

The GMPC's IJT has indicated that it plans to bring GHG target and measurement related policy recommendations to the GMPC in May 2014, for consideration and potential action later during the summer of 2014.

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Developing a Regional Greenhouse Gas Emissions Reduction Target & Measurement Framework

Introduction

The King County-Cities Climate Collaboration presents this paper to support the Growth Management Planning Council (GMPC) and the GMPC Interjurisdictional staff team's work related to Countywide Planning Policies EN-17 and EN-18 – which direct the GMPC to develop a regional greenhouse gas (GHG) emissions reduction target and supporting measurement framework.

1. **Background Materials**
 - A. Existing Countywide Planning Policies
 - B. Existing state, county and city greenhouse gas reduction goals, targets and requirements
 - C. Scientific background and the rationale for a target of 80% emissions reduction below the 2007 level by 2050
 - D. GHG measurement framework details
2. **Solutions Menu** – While providing recommended actions is not the focus of this memo, example projects, programs, decisions, and policies to illustrate how cities might achieve climate targets are provided

Background Materials

Countywide Planning Policies

Two policies within the Environment section of the Countywide Planning Policies direct the GMPC to establish a regional GHG emissions reduction target and measurement framework:

EN-17: Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 % reduction below 1990 levels.

EN-18: Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

Existing Greenhouse Gas Emissions Reduction Goals, Targets and Requirements

WASHINGTON STATE LEGISLATIVE AUTHORITY

Executive Order 07-02¹ and E2SHB 2815² established the Washington State GHG reduction requirements (RCW 70.235.020³) as follows:

- Limit emissions to 1990 levels by 2020
- Limit emissions to 25% below 1990 levels by 2035
- Limit emissions to 50% below 1990 levels by 2050

WASHINGTON STATE GHG EMISSIONS STATUS

In 2008, total Washington State GHG emissions were 101.5 MMTCO₂e, down 2.4% from 104.0 MMTCO₂e in 2007, but up approximately 8.8% between 1990 and 2008.⁴

KING COUNTY AUTHORITY

King County's community level target is to reduce countywide GHG emissions by at least 80 % below 2007 levels by 2050. This policy is one of two overarching GHG emissions reduction targets established in King County's 2012 Strategic Climate Action Plan⁵ (SCAP). The 2012 King County Comprehensive Plan⁶ reflects Countywide Planning Policies, the commitment to at minimum achieve the statewide requirement, but to also work towards establishing more ambitious targets consistent with the County's own 80% below 2007 reduction target.

2012 King County Strategic Climate Action Plan

Communitywide target: King County shall partner with its residents, businesses, local governments and other partners to reduce countywide greenhouse-gas emissions by at least 80 percent below 2007 levels by 2050.

2012 King County Comprehensive Plan

Policy E-210: King County shall collaborate with its cities, and other partners, to meet or exceed the statewide greenhouse gas emissions reduction requirement of 50 percent below 1990 levels by 2050.

Policy E-211: King County shall collaborate with its cities and other partners to develop near term targets to achieve greenhouse gas emission reductions throughout the region to 80 percent below 2007 levels by 2050.

KING COUNTY GHG EMISSIONS STATUS⁷

The *2010 Update of Core Greenhouse Gas Emissions in King County*⁸ (published August 2012) as well as the most recent comprehensive assessment of community level emissions – *Greenhouse Gas Emission in King County*⁹ (published February 2012) – both document that total GHG emissions in King County continue to rise. The geographic based inventory details a total rise in community level GHG emissions of 5% between 2003 and 2008 (from 22.4 million metric tons of carbon dioxide equivalent (MMTCO₂e) in 2003 to 23.4 MMTCO₂e in 2008), while core

emissions (related to on road transportation, residential and commercial buildings, and waste) rose approximately 3% over that time period. Between 2008 and 2010 core emissions increased an additional 1.3%.

However, data from these assessments also indicate that GHG emissions per person are on the decline; core emissions have decreased about 5% per person between 2003 and 2010 with the decrease accelerating slightly between 2008 and 2010 approaching an about 1% decrease per person per year. Significant declines in per-person vehicle travel and slight declines in building energy use mostly explain these decreases.

The *GHG Emissions in King County* inventory also went beyond King County's borders and tallied the emissions caused by goods and services that were produced somewhere else – somewhere outside King County – and consumed within King County. This study documents that the emissions produced by goods and services manufactured around the globe and consumed locally more than double King County's emissions footprint.

COMPARISON OF WASHINGTON STATE AND KING COUNTY TARGETS

When comparing Washington State and King County, the King County policy of achieving a reduction of 80% below 2007 levels is significantly more ambitious than Washington State's adopted requirement of achieving a reduction of 50% below 1990 levels. However, it is important to note that Washington State's target is a "requirement" vs. King County's "target."

Washington Target: Washington State's 1990 emissions were 92.90 MMtCO_{2e}, 50% of which would be 46.45 MMtCO_{2e}.

King County Target: Washington State's 2007 emissions were 104 MMtCO_{2e}. Achieving the 80% target would require a reduction to 20.80 MMtCO_{2e}.

Hence, if the King County's target were applied statewide, then statewide emissions would need to be reduced by nearly two times more than what the State's reduction target calls for—by 83.2 MMtCO_{2e}, as opposed to 46.45 MMtCO_{2e}.

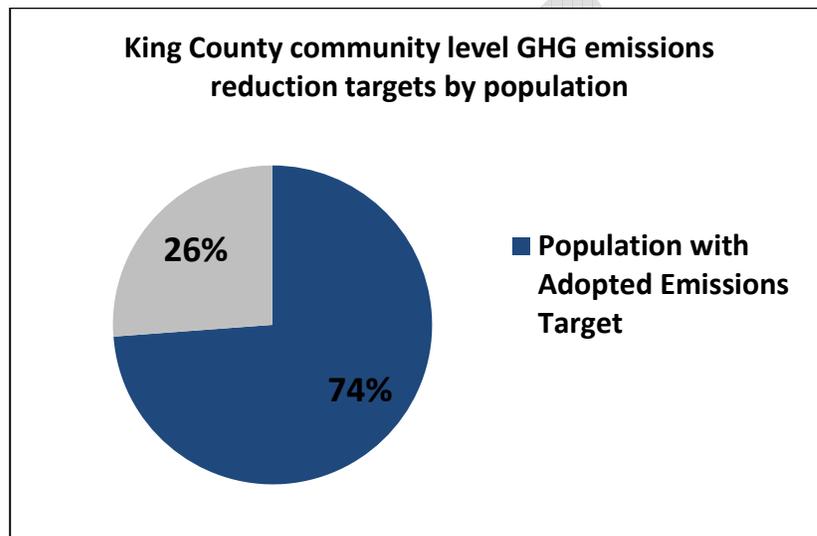
Put another way, King County's reduction of 80% below 2007 levels if applied statewide would require a reduction in statewide emissions to 77.6% below 1990 levels, whereas to match the State's goal of 50% below 1990 levels, King County would only have to set a goal of 55.3% below 2007 levels.

While many efforts are focused on action that helps reduce GHG emissions, neither Washington State nor King County have attributed GHG reduction responsibilities to localities.

Washington State and King County are both measuring progress relevant to these goals through methodologies that are similar but not identical.

KING COUNTY CITIES’ COMMUNITY LEVEL GHG REDUCTION TARGETS

The pie chart graphic below shows that nearly three-quarters of King County’s population lives in jurisdictions where the direct local government has a community level GHG emissions reduction target. For the purposes of this exercise, King County’s countywide targets are only ascribed to unincorporated areas.



- **17 of 39 King County cities** have adopted the U.S. Mayor’s Climate Protection Agreement 2012 GHG emissions targets (which includes a short-term goal of 7% below 1990 levels by 2012). Some city targets diverge from this goal, but all cite this Agreement as influencing their targets.

<ol style="list-style-type: none"> 1. Auburn (partially in King County) 2. Bellevue 3. Burien 4. Carnation 5. Clyde Hill 6. Issaquah 7. Kirkland 8. Lake Forest Park 	<ol style="list-style-type: none"> 9. Pacific (partially in King County) 10. Redmond 11. Renton 12. Sammamish 13. Seattle 14. Shoreline 15. Snoqualmie 16. Tukwila 17. Yarrow Point
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- **Kirkland¹⁰** has targets of 10% below 2005 levels by 2010, 20% below 2005 by 2020, and 80% below 2005 by 2050.
- **Issaquah¹¹** has a target of 80% below 2007 levels by 2050.
- **Mercer Island¹²** has a target of 80% below 2007 levels by 2050.

- **Seattle**¹³ has adopted carbon neutrality as its community level target¹⁴ (2008 baseline¹⁵);
- **Shoreline**¹⁶ has a target to reduce emissions by at least 25% below 2007 levels by 2020, 50% by 2030, and 80% by 2050.
- **Bellevue** passed Resolution 7517 in 2007 which adopted the goal of reducing emissions by 7% below 1990 levels by 2012, or a projected emissions reduction of 629,921 tons.¹⁷
- Some cities in King County have integrated GHG emission reduction policies into their comprehensive plans without specific targets.

OTHER STATE AND CITY GHG REDUCTION TARGETS

Multiple other U.S. states¹⁸ have targets significantly stronger than Washington State's requirement (and in cases stronger than King County's target).

- **Oregon:** 75% below 1990 levels by 2050
- **California:** 80% below 1990 levels by 2050
- **CO, NM, MN, MI, FL, NY, CT** all have set stronger goals than Washington

The chart below shows examples of reduction targets in other cities in Washington State. The King County-Cities Climate Collaboration reviewed other county and city targets in addition to these noted in this section, but chose not to include them all. 17 Washington State cities outside of King County have signed the US Mayors Climate Protection Agreement; below are example targets with some associated background.

Additional Examples of Washington State Cities' Reduction Targets

City	Reduction Target	Justification
Anacortes ¹⁹	Anacortes proposed to reduce emissions by 15% by 2020 for community and government; not adopted	Small Community, based on other local cities committing to 10% to 20% reduction targets
Bellingham ²⁰	<i>Municipal:</i> Reduce emissions by 64% of 2000 levels by 2012 and by 70% by 2020. <i>Community:</i> Reductions of 7% below 2000 levels by 2012 and 28% from 2000 levels by 2020	Environmental Resource Staff based the target upon IPCC data stating that reductions 70-80% below 1990 levels are needed to stabilize climate change
Coupeville ²¹	Reduce emissions by 20% below 2000 levels by 2020	
Edmonds ²²	1990 by 2020; 25% below 1990 by 2035; 50% below 1990 levels by 2050	US Mayors Agreement/Kyoto Protocol
La Conner ²³	A 20% reduction below 2005 levels (5,925 tons of eCO ₂) by 2020 recommended; not officially adopted.	See GHG inventory.

GOVERNMENT OPERATIONS GOALS, TARGETS, AND REQUIREMENTS

Washington State

Washington State's "State Agency Climate Leadership Act"²⁴ sets goals for state agencies and operations targets that are "consistent with," but different than, statewide requirements:

- 15% below 2005 levels by 2020
- 36% below 2005 by 2035
- 57.5% below 2005 by 2050

These targets applies to 140 state agencies including all administrative, legislative, judicial and elected offices, boards and commissions, community and technical colleges, and universities. All agencies had to report 2005, 2008 and 2009 emissions with no minimum thresholds and no defined protocols, although the Department of Ecology developed a tool to support many agency calculations. Universities used other methods. Total reported State Agency GHG emissions **increased 3.8% from 2005 to 2009.**²⁵

King County

The 2012 King County Comprehensive Plan set a long term 80% below 2007 GHG emissions reduction target for government operations, and also directed the development of near-term targets to help achieve the long term goal. The 2012 King County Strategic Climate Action Plan set these near term targets in a stair stepped approach towards the long term goal:

2012 King County Comprehensive Plan

E-206 King County shall reduce total greenhouse gas emissions from government operations, compared to a 2007 baseline by at least 80% by 2050.

E-207 King County shall develop near-term reduction targets of greenhouse gas emissions emanating from its government operations to help achieve the 2050 goal.

2012 King County Strategic Climate Action Plan

County operations target: King County shall reduce total greenhouse-gas emissions from government operations, compared to a 2007 baseline, by at least 15 percent by 2015, 25 percent by 2020, and 50 percent by 2030.

The scope covers "all emissions" from government operations but is not further defined. Between 2007 and 2011, King County government operations' energy-related GHG emissions from increased by roughly 1%. However, emissions from non-transit sources such as buildings decreased by 4% since 2007.²⁶ King County Metro estimates that there is a net benefit from the transit system as a result of emissions avoided by providing transit service (through transportation mode shift, congestion relief and land use benefits).

City Operational Targets

Seattle: The City of Seattle has set a goal to reduce emissions from operations by 30% below 2008 levels (72,600 MTCO₂e) by 2020²⁷.

Mercer Island: Mercer Island set an interim goal to reduce operational emissions by 5% below 2007 level by 2012²⁸.

Shoreline: Set a target to achieve zero net greenhouse gas emissions from government operations by 2030²⁹.

British Columbia - Provincial Government

Beginning in 2010, the B.C. provincial government and all related public sector organizations (including school districts, post-secondary, health authorities, crown corporations and core B.C. government)³⁰ **were required to and achieved carbon neutrality** per requirements of the Greenhouse Gas Reduction Targets Act³¹ and subsequent Carbon Neutral Government Regulation.³² The scope of emissions covered includes: energy use in buildings, fuel use in fleets (except for public transit), travel-related sources and emissions related to paper use.

The Pacific Carbon Trust³³ is a provincial Crown corporation set up by the British Columbia government to acquire credible **greenhouse gas (GHG) offsets** on its behalf and helped government achieve its target of a carbon-neutral public sector by 2010. Offsets represent emission reductions or removals through projects such as renewable energy generation, energy efficiency initiatives or tree planting (price is \$25 Canadian/metric ton).

British Columbia - Local Governments

*Most B.C. local governments have made the **voluntary but incentivized** commitment to become carbon neutral by 2012; 180 out of 188 municipalities have signed the B.C. Climate Action Charter³⁴ and related commitments. Municipalities that make this commitment have 100% of their carbon taxes refunded in a no-strings-attached grant (see more via in the BC Climate Action Toolkit)³⁵. The scope of the included emissions³⁶ is relatively narrow: key included sources are emissions from energy in buildings and fuel for fleets; excluded sources include courthouses, landfills, staff commuting and travel construction, etc. The general method is to reduce emissions and then offset emissions, using the Pacific Carbon Trust.*

Scientific Background

WHAT IS THE DERIVATION OF THE 2°C/80% EMISSIONS REDUCTION RATIONALE?

The 80% GHG emissions reduction target is based on the consensus developed over the last decade that to avoid the most devastating impacts of climate change, global temperature increases should be limited to no more than ~2°C since the beginning of the 20th century.

The best available science as outlined by the Intergovernmental Panel on Climate Change, and as committed to in the United Nations Copenhagen Accord (2009), as well as by many countries at the Cancun United Nations Framework Convention on Climate Change (2010), indicates that to achieve this goal, concentrations of atmospheric carbon dioxide would need to be stabilized at roughly 450-475 ppm, which would require a global reduction in emissions of roughly 80% by 2050 (different regions have adopted a diversity of targets and baseline years largely consistent with an 80% reduction but that would benefit from consolidation and coordination).

As a part of global GHG emissions, the sources from King County and its cities, local residents, businesses and others are relatively small. However achieving an 80% GHG emissions reduction target would mean that the region would be doing its part and in doing could set an example that might help lead to larger-scale progress.

WHAT ARE THE IMPACTS OF A 2°C WARMING?

Limiting warming to a 2°C global increase will still result in serious impacts as the following examples show:

*Examples of Global Impacts*³⁷

- 400-800% increase in the area burned by wildfire in parts of the western U.S.
- 10-30% reduction in the yields of crops as currently grown
- 10-20% changes in precipitation across many regions
- 6-24% increase in hurricane destructive power
- Rising sea levels and increasingly acidic marine waters

*Examples of Local Impacts*³⁸

- 44% decline in spring snowpack across Washington State
- 14-29% increase in the magnitude (i.e. amount of precipitation) of 24 hour storm events in the Seattle-Tacoma area³⁹
- More extreme river flooding. At a temperature increase of roughly 3°C, the 100-year flood event for the Green River near Auburn could increase in magnitude up to 76% - with a similar range of increased flooding projected for the Snohomish River

HOW MUCH OF WARMING IS “LOCKED IN” FROM RECENT EMISSIONS

The best estimate is that 1,000 gigatonnes (equivalent to 10¹² tonnes or 1,000,000 MMTCO₂e) of human emitted carbon emissions would lead to about a 1.75°C increase in global average temperature.⁴⁰ Cumulative human carbon emissions by 2010 were about 500 gigatonnes. The climate system takes time to come to an energy balance, and it is estimated that equilibrium warming is about twice as large as initial, transient warming. This means that even if atmospheric greenhouse gas concentrations are immediately stabilized, we could expect additional, significant warming as climate system feedbacks occur. For example warming will result in less snow and ice cover, likely leading to additional warming.

Averaged over all land and ocean surfaces, global temperatures have warmed roughly 0.8°C above pre-industrial levels⁴¹ and additional warming of roughly this magnitude would occur even if concentrations were immediately stabilized.

RECENT TRENDS IN GLOBAL GHG EMISSIONS

In May of 2013, CO₂ concentrations as measured at Mauna Loa, Hawaii, reach average daily levels above 400 ppm⁴², a symbolic milestone. This high a concentration has not been measured on Earth in at least three million years. Global carbon-dioxide (CO₂) emissions from

fossil-fuel combustion reached a record annual high of 31.6 gigatonnes (Gt) in 2011, according to preliminary estimates from the International Energy Agency (IEA).⁴³ In 2010, U.S. GHG emissions totaled 6.82 gigatonnes. Over the last few years, U.S. emissions have been about 20% of the global totals. U.S. emissions rose by 3.2% from 2009 to 2010. Since 1990, U.S. GHG have increased by 10.5%⁴⁴.

In King County, GHG emissions from local sources increased 5% between 2003 and 2008 even though per-person emissions decreased slightly during this time – a period of significant economic growth – largely due to reduced driving and an increase in fuel efficiency of vehicles. However, emissions associated with local consumption by residents, governments, and businesses, including from the production of goods, food, and services from outside the County, were more than twice as high as emissions than emissions inside the County’s borders.

More recently, core emissions in King County (emissions from on road transportation, commercial and residential buildings and waste) have continued to rise slightly, increasing 1.3% from 16.4 MMTCO₂e in 2008 to 16.6 MMTCO₂e in 2010, maintaining approximately the same rate of growth as between 2003 and 2008. However, these gains were less than the rate of population growth (2.9%), meaning that core emissions per person continued to decline. Per-person emissions declined from 9.0 MTCO₂e per resident in 2003 to 8.7 MTCO₂e in 2008 (a 0.6% average decline per year) to 8.6 MTCO₂e in 2010 (a 0.8% average decline per year).

ADDITIONAL CONSIDERATIONS

It is important to note that as global emissions have continued to rise, the 80% reduction target may not be enough to avoid a greater than 2°C warming. Further, many in the climate field argue that industrialized countries and affluent regions should reduce emissions by more than 80% since they are most responsible for GHG emissions in the atmosphere now. No consensus has been achieved as it relates to countries’ global reduction responsibilities.

Emissions-reduction goals will continue to evolve based on global GHG emissions trends and as policymakers wrestle with what might be considered an “acceptable level” of climate change impacts to the environment, economy, and human health.

GHG Measurement Framework

At a community level, King County is committed to frequent updates of core emissions as well as more comprehensive periodic GHG emissions inventories. Historically, there have been no widely adopted community level emissions reduction protocols (i.e., standards for how to count GHG emissions and related reduction opportunities).

However, in October 2012 a new ICLEI led community level protocol was published⁴⁵. This protocol is largely consistent with King County’s historic inventories and could be a good model for King County and its cities. *The Climate Registry* also has a strong government operations-focused protocol that is becoming widely adopted.⁴⁶

Solutions Menu

City Policies

In August 2012, the King County-Cities Climate Collaboration sent out 32 emails to city staffers in King County, asked respondents to report on Comprehensive Plan policies related to global warming and climate change. Examples of policies highlighted by various cities are provided:

Carnation, LU6.7: Promote land use decisions that will reduce the production of greenhouse gases by reducing vehicular miles traveled, retaining and expanding tree canopy, and reducing energy use.

Federal Way, TP67: Promote the creation and use of a regional transit system that provides a cost effective alternative mode of travel to the single occupant auto, and assists the region in attaining air quality standards...

Issaquah, Objective L-8: The City shall identify and develop targets, strategies, regulations and policies to limit the community's impact upon climate change such as through development and redevelopment requirements, improved efficiency, carbon sequestration and other climate solutions.

Issaquah, L-8.3: Carbon Footprint Development: The City should complete carbon footprint studies for the community and develop and track progress towards emissions reduction targets.

Kirkland, CAP Communication Goal (2): Encourage residents, businesses and institutions to reduce greenhouse gas emissions and provide tools to help them attain reductions in their daily lives.

Redmond, NE-113c: Include analysis of climate change impacts when conducting environmental review under the State Environmental Policy Act (SEPA).

Redmond, NE-113f: Identify and address the impacts of climate change on the City's hydrological systems.

Renton, EN-48: Actively participate in state and regional efforts to control the atmospheric pollutants responsible for global climate change.

Shoreline, NE37. Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

Shoreline, NE39. Support and implement the Mayor’s Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

Shoreline, NE43. Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

Snoqualmie, 5.G.2.4: Demonstrate applications of energy efficiency and renewable energy use in municipal buildings.

Snoqualmie, 5.G.2.6: Operate and maintain the City’s vehicle fleet to improve fuel efficiency and reduce costs. Consider vehicles that use alternative fuel sources for greater energy efficiency and lower pollution.

Yarrow Point, Greenhouse Gas Emission Reduction Policy: Manage Street Lighting needs by applying lighting standards and using lamps that will assure safe and effective illumination at minim cost and energy use.

Yarrow Point, Greenhouse Gas Emission Reduction Policy: Encourage ride-sharing, vanpooling and the use of flex-time by employees.

An additional resource is the CAPCOA report, *Model Policies for Greenhouse Gases in General Plans*⁴⁷. Although developed for California, many policies are applicable in Washington:

“The report also provides a worksheet for evaluation of policies for local use, including consideration of specific local factors and criteria...(with) links to examples of plans that have incorporated the model policy, or a similar policy, to provide more in-depth understanding of what has been done, under what circumstances, and how.”

CAPCOA Model Policies

The report offers model language in nine major categories:

- GHG reduction planning
- Transportation
- Land use and urban design
- Energy efficiency
- Conservation & open space
- Education
- Waste reduction and diversion
- Municipal Operations
- Alternative energy

Appendix: Example Programs and Projects

Programs and Projects

Common Climate Action Plan Strategies: A selection of strategies commonly found in municipal Climate Action Plans.

Notes: How these strategies worked in other jurisdictions, and the costs or environmental benefits associated with the strategy.

Common Climate Action Plan Actions	Notes
Purchase Green Electricity	Purchasing green power supports the creation of alternative energies, and significantly reduces the carbon footprint of the purchaser. Utility providers like Puget Sound Energy offer a green electricity option through their Green Power Program. It costs an additional \$0.0125 per kWh, or can be purchased in blocks of 160 kWh for \$2. If the City of Redmond were to purchase 100% green energy, this would equate to a 13% increase in the rate it pays for electricity (14million kWh, ~\$175,000). This price can be offset by energy efficiency gains in buildings, street lights, and water delivery. Even purchasing 20% of energy from green power sources would have a significant impact on GHG reductions.
Set aggressive community wide recycling and composting goals	Every 1 ton of waste that is sent to the landfill translates to roughly 2.97 metric tons of CO2 produced. By setting aggressive recycling goals for the city, significant carbon savings can be achieved. If a city with 50,000 residents increased their recycling rate by 1%, it would save 813 tons of CO2 every year, or the equivalent of powering 92 homes for a year. (Using average waste of 3 pounds/person/day)
Encourage and incentivize green building development	The local government can play a role in educating and encouraging developers to build green buildings. Incentives for green buildings can be monetary, like feebates, tax incentives, grants and fee waivers or reductions. A city could encourage green development with non-monetary incentives abbreviated permitting timelines, development bonuses such as increased density or reduced parking, publicity and awards or free technical assistance. These incentives programs can be successfully implemented, even if funding is minimal. Seattle currently has 33 million square feet of LEED certified green buildings, which saves on average 24% energy over the energy code.

<p>Participate in Bike to Work Month</p>	<p>The Puget Sound Bike to Work event started in 1973, with Cascade Bicycle Club taking over and promoting, instead, Bike to Work Day as a commute challenge event. In 2009, 15 City employees from the City of Kirkland participated in the Bike to Work Month Commute Challenge in May, reducing over 1,500 miles of driving. About 1 lb of CO₂e is eliminated for every mile biked according to the Cascade Bicycle Club. Cities can promote the event among municipal employees, among their business community, or in neighborhood and urban centers.</p>
<p>Implement a "Safe Routes" Project that encourages walking and biking around schools.</p>	<p>In 1968, 48% of children between 5 and 14 years old walked or biked to school. Today, that number has dropped to 13%. Preliminary results from Washington SRTS projects show an almost 40 % increase in the number of children walking and bicycling to school. At a school with 100 students, if 18% of the student body walked or biked to school (assuming they live 1 mile from school, 18% is 40% increase over national average), it would save 6,052 pounds of CO₂ a year. Significant reduction in local air pollution, traffic congestion, and GHG emissions would also be achieved.</p>
<p>Purchase fuel efficient, alternative fuel and/or smaller fleet vehicles</p>	<p>If a government agency were to replace the traditional fleet vehicles with a hybrid or electric car, they could achieve economic savings and reduce GHG emissions. Replacing 3 traditional fleet vehicles with 3 hybrid cars would save a government agency \$37,500 over the life of the vehicle, and reduce CO₂ emissions by 102 metric tons (assume 10 years). A hybrid car purchased today would save \$6,250 in fuel costs over a traditional vehicle in 5 years. An electric car, \$8,500. Annual fuel costs would be \$1,050 and \$600 respectively.</p>
<p>Install and encourage the use of green and reflective roofs in development projects.</p>	<p>Green roofs can reduce the heating and cooling cost of a building, reduce the urban heat island effect, and provide carbon sequestration and stormwater treatment. According to EPA, about \$40 billion is spent annually in the US to air condition buildings — one-sixth of all electricity generated in a year. Reflective roof products reduce the annual energy consumption by up to 65%. Green roofs can save between 15 and 45% in annual energy costs. Researchers estimate that a 1,000-square foot green roof is roughly equivalent to the annual emissions of 15 passenger cars.</p>
<p>Pass a Energy Star equipment replacement policy for internal operations</p>	<p>Since 2006 & 2008 the City of Kirkland has replaced its Desktop Personal Computers and CRT (Cathode-Ray Tube) monitors, with ENERGY STAR and LCD monitors respectively. ENERGY STAR PCs use about 15% of the energy of their counterparts, while LCDs use 30% less power than CRTs. The replacement of 453 Personal Computers has net an annual reduction of 22,876 kWh annually, the equivalent of 110 tons of CO₂e.</p>
<p>Maintain healthy urban forests and street trees</p>	<p>1 street tree can reduce up to 48 pounds of CO₂ every year. Urban forest carbon sequestration is only a fraction (4.4 %) of the amount of carbon stored in rural forests. Although this number may seem low, urban trees have a greater per-tree effect on reducing greenhouse gas concentrations than trees in rural forests. This is due to the secondary effects that urban trees have on reducing energy use, by helping reduce the impact of urban heat island. The shade from a single well-placed mature tree reduces annual air conditioning use two to eight % (often in the range of 40-300 kWh)</p>

<p>Encourage or Require large commercial property owners to report on energy consumption</p>	<p>The Energy Benchmarking and Reporting Program in Seattle (Ordinance 123226 and 123993) requires non-residential and multifamily building owners in Seattle to conduct annual energy performance tracking through the U.S. EPA's Portfolio Manager, a free and secure online tool. The program assists implement Washington State Law (RCW 19.27A.170), wherein building owners and operators must disclose benchmarking data and ratings to potential buyers, renters or lenders for buildings greater than ten thousand sq ft. The state law only applies to state and nonresidential buildings. Portland Mayor Sam Adams recently challenged commercial property owners to join in the The Kilowatt Crackdown, a friendly competition to cut energy use, using cost savings and public praise as incentives. The program helps participants benchmark energy use, and learn how to trim energy use while cutting costs.</p>
<p>Construction and demolition recycling program</p>	<p>8,000 pounds of waste are typically thrown into the landfill during the construction of a 2,000 square foot home. In Seattle and King County, construction and demolition debris make up about 30 % of the yearly waste stream at 400,000 tons. King County assumes that a commercial development project with 600 tons of waste could save over \$40,000 by recycling materials instead of paying for their disposal at landfills.</p>
<p>Develop bicycle infrastructure such as cycle tracks, dedicated bicycle lanes, greenways</p>	<p>A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe. Higher levels of bicycle infrastructure are positively and significantly correlated with higher rates of bicycle commuting. Portland, Oregon expanded their bicycle network by 166 miles over 15 years, which correlates with a 5-fold increase in the number of bicyclists. These mode shifts have contributed to a 12.5% reduction in per capita carbon emissions and is estimated to yield carbon savings worth between \$28 and \$70 million annually.</p>
<p>Installation of Energy Efficient Street Lights</p>	<p>Street lighting is often one of the largest items of a local government energy budget. If a city were to replace 100 traditional street lights with 100 LED lights, they would save more than 50% on their energy bill, saving approximately \$6,300 annually in energy costs alone. There are additional savings with reduced maintenance and replacement of LED street lights as they last 5 times as long as the traditional bulb. These bulbs will also reduce carbon emissions associated with lighting by 80%.</p>
<p>District Energy or Combined Heat & Power Developments</p>	<p>District Energy systems provide heating and cooling to a large number of buildings in the "district". This method has a relatively small environmental footprint compared to traditional heating and cooling methods. Municipal governments can support infrastructure development for these systems. Seattle Steam's District Energy system has the capacity to cut their carbon footprint in half (and that of its customers) by reducing CO₂e emissions by about 45,000 tons annually. This is the same as eliminating the CO₂e emissions from the annual energy use of over 3,700 homes.</p>

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- ⁶ King County 2012 Comprehensive Plan: <http://www.kingcounty.gov/property/permits/codes/growth/CompPlan/2012Adopted.aspx>
- ⁷ Greenhouse Gas Emissions in King County: <http://www.kingcounty.gov/environment/climate/climate-change-resources/emissions-inventories.aspx>
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- ¹⁴ City of Seattle, “Carbon Neutral Seattle,” carbonneutral.seattle.gov/, accessed November 7, 2012.
- ¹⁵ Seattle has set diverse preliminary sector targets (adopted by Resolution 31312).
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- ¹⁷ City of Bellevue Resolution 7517, http://www.ci.bellevue.wa.us/Resolutions/Res_7517.pdf
- ¹⁸ Center for Climate and Energy Solutions, “Greenhouse Gas Emissions Targets”, www.pewclimate.org/what_s_being_done/in_the_states/emissionstargets_map.cfm, accessed November 7, 2012.
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Proposed GHG Reduction Policies – Rationale – Supporting Information

Questions? Matt.Kuharic@kingcounty.gov

Climate science

Increasing air temperatures, acidifying marine waters, rising sea levels, decreasing snow pack, and decreasing summertime river flows are local examples of climate change impacts. If we are unable to limit and reduce global greenhouse gas (GHG) emissions, these impacts have the potential to become much more severe, affecting our economy, environment and public health.

There is international scientific consensus that in order to avoid the most devastating impacts of climate change, global temperature should not increase more than 2 degrees Celsius above 1900 temperatures. Globally, this translates to approximately 80% GHG emissions reduction by 2050 (compared to 2007).

Proposed policies are consistent with the goals of many King County cities

Adopted community-level GHG reduction targets

- Shoreline: 25% below 2007 by 2020, 50% by 2030, and 80% by 2050
- Kirkland: 10% below 2005 by 2010, 20% by 2020, and 80% by 2050
- Issaquah: 80% below 2007 by 2050
- Mercer Island: 80% below 2007 by 2050
- Seattle: Carbon neutrality by 2050
- 17 of 39 cities adopted the U.S. Mayor’s Climate Protection Agreement, which included a target to reduce GHG emissions 7% below 1990 levels by 2012

Ambitious but achievable

Technical analysis [presented](#) at the February 13, 2014 Elected Official Working Summit showed us that getting on track to an 80% reduction by 2050 is ambitious but achievable. Subsequent analysis conducted after the Summit has demonstrated that a 50 percent reduction by 2030 is possible with concerted action. There is a menu of strategies – from building standards, to transit-oriented development, to clean fuels – that can be packaged and carried out in phases to get us on track. Federal and state laws such as federal vehicle efficiency standards and Washington State’s Energy Code and Renewable Portfolio Standard will help to make significant progress in reducing emissions; additional local actions are needed to close the gap.

Stair-Stepped Approach

Establishing near term milestones (e.g. 2020 and 2030) helps to track progress toward the long-term target, are useful for current planning horizons, and critical to pushing progress. Proposed GHG milestones for 2020 (25% reduction) and 2030 (50% reduction) follow a near straight line trajectory from the 2007 baseline year to the 2050 target year (overall, slightly less than a ~2% decrease each year from 2007 to 2050 would be

needed). Actual progress may not follow this straight-line and will follow actions to reduce emissions from major sectors like transportation and buildings. As several years have passed since many jurisdictions adopted initial targets, the 2020 milestone is ambitious but can help to drive early actions.

Recent Trends

Across the U.S., diverse factors are helping to stabilize and begin to decrease GHG emissions. Locally, vehicle miles traveled (VMT) have decreased over the last decade, the amount of renewable energy produced is increasing, and buildings are getting more efficient. Building on the most recent King County GHG inventory and information about recent trends, the best estimate for GHG emissions in King County is that emissions are flat or slightly up overall between 2007 and 2014. Population growth is driving current overall trends; per capita core GHG emissions have been on the decline as documented in the latest King County (2010) and City of Seattle (2012) GHG inventories. For the United States as a whole, GHG emissions for 2012 had decreased 10 percent below 2005 levels.

What would it take?

For 2030 and 2050 milestones, technical analysis has indicated that achieving the proposed targets is ambitious but achievable. Concerted action will be needed at federal, state, and local levels, by business, governments, and citizens.

The 2020 milestone is also ambitious, as progress since the 2007 baseline has helped stabilize overall emissions, but significant net reductions have not occurred.

Market trends alone will not drive regional progress towards proposed targets; concerted local action would be necessary. The [King County-Cities Climate Collaboration](#) (K4C) is currently collaborating to develop a package of shared near term actions that would help get our region on track to deep GHG emissions reductions. Discussing a draft of these commitments is the focus of the June 12th (9:00 am-11:00 am) *K4C June Elected Official Climate Summit* on Mercer Island. All King County cities - especially if they have not yet engaged in this work – are invited to participate (RSVP to paige.myers@kingcounty.gov).

Examples of actions that cities and the County will need to partner on to achieve near term milestones include:

- Partner to sustain and expand transit service in King County.
- Lead the way to “net-zero carbon” buildings through innovation in local codes, ordinances, and related partnerships.
- Partner on Transfer of Development Rights initiatives to focus development within the Urban Growth Area, reduce development pressure on rural lands, and protect our most valuable and important resource lands.
- By 2020, achieve a 70% recycling rate countywide.



May 14, 2014
SCA PIC Meeting

Item 9:

Oil Train Safety

Potential Future Action Item

SCA Staff Contact

Lyset Cadena, Senior Policy Analyst, office 206-433-7169, lyset@soundcities.org

RPC Members:

Federal Way Councilmember Dini Duclos (caucus chair); Bellevue Councilmember John Stokes; Woodinville Mayor Bernie Talmas; Kirkland Mayor Amy Walen; Redmond Council President Hank Margeson (alternate); Auburn Councilmember Bill Peloza (alternate).

Potential future action:

To bring the following policy position back for action at the next PIC meeting:

In order to address the dramatic increase in the amount of oil being transported through our region by rail and vessel transport through our bodies of water, the potential impacts on public safety and economic disruption from a possible crude oil spill incident, the Sound Cities Association (SCA) supports asking the Federal Government to implement safety regulations regarding oil transport via rail and urges the Washington State Legislature to adopt legislation promoting rail safety. SCA acknowledges there are measures in place to promote the safety of marine transportation and protect state waters from oil spills, but urges the Federal Government and Washington State Legislature to review those measures due to the increased movement of crude oil. SCA also urges rail companies to share the following information with local communities so they may be fully informed and plan for the risks posed by the transport of oil by rail: types of petroleum being transported; transportation routes; the frequency and duration of transfers of petroleum; and efforts and actions to ensure the safe transport of such commodities. SCA urges the King County Office of Emergency Management to review and update the county's incident response plans to address the risk from increased transport of petroleum by rail.

At the April 2014 meeting of the Regional Policy Committee (RPC), Councilmember Bill Peloza of Auburn requested that the RPC work plan be amended to add an item on oil train safety. He further requested that the Public Issues Committee (PIC) consider adopting a public policy position on this topic. The SCA Caucus of the RPC concurred with this request.

Background

Washington is experiencing a dramatic increase in the amount of oil moving through the state as well as an unprecedented change in the way oil is transported. Crude oil shipments arriving

by tanker to Washington refineries is declining and is being replaced by crude oil shipments by rail from the Bakken formation in North Dakota. The U.S. Department of Transportation Pipeline and Hazardous Materials and Safety Administration has determined that crude oil from the Bakken formation is prone to ignite at a lower temperature compared to oil from elsewhere presenting a serious public safety concern. Recent derailments, spills, and fires such as the derailment in Lac-Megantic, Quebec, and Lynchburg, Virginia, illustrate the potential impacts to public safety and economic disruption that could result from the transport of petroleum by rail.

New technologies have resulted in the development of unprecedented amounts of petroleum products and derivatives. By some estimates, the volume of petroleum and petroleum products moving by rail through Oregon and Washington will increase to 800,000 barrels per day. Emergency response agencies in the dozens of communities along the rail routes to the state's oil refineries, as well as communities on routes to proposed export handling facilities, are seeking information about the shipments to better plan for spills or accidents that may occur in their jurisdictions.

Many cities and towns along rail lines have raised concerns over the risk to public safety, the local economy and the environment. Recent media stories related to the transport of petroleum by rail have continued to raise the alarm about the potential impacts to local communities. These stories include: [March 1 Seattle Times](#); [April 9 Seattle Times](#); [April 19 Seattle Times](#); [April 19 Seattle Times \(maps\)](#); [April 24 New York Times](#); and [April 28 KIRO 7](#). Unfortunately, there is not much local jurisdictions can do to prevent the transport of petroleum by rail. Local jurisdictions can ask for rail companies to share pertinent information that will assist cities and towns plan for the risks as well as ask for state and federal involvement in promoting rail safety.

Local Initiatives

Several local governments (Auburn, Seattle, Spokane, and King County) have adopted resolutions ([Attachments A-C](#)) or are considering motions urging Washington State to adopt legislation promoting rail safety and study rail-related safety preparedness. The resolutions have also asked the Federal government to implement safety regulations and create guidelines for tracking the chemical composition of transported fuels. King County has also asked their Office of Emergency Management, in consultation with local governments, emergency response entities and rail companies, to review and update the county's incident response plans to specifically address the risk from increased transport of petroleum by rail. Similar to King County, the City of Seattle requested the Seattle Fire Department and Seattle Office of Emergency Management to review and, if needed, update the City's incident response plans for the increasing risk resulting from the transport of petroleum by rail. The King County Council Transportation, Economy and Environment Committee will be discussing appropriate emergency management response needs as they relate to the transport of petroleum by rail on May 20th at 9:30 a.m.

State Initiatives

The Washington State Legislature introduced a variety of bills during the 2014 session to address oil transportation, including two comprehensive bills (SB 6262 and HB 2347) that included provisions to:

- Increase communities right to know about the type, quantity and route of travel of oil being transported through impacted areas;
- Add a nickel per-barrel tax to oil being transported by rail, as it is with oil transported through our waters (the revenue from this tax goes into the oil spill preparedness and response programs);
- Establish tug escort requirements on Lower Columbia River and Grays Harbor, and adds penalty for non-compliance;
- Establish penalties for reckless or negligent spills from an oil barge in Puget Sound and Straits, Grays Harbor, or Columbia River (penalty does not apply if two qualified individuals were in tug bridge, one of whom assigned as lookout).

There was also a stand-alone bill to add a nickel per-barrel tax to oil being transported by rail (SB 6567). Legislation was proposed to explicitly include several types of oil and natural gas in the definition of 'oil', in order to resolve uncertainty over whether current oil spill response and preparedness laws extend to tar sands oil from Canada and other kinds of oil such as synthetic crude oil (HB 2440, SB 6243). None of the bills introduced during the 2014 session passed.

The 2014 Supplemental Operating budget did include \$300,000 for the Department of Ecology to conduct a study of oil shipment through the state, including by water. The purpose of the study is to assess public health and safety, and well as environmental impacts associated with oil transport. The study must provide data and analysis of statewide risks, gaps, and options for increasing public safety and improving spill prevention and response readiness. The Department of Ecology must provide an update to the Governor and Legislature by December 1, 2014, and a final report by March 1, 2015.

City of Auburn Councilmember Bill Pelosa is working with the National League of Cities (NLC) to adopt a petroleum transport by rail resolution ([Attachment D](#)).

Attachments

- [City of Auburn resolution no. 5050](#)
- [City of Seattle resolution no. 31504](#)
- [King County resolution 2014-0164](#)
- [NLC Draft Resolution](#)

RESOLUTION NO. 5050

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SEEKING TO PROTECT THE HEALTH, SAFETY, AND ECONOMIC WELL - BEING OF LOCAL CITIZENS AND AUBURN'S DRINKING WATER SUPPLY AND NATURAL RESOURCES FROM THE POTENTIAL IMPACT OF INCREASED CRUDE OIL RAIL TRAFFIC PASSING THROUGH THE CITY OF AUBURN

WHEREAS, the City Council of the City of Auburn, Washington is committed to the protection of its citizens, as well as the natural resources on which the City depends; and

WHEREAS, rail infrastructure in Western Washington runs through and across property on which the City depends for its source of drinking water; and

WHEREAS, the City Council is concerned about the potential impacts on public safety and economic disruption from a possible derailment and spill of crude oil as trains run through Auburn and the surrounding area; and

WHEREAS, the Federal Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a major safety alert on January 2, 2014, declaring that oil obtained in the Bakken Shale is more explosive; and

WHEREAS, on July 6, 2013, a train carrying crude oil derailed in Lac Megantic, Quebec killing over 40 people, destroying thirty buildings, and requiring the evacuation of over 1,000 people; and

WHEREAS, on December 30, 2013 a train carrying crude oil derailed in Casselton, North Dakota causing violent explosions and a hazardous plume of smoke; and

**Resolution No. 5050
April 1, 2014
Page 1**

WHEREAS, On January 7, 2014 a train carrying crude oil derailed in New Brunswick; and

WHEREAS, on December 24, 1991 a train derailed dropping a freight car 80 feet onto an interstate highway just west of downtown Spokane, Washington, above Latah Creek; and

WHEREAS, State of Washington and King County officials are starting to review three new oil-terminal projects that could bring millions of gallons of crude oil a day through the state, the largest of which is proposed to be at the Port of Vancouver and could handle as much as 380,000 barrels of crude oil per day.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

1. The Auburn City Council strongly requests the potential impacts to Auburn's public safety, water resources, environment, economy, and traffic be studied by the agencies conducting all environmental reviews and request that Auburn be included in any environmental impact statements pertaining to any project that may cause increase in associated oil rail traffic travelling through Auburn.

2. The Auburn City Council supports the creation of clear Federal guidelines for tracking the chemical composition of transported fuels so that local governments, citizens and first responders can better understand and plan for the risks associated with the specific type of fuel flowing through or to their communities.

3. The Auburn City Council requests that the Federal Government immediately implement safety regulations regarding older tank cars, train speeds, and other identified hazards associated with flammable crude oil.

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April 1, 2014
Page 2**

4. The Auburn City Council urges the Washington State Legislature to adopt legislation promoting rail safety especially along transportation routes used in the transport of oil; and calls for the Washington State to coordinate state/governmental agencies to study rail-related safety preparedness and capacity to respond to an accident involving railcars transporting oil.

5. The Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including reviewing and commenting on the public emergency response and evacuation plans in the case of a derailment of an oil train.

6. This Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this 7th day of April, 2014.

CITY OF AUBURN

Nancy Backus
NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid
Daniel B. Heid, City Attorney

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April 1, 2014
Page 3

Meg Moorehead
LEG oil train RES
March 4, 2014
Version 2

CITY OF SEATTLE
RESOLUTION 31504

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A RESOLUTION related to petroleum transport by rail through Seattle and the State of Washington; urging adoption of state legislation and federal regulations; state assessment of risks; railroad company restriction of petroleum transport through Seattle; and update of City incident response plans to address the potential safety, environmental, and economic impacts of petroleum transport by rail.

WHEREAS, new technologies have resulted in the development of unprecedented amounts of both domestic and foreign oil, natural gas, tar sands, bitumen, and other petroleum products and derivatives, which will significantly increase the volume of petroleum and petroleum products moving by rail through Oregon and Washington from the first dedicated train in 2012 to a possible volume of nearly 800,000 barrels per day, if all proposed projects are built; and

WHEREAS, the volume of petroleum-by-rail moving through Seattle is expected to triple to over one million barrels per week; and

WHEREAS, the primary source of the petroleum anticipated to be transported by rail through Seattle is from the Bakken formation, which the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration has determined may be more flammable than traditional heavy crude oil; and

WHEREAS, the rail lines that will carry this petroleum run through and by Seattle's neighborhoods, parks, business and industrial areas, sporting arenas and stadiums, and along our waterfront, creeks, and other natural areas; and

WHEREAS, rail traffic also moves beneath downtown Seattle in an underground tunnel with no fire protection systems and limited emergency egress or ventilation; and

WHEREAS, recent derailments, spills, and fires, such as the recent derailment and explosion in Casselton, North Dakota, illustrate the potential catastrophic impacts which could occur to our community and environment from the transport of petroleum by rail; and

WHEREAS, the transport of large volumes of fossil fuels such as petroleum is not compatible with the City of Seattle's role as a regional and national leader in addressing climate change or with the City's established goal of being carbon neutral by 2050; and

Meg Moorehead
LEG oil train RES
March 4, 2014
Version 2

1 WHEREAS, the City of Seattle is deeply concerned about the threat to life, safety and the
2 environment of potential spills and fires from the transport of petroleum by rail; NOW
THEREFORE,

3 BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR
4 CONCURRING, THAT:

5
6 **Section 1.** The City of Seattle strongly urges Washington State to adopt legislation
7 requiring disclosure of the volumes, types of petroleum, petroleum products, and petroleum
8 derivatives; transportation routes; and the frequency and duration of transfers of petroleum, so
9 that the state and local communities can be fully informed of and plan for the risks posed by the
10 transport of petroleum by rail.

11
12 **Section 2.** The City of Seattle strongly urges the U.S. Department of Transportation
13 (DOT) to increase federal tank car design and operation regulations for petroleum product
14 shipments and aggressively phase out older-model tank cars used to move flammable liquids that
15 are not retrofitted to meet new federal requirements.

16
17 **Section 3.** The City of Seattle strongly urges the Washington Department of Ecology and
18 the Military Department Emergency Management Division, in collaboration with the
19 Washington Department of Fish and Wildlife, the Coast Guard and local government emergency
20 response entities, to assess the impact to public safety, the environment, the economy, and traffic
21 of petroleum transport by rail through Seattle and the State of Washington.

22
23 **Section 4.** The City of Seattle requests that the Governor of Washington, the Washington
24 Department of Ecology, the Washington State Energy Facility Site Evaluation Council, and any
25

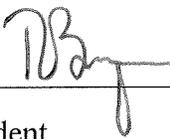
Meg Moorehead
LEG oil train RES
March 4, 2014
Version 2

1 other relevant state agencies refrain from permitting projects that would expand the capacity for
2 petroleum export out of the state or otherwise increase the number of trains carrying petroleum
3 through Seattle and other Washington communities until the cumulative environmental and
4 safety impacts of these projects are studied and addressed.

5
6 **Section 5.** The City of Seattle requests that any railroad company that operates rail lines
7 adjacent to Seattle’s sporting arenas, stadiums, and beneath the City in underground tunnels
8 consider restrictions on the shipment of petroleum products along those routes until adequate
9 study by relevant state, local, and federal government agencies have determined that the
10 transport of petroleum by rail meets established public safety and environmental protection
11 standards.

12
13 **Section 6.** The City Council requests that the Seattle Fire Department and Seattle Office
14 of Emergency Management to review and, if needed, update the City’s incident response plans
15 for the increasing risk imposed by the transport of petroleum by rail with a report back to the
16 relevant committees of the City Council by June 20, 2014.

17
18 Adopted by the City Council the 10th day of March, 2014, and
19 signed by me in open session in authentication of its adoption this 10th day
20 of March, 2014.

21 
22 _____
23 President _____ of the City Council

24 THE MAYOR CONCURRING:
25
26

Meg Moorehead
LEG oil train RES
March 4, 2014
Version 2

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Edward B. Murray, Mayor

Filed by me this 19th day of March, 2014.



Monica Martinez Simmons, City Clerk

(Seal)



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Legislation Text

File #: 2014-0164, **Version:** 1

Clerk 04/21/2014

A MOTION related to: petroleum transport by rail through King County; an updated incident response plan to specifically address the risk from increased transport of Bakken formation petroleum transport by rail; and railroad company partnership to identify and mitigate risks, and to jointly plan and train for an emergency response.

WHEREAS, the region's railway network is fundamental to King County's manufacturing and shipping economy, and is an environmentally responsible method of moving passengers and freight, and

WHEREAS, new technologies have resulted in the production of historic amounts of domestic and foreign petroleum, which will significantly increase the volume of petroleum and petroleum products moving by rail through Washington, and

WHEREAS, the state of Washington is a destination for petroleum produced in western states, due to its refining capacity and proximity to shipping infrastructure, and

WHEREAS, the volume of petroleum-by-rail moving through King County to petroleum refineries in northwestern Washington is expected to triple to over one million barrels per week, and

WHEREAS, the primary source of the petroleum anticipated to be transported by rail through King County is from the Bakken formation, which the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration has warned is more explosive than traditional crude oil, and

WHEREAS, rail companies operating in Washington state are committed to the safe transport of commodities and freight, and according to the Federal Railroad Administration in 2013 had one of their safest

File #: 2014-0164, **Version:** 1

operating years in history despite growing volume of cargo, and

WHEREAS, the rail lines that carry petroleum run through King County's rural and urban cities, our neighborhoods and parks, business and industrial areas, near schools, sporting arenas and stadiums, through our mountain passes, atop our watersheds and along our waterfront, rivers and other natural areas, and

WHEREAS, rail traffic also moves beneath downtown Seattle in an underground tunnel with no fire protection systems and limited emergency egress or ventilation, and

WHEREAS, as illustrated by the 2013 derailment of an oil carrying train in Quebec and other communities, derailments, spills and fires can have catastrophic impacts on communities, their residents and the environment, and

WHEREAS, rail companies operating in Washington state have demonstrated a willingness and desire to partner with local governments and emergency response agencies to prepare for any possible emergency, and

WHEREAS, King County is concerned about the threat to life, safety, our regional economy and the environment from potential spills and fires resulting from the transport of petroleum by rail and the need to plan and prepare for a potential emergency; and

WHEREAS, the current Comprehensive Emergency Management Plan does not specifically address the unique risks associated with rail transport of petroleum products, including Bakken formation crude;

NOW THEREFORE, BE IT MOVED by the Council of King County:

A. The council requests that the office of emergency management, in consultation with local governments, emergency response entities and rail companies operating in the state of Washington, review and update the county's incident response plans to specifically address the risk from increased transport of petroleum by rail, as soon as is practicable, but in no event, later than September 30, 2014.

B. The council further requests that the office of emergency management explore coordinating and conducting multijurisdiction emergency preparedness training activities in conjunction with the Washington state Department of Ecology, the Washington Military Department Emergency Management Division, the

File #: 2014-0164, **Version:** 1

Washington Department of Fish and Wildlife, the United States Coast Guard, local governments, emergency response entities and rail companies operating in the state of Washington.

C. The council strongly urges rail companies operating in the state of Washington to share with emergency management agencies and first responders the following, so that the state and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail: types of petroleum, petroleum products and petroleum derivatives; transportation routes; the frequency and duration of transfers of petroleum; and efforts and actions to ensure the safe transport of such commodities.

1 **DRAFT**

2 **NLC RESOLUTION # _____**

3
4 **PROTECTION OF HEALTH AND SAFETY, WATER SUPPLIES AND NATURAL**
5 **RESOURCES FROM IMPACTS OF CRUDE OIL TRAFFIC**

6
7 **[Steering Committee Recommendation: _____]**

8
9 **WHEREAS**, new technologies have resulted in the development of unprecedented amounts of
10 both domestic and foreign oil, natural gas, tar sands, bitumen, and other petroleum products and
11 derivatives, which, in turn is expected to significantly increase the volume of petroleum across
12 the nation by land and water bodies; and

13
14 **WHEREAS**, the primary source of much of the increase of petroleum anticipated to be
15 transported by rail across the Nation is from the Bakken formation, which the U.S. Department
16 of Transportation Pipeline and Hazardous Materials Safety Administration has determined may
17 be more flammable than traditional heavy crude oil; and

18
19 **WHEREAS**, in many instances, the rail lines that will carry this petroleum run through and by
20 city neighborhoods, parks, business and industrial areas, and along waterfronts, creeks, and other
21 natural areas; and

22
23 **WHEREAS**, citizens and city councils are concerned about the potential impacts on public
24 safety, and drinking water supplies, and resulting economic disruptions, from possible
25 derailments and spills of crude oil as trains run through their communities and surrounding areas;
26 and

27
28 **WHEREAS**, crude oil is being transported by barge and tanker vessels on U.S. waterways
29 increasing environmental oil spill risks, such as the Exxon Valdez tragedy; and

30
31 **WHEREAS**, there have been a number of significant rail accidents involving the spill of crude
32 oil causing tragic impacts on the affected communities, including instances such as a train
33 carrying crude oil that derailed in Lac Megantic on Quebec July 6, 2013; a train carrying crude
34 oil that derailed on December 30, 2013, in Casselton, North Dakota causing violent explosions
35 and a hazardous plume of smoke; and a train carrying crude oil that derailed in New Brunswick
36 on January 7, 2014; and

37
38 **WHEREAS**, the National Transportation Safety Board recommended in 2009 that all new and
39 existing tank cars in crude oil and ethanol service be equipped with additional safety design
40 features, including an enhanced puncture resistant system, top fittings protection and bottom
41 outlet valves that remain closed during accidents; and

42
43 **WHEREAS**, the U.S. Senate recently held the first congressional hearing focused solely on the
44 safety of transporting crude oil by rail, prompted by recent oil-train accidents.

45
46 **NOW, THEREFORE, BE IT RESOLVED** that the National League of Cities urges Congress
47 and the administration to create clear federal guidelines for tracking chemical composition of
48 transported fuels so that local governments, citizens and first responders can better understand

49 and plan for the risks associated with the specific types of fuel flowing through their
50 communities.

51

52 **BE IT FURTHER RESOLVED** that the National League of cities urges the federal
53 government to develop and implement new regulations increasing federal tank car design and
54 operation requirements, and the phase-out of older-model tank cars used to move petroleum and
55 other flammable and hazardous materials.



May 14, 2014
SCA PIC Meeting

Item 10:
King Conservation District Program of Work
Discussion Item

SCA Staff Contact

Deanna Dawson, SCA Executive Director, Deanna@soundcities.org, (206) 433-7170

King Conservation District Advisory Committee Members:

Carnation Mayor Jim Berger (caucus chair); Tukwila Councilmember Kate Kruller (caucus vice chair); Shoreline Deputy Mayor Chris Eggen; Redmond Councilmember Hank Myers (alternate); Issaquah Councilmember Mary Lou Pauly (alternate); Lake Forest Park Mayor Mary Jane Goss (alternate).

The King Conservation District (KCD) Advisory Committee has been working throughout 2014 to develop a Program of Work for the KCD. The SCA Caucus of the KCD Advisory Committee is seeking feedback from the PIC on the programs contained in the preliminary scoping document they have developed. The comments and feedback from PIC will be incorporated into a draft Program of Work, which will then be brought back to the PIC for review, and possible adoption of a public policy position.

The King Conservation District Preliminary Scoping Document for the 2015 Program of Work ([Attachment A](#)) is brought before the PIC to seek feedback from SCA member jurisdictions. The programs contained in this document were developed by KCD staff based on guidance from the KCD Advisory Committee, and based on the work of the KCD Conservation Task Force and Conservation Panel. The SCA Caucus of the KCD Advisory Committee is enthusiastic about the programs contained therein. They seek guidance on whether other member cities share their enthusiasm for this expanded program of work for the KCD.

Background

The KCD is an independent public agency established in 1949 by the Washington Conservation Commission under chapter 89.08 RCW to assist landowners to protect and enhance natural resources. The District serves 35 jurisdictions (34 cities and King County). The cities of Enumclaw, Federal Way, Milton, Pacific, and Skykomish are not included in the District's service area.

Some history on the KCD can be found in a 2012 SCA staff memo ([Attachment B](#)). To briefly summarize the relevant background, funding for the King Conservation District was previously funded by a special assessment of \$10 per parcel. Historically, pursuant to interlocal agreements (ILAs) between King County and the KCD, approximately half of the funds raised through the KCD assessment had gone to funding the Water Resource Inventory Areas (WRIAs).

Additionally, there was a set aside for the “Member Jurisdiction Grant Program,” under which each jurisdiction in the KCD was to receive grant funds on the basis of the number of parcels assessed within that jurisdiction. In 2010 and 2011, taxpayers brought suit in King and Pierce Counties, challenging the validity of the assessment charged by the KCD. Due to uncertainty about whether the KCD’s assessment would be upheld by the courts, a decision was made to hold KCD funds in escrow until the legal matters were resolved. In order to ensure that the important work of the WRIAs was not disrupted, the King County Flood Control District stepped in and provided funding in 2012 to the WRIAs. The lawsuit was resolved by settlement, and a new state statute was enacted in the 2012 legislative session which establishes an alternative “rates and charges” system as an alternative to the assessment approach. (See [Attachments C and D](#), explaining the new rates and charges methodology.)

Once the lawsuit was resolved, there was a question about how the WRIAs should be funded moving forward. There were also questions about the jurisdictional grant program, and the role of cities on the KCD advisory committee. Following extensive discussion and recommendation by the PIC, in August 2012 the Board of SCA adopted the following public policy position:

King Conservation District (KCD)

- 1) SCA recognizes the value of the King Conservation District (KCD), and supports continued funding of the KCD, if:
- 2) SCA supports the continuation of WRIA funding through the KCD in 2013, and the future;
- 3) Given the current economic climate and the heavy tax burdens on property owners in our communities, SCA supports a revenue neutral direction for the KCD at this time. Should future funding for programs currently funded through KCD come through an alternative source, SCA would support a proportional decrease in revenues collected by KCD. For example, if the King County Flood Control District were to fund the WRIAs in the future, SCA would support a corresponding decrease in revenue collection for the KCD;
- 4) SCA supports continued funding of the KCD Jurisdictional Grant Program. The current processes for grant application and compliance may place unduly onerous burdens on cities. SCA supports reducing these administrative burdens in order to maximize the value of grants to cities;
- 5) SCA supports the creation of a formal advisory committee to provide direction to the KCD in the future. Such a body would ensure that KCD expenditures provide value to taxpayers throughout the County- from rural, urban, and suburban communities alike. Representation on this advisory committee should include proportional representation from elected officials in the Suburban Cities. *(August 15, 2012)*

In the end, the King County Council did decide to permanently shift funding for the WRIAs from the KCD to the Flood Control District. But the County Council did honor the request of SCA members with regards to the remaining items.

In response to bullet point 3, the funding level for the KCD was correspondingly reduced in response to the shift of funding to the WRIAs to the Flood Control District. (KCD receives

funding from two primary sources, Rates & Charges and Grants. Rates and Charges are collected using a per parcel mechanism from each tax parcel in the District at a level of approximately \$5.14 per parcel. The statutory cap per parcel is \$10.)

In response to bullet point 4, the jurisdictional grant program has continued at the same funding level, and the KCD has been working with SCA and the KCD Advisory Committee to make the grant process more transparent and better suited to the needs of cities.

In response to bullet point 5, the KCD Advisory Committee was launched in 2014. This newly formed Advisory Committee is the result of a lengthy stakeholder process. (See [Attachment E](#), Conservation Task Force and Conservation Panel Outcomes.) In 2013, the King County Executive and King Conservation District Board of Supervisors signed a memorandum of understanding to establish a multi-jurisdictional stakeholder Task Force to evaluate strategies for achieving local conservation goals. Specific objectives included:

- Investigate the availability of conservation and natural resource programs and services in King County;
- Identify the needs within the county as a region, both met and unmet for such services and programs; and
- Identify the actual and prospective sources of funding to meet such needs.

The process was structured with two working groups—a King County/King Conservation District Task Force composed of jurisdictions’ senior policy staff and rural representatives, and a separate Conservation Panel of elected officials. Both of these groups had heavy representation from SCA member cities.

From April 8 through October 23, 2013, the Conservation Panel met four times and the Task Force met eight times. In addition, a Grants Subcommittee met twice to develop a streamlined jurisdictional grant application and process recommendations. During the course of the meetings the Conservation Panel and Task Force met all of the objectives listed in their charter and reached consensus on a set of policy and program recommendations for consideration by the KCD Board of Supervisors and the King County Executive and Council.

The Conservation Panel and Task Force submitted their final recommendations on December 31, 2013. The participants recommended exploring programs that would address current unmet conservation needs in King County. The programs recommended fell into the following categories:

- Rural Small Lot Forestry and Urban Tree Canopy Enhancement;
- Regional Food System and Sustainable Agriculture;
- Rural Farm Plans, Technical Assistance, and Regulatory Support;
- Urban Farm Plans, Technical Assistance and Regulatory Support;
- Shoreline and Riparian Education and Technical Assistance;
- Expanded Landowner Incentive Program (LIP).

Following up on this work, the KCD Advisory Committee has been working closely with KCD staff to develop a program of work that is responsive to the needs of landowners in rural, suburban, and urban areas of King County. The SCA Caucus of the KCD Advisory Committee is now seeking feedback from the PIC on the various program areas that they have identified as high priorities.

At the May 14, 2014 PIC meeting, SCA member cities are encouraged to give feedback to the Advisory Committee on which, if any, programs member cities think would be valuable to their communities. Details on the possible areas for program expansion, as well as costs associated with each, are detailed in [Attachment A](#).

Next Steps

The Advisory Committee and KCD staff will take the feedback from the PIC, as well as feedback from other stakeholders, and make a recommendation to the KCD Board of Supervisors, who will in turn use this feedback to develop a draft work program. The final program of work and budget for the KCD must be presented to the King County Council no later than August 1, 2014. The Council may choose to adopt a one year, or multi-year Interlocal Agreement (ILA) and budget for the KCD.

The work leading up to this will proceed according to the following time table:

- May 14, 2014: Preliminary Discussion at PIC
- May 21, 2014: KCD Advisory Committee Exec Committee Meeting to review stakeholder feedback and revise plan of work
- May 28, 2014: KCD Advisory Committee Meeting to discuss scope of work, make recommendations on Work Program to KCD Board of Directors
- June 9, 2014: KCD Board of Directors Meeting and Public Hearing re DRAFT Work Program
- June 11, 2014: PIC review of DRAFT Work Program, possible initial consideration of public policy position
- June 18, 2014: KCD Advisory Committee, opportunity for committee to recommend changes to draft based on feedback from PIC and other stakeholders
- July 9, 2014: PIC meeting, possible recommendation of public policy position in support of or opposed to KCD Work Program and recommended Rates and Charges
- July 14, 2014: KCD Board of Directors Meeting
- July 16, 2014: SCA Board Meeting, possible adoption of public policy position
- July 23, 2014: KCD Advisory Committee Meeting, final recommendation to KCD Board re Work Program, Rates and Charges
- July 28, 2014: KCD Board of Directors Meeting, Adoption of Work Program
- August 1, 2014: KCD Work Program submittal due to King County

Attachments

- A. [KCD DRAFT Preliminary Scoping Document for 2015 Program of Work](#)
- B. [August 12, 2012 SCA Staff Memo re KCD](#)
- C. [May 6, 2014 Email from Steve DiJulio re Taxes Fees Assessments](#)
- D. [Chart re Taxes, Fees, Rates, Charges](#)
- E. [Conservation Task Force and Conservation Panel Outcomes](#)

King Conservation District Preliminary Scoping Document Program of Work 2015

Background

The King Conservation District (KCD) is a natural resource conservation organization charged with improving and protecting community sustainability by engaging private landowners to take special care of their land. Like conservation districts across the United States, KCD's formula is a simple one: Funds are collected from all property owners within the boundary of the District and in turn, KCD implements or funds activities that will benefit the people who live in the District. These activities span a broad spectrum of programs and services, but share the common goal of increasing the resilience of our region's natural resources and working lands in the face of population growth, urbanization, and increased pressure from development

The mandate of conservation districts is to encourage and support land owners and managers to take steps to protect and enhance the health of the natural resources important to *their* communities. Conservation districts in Northeastern Washington, for example, serve a distinctly rural and agricultural clientele. Soil health, water conservation, and livestock management rank among the top priorities facing land managers in those districts. Each conservation district, however, is charged with responding uniquely and effectively to the challenges faced by its own community.

KCD is tasked with one of the most interesting, challenging, complex, and multi-faceted opportunities facing any conservation district: To work with landowners in the rural landscape of unincorporated King County and in the backyards, easements, parks, and open spaces that dot the urban landscapes of the 34 cities we are proud to call our partners. In short, KCD works with landowners to improve soil, water, and habitat conditions wherever it's needed.

Serving such an urban landscape positions KCD to help leverage limited resources for effective regional impact at a time when the financial resources for conservation are dwindling instead of increasing. Now more than ever, collaboration and coordination across agencies, programs, and individuals is needed to ensure that our region's natural resources are resilient and healthy enough to support our growing population.

Overview

Throughout the second and third quarters of 2013, KCD co-convened with King County a roundtable of local elected officials, senior staff, and rural landowners to examine the natural resource challenges facing our region and the ways in which the conservation approach could best support our one-of-a-kind regional mix of stakeholder needs and challenges. Named the *King Conversation District and King County Conservation Panel and Task Force*, the roundtable developed into a uniquely collaborative and productive process, ultimately resulting in a set of recommendations aimed at resolving historical concerns about KCD's operations and exploring new or expanded programs KCD's partners believed would have broad and effective impact on the neighborhoods and communities that fund and use the King Conservation District.

Overall, the recommendations focus on two themes:

- 1. Protect and enhance the local food economy through both infrastructure development and direct assistance , as well as protecting the rural and working lands**
- 2. Recognize the tapestry of natural resources that exist within urban boundaries and how it meshes and overlaps with the whole and identify how KCD programs can best support natural resource stewardship across the county by strengthening KCD's capacity to support natural resource stewardship across that tapestry**

All participants of the roundtable emphatically agreed that local food and healthy rural working lands directly contribute to the quality of life in their communities and that every community in the District deserves the opportunity to expand access to both healthy local food and natural resources like trees to all their residents. Building upon the recommendations of the roundtable, KCD is working with its Advisory Committee and ad hoc focus groups of elected officials and other interested parties to develop a more refined response to the recommendations and begin building proposals that would address the highest priorities of its partners and constituents.

Components of a *Preliminary Scoping Document* have been developed by KCD staff with the guidance of KCD's Advisory Committee. It is hoped that the draft *Preliminary Scoping Document* captures the direction of the Conservation Panel/Task Force and moves the dialogue forward toward a final scoping document to be forwarded by the Advisory Committee to the KCD Board and implementation of priority Opportunities. (See attached *Opportunities* white papers developed by the 2013 Conservation Panel and Task Force).

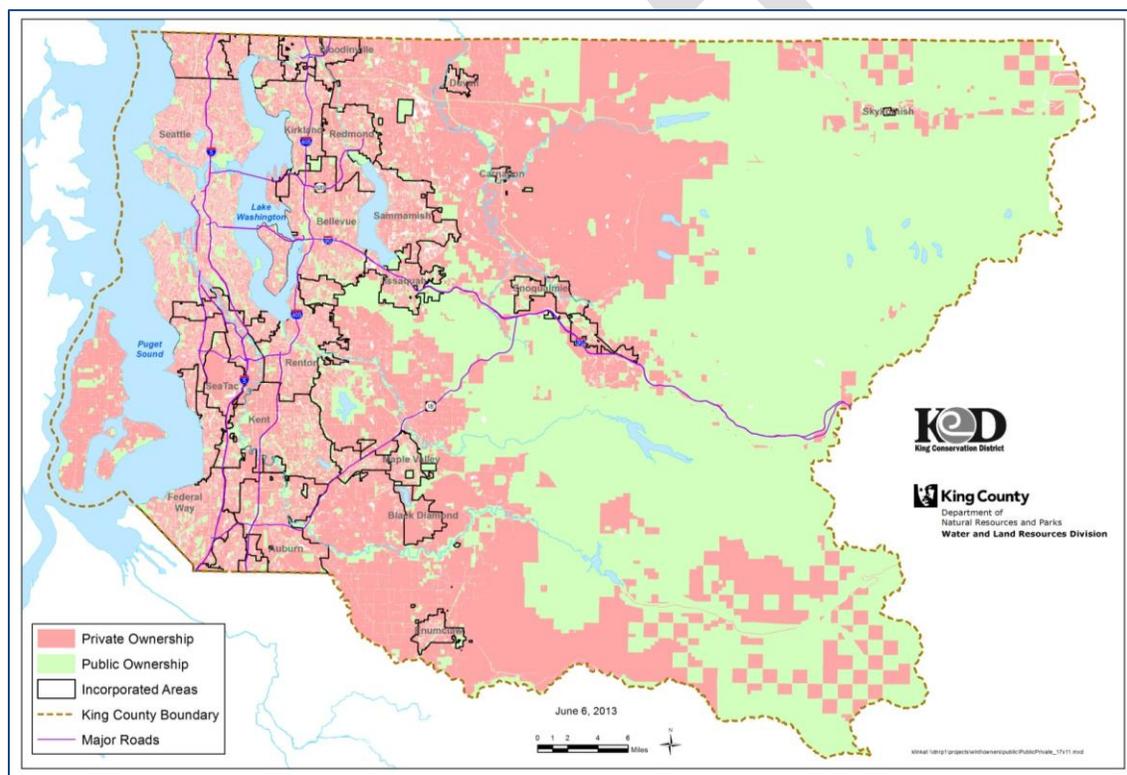
Overview of Current Programs

How We Work

The King Conservation District takes an incentive-based approach to stewardship. We provide landowners with technical assistance and incentives to adopt resource conservation practices through a three-pronged approach:

- Education
- Site-specific technical assistance
- Financial incentives/ cost-share

Private Lands in King County



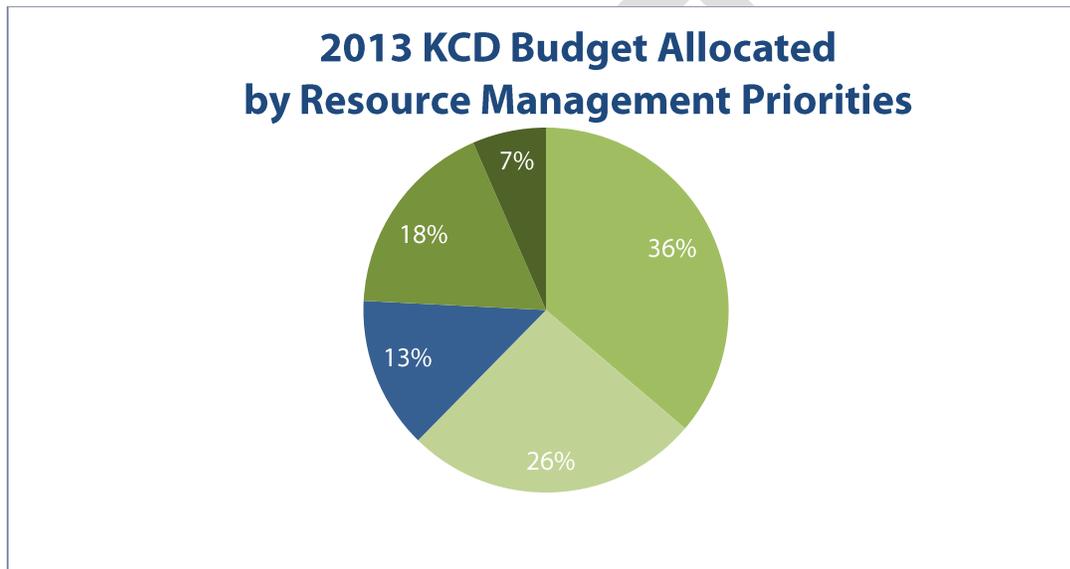
There are more than 300,000 parcels in private ownership in King County. The Conservation District's mission is to partner with private citizens to engage in incentive-based programs that complement regulatory principles.

This section provides a snapshot of the King Conservation District's current resource management priorities and program of work and a 10-year scorecard with a summary of programs and services.

Resource Management Priorities

The King Conservation District’s programs and services are organized by the following Resource Management Priorities:

- *Aquatic Habitat (Freshwater & Marine)*
- *Water Quality and Quantity*
- *Forest Health Management & Upland Habitat*
- *Agricultural Lands*
- *Economic Viability of Working Lands*



Aquatic Habitat	36%	\$ 1,376,391
Water Quality & Quantity	26%	\$ 992,152
Forest /Upland Habitat	13%	\$ 511,203
Agricultural Lands	18%	\$ 671,039
Viability of Working Lands	7%	\$ 248,066
		\$ 3,798,851

Ten Year Report Card 2003-2012

Planning and Technical Assistance (including shorelines)	
Number of resource management plans & technical assistance services	1,636
Acres covered by resource management plans and technical assistance	18,469
Practices implemented	3,283
Farmland acreage served with a Conservation Plan	1 In 5 acres

Grant Implementation	
Total grants awarded	561
Total grant funds awarded	\$35,311,405
Dollars leveraged with grant funds (estimated)	\$127,451,896
Dollars cities leverage for each KCD Grant dollar	\$3.60

Education	
Farm tours, classes, workshops	361

Project Implementation	
Dollars leveraged in association with landowner implementation of conservation practices	\$1,926,569
Dollars leveraged by landowners for each dollar of financial assistance for water quality practices	\$2.78
Miles of shoreline enhanced (fresh and marine)	18
Acres of shoreline enhanced (fresh and marine)	196
Percent of shoreline properties receiving direct buffer project assistance.	1.7% fresh 6.4% marine
Percent of District cooperators with aquatic areas helped to install buffers	90%
Number of native plants installed	523,327

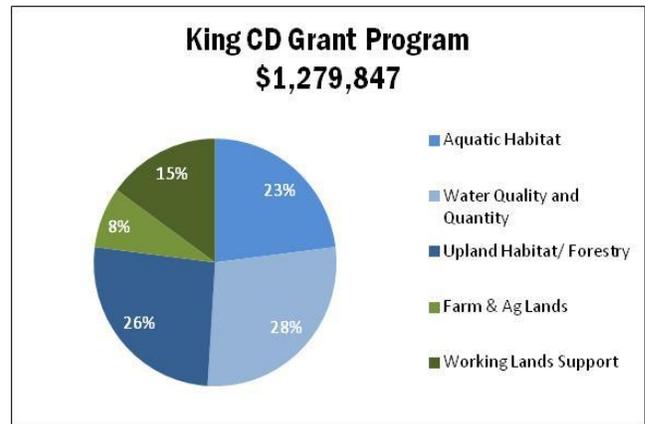
Volunteer / Community Building*	
KCD Volunteers	5,651
Attendance @ tours, classes, workshops	5,077
KCD Volunteer hours	20,610
Dollars leveraged in association with volunteer labor	\$311,664

**These statistics apply to KCD volunteers and do include volunteers, hours, and financial value of volunteers used in member jurisdiction grant projects as the District has not historically requested this information from cities.*

Member Jurisdiction Funding for Natural Resource Stewardship

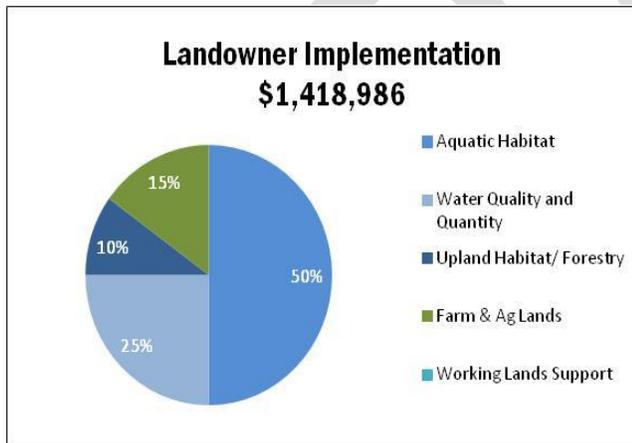
The King Conservation District assists member jurisdictions with meeting their resource conservation goals by offering grants to enhance natural resources, provide education and outreach, and build capacity for project implementation.

Projects funded through the grants program reflect the District’s resource management priorities. Examples of recent grants include:



- City of Renton knotweed removal project (partnering with the Friends of the Cedar River Watershed to target weed removal efforts on both public and private lands).
- King Conservation District/Seattle Community Partnership Grant Program, providing funding for projects implemented by both city agencies and nonprofit organizations. A total of 31 applications are currently being reviewed for 2013 funding.
- The City of Bellevue’s storm drain stenciling program is working with citizen volunteers to help neighbors take responsibility for the health of city creeks and ultimately Puget Sound.

Landowner Implementation

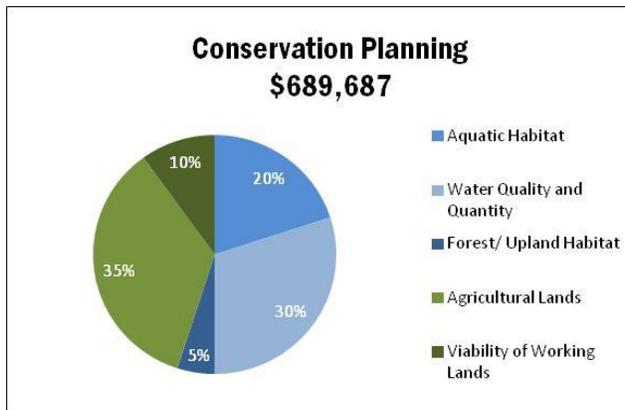


The King Conservation District’s Landowner Incentive Program provides landowners with financial incentives to support implementation of conservation practices. Landowner expenses associated with pre-approved conservation practices are matched with KCD funding at a ratio of 50% to 90% of the total cost of projects.

Conservation practices eligible for funding include:

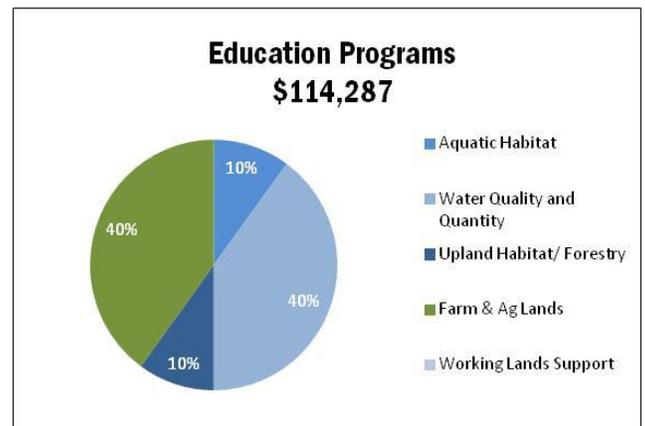
- Aquatic Area Buffer Plantings
- Bulkhead Removal
- Buffer Fencing
- Forest Health Management
- Livestock Heavy Use Protection Areas
- Pasture & Hay Planting
- Roof Runoff Structures
- Stream Crossings
- Subsurface Drains
- Upland Wildlife Habitat Management
- Livestock Waste Storage Facilities

Resource Planning & Conservation Education for Private Landowners

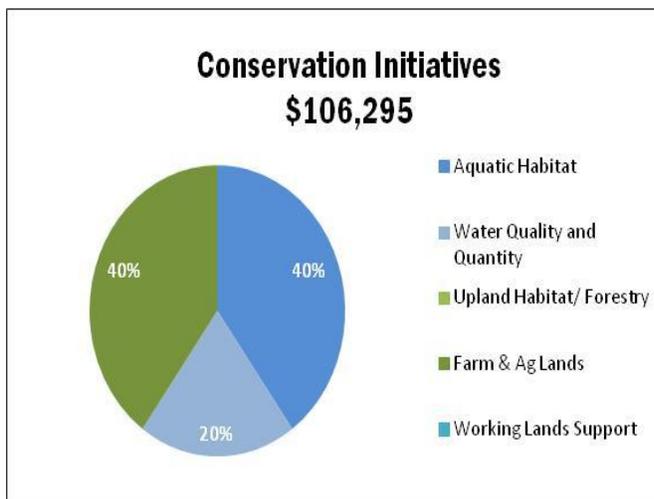


The District provides site-specific, whole property natural resource conservation plans for crop and dairy farms and for horse and livestock owners, with particular focus on livestock impacts on water quality and overall streamside habitat improvement.

In addition to individual property focus, the District sponsors action-oriented workshops, classes, and farm tours, targeting both youth and adults, focused on planning and implementing resource conservation.



Strategic Conservation Initiatives



The King Conservation District's programs are based on the latest research and national standards established by USDA Natural Resources Conservation Service, as adapted to local needs and regulations. The District works closely with local, state and federal agencies and educational institutions to address complex and challenging issues related to soils, wetlands, and habitat preservation. Each year the District budgets for research on issues that impact land owners and land managers in King County.

2015 Program Focus Areas – recommended by the 2013 Conservation Panel/Task Force

After reviewing existing natural resource conservation programs and services in the region and identifying gaps that affect landowners and communities within the District, the Conservation Panel/Task Force recommended six priority areas in which they believed the King Conservation District could either expand current programs and services or develop new programs/services in order to optimally meet the evolving needs and priorities of our stakeholders.

In developing a *Preliminary Scoping Document*, the King Conservation District proposes to organize its activities to meet the challenges and opportunities recommended by the King Conservation District / King County Conservation Panel and Task Force as follows:

- **Rural Small Lot Forestry and Urban Tree Canopy Enhancement**
- **Regional Food System and Sustainable Agriculture**
- **Rural Farm Plans, Technical Assistance, and Regulatory Support**
- **Urban Farm Plans, Technical Assistance and Regulatory Support**
- **Shoreline and Riparian Education and Technical Assistance**
- **Expanded Landowner Incentive Program (LIP)**

Two additional areas identified as priorities are included as programs in this scoping document:

- **Member Jurisdiction Grant Program**
- **Community Relations and Outreach**

The KCD's current and proposed level of service in each of these priority areas is discussed in detail in the following sections. Budget numbers associated with proposed activities are preliminary and will be refined through discussion with the Advisory Committee and other stakeholders.

1. Rural Small Lot Forestry & Urban Tree Canopy Enhancement – Supporting equity across District communities

Total Program Budget (new + current) \$319,654

Challenge: As climate change and population growth pressures mount, organizations and jurisdictions must work across boundaries to protect and conserve the health of our region's forest resources.

Current	Expanded
<p>10% FTE Senior Resource Specialist <u>4% FTE Resource Specialist II</u></p> <p>Current Funding \$17,430 plus LIP</p>	<p>Create 1 FTE Rural Service Forester Create 1 FTE Urban Services Forester/Arborist/FHM Specialist Create 1 Americorps Intern Increase cost-share to LIP for rural FHM projects, and add cost-share for Urban FHM initiatives Plan and implement practices on 200 rural acres annually Support 3 new Member Jurisdiction urban forestry initiatives annually</p> <hr/> <p>New Funding \$302,224</p>

Despite more than a century of development, many locales in King County remain forested. Protecting and enhancing these forested and upland habitat areas conserves resources in rural and urban areas and provides ecosystem benefits that positively impact rural, urban and suburban residents. The King Conservation District's mission directs it to protect forest resources by reaching out to forest landowners and residents on enhancing ecosystem functions and adding value to forest cover.

A. Rural Small Lot Forestry and Forest Health Management Services

As recently as 2009, over 45,000 acres of the nearly 782,000 acres of rural non-commercial forest lands outside the Agriculture Production Districts were held by landowners on parcels of five acres or less in size. These small, non-commercial forested lands fall below thresholds for support through King County's forestry programs. Yet together, they represent a vast resource that contributes to the overall health of our environment and community and a timely

opportunity to engage private landowners in stepping up to conservation stewardship effectively and responsibly.

Current Programs and Services

Current KCD rural forest health management services include technical services and limited incentive funding to help rural non-commercial small forest landowners improve the condition of the forest resources on their property by addressing degraded forest canopy conditions, controlling invasive/weed species, improving upland wildlife habitat conditions and connectivity, and reducing the contribution of pollutants to water bodies (e.g. pesticides, fertilizers and sediment from eroded soils). Resource management objectives associated with this work include wildlife habitat enhancement, storm water attenuation, water quality protection and enhancement, and carbon sequestration. Specific activities associated with this work include:

- **Providing technical site assessment and implementation services to rural non-commercial** forest landowners. **KCD Staff**
- **Providing technical site assessment and implementation services to forest landowners** who have completed the Washington State University (WSU) Coached Forest Stewardship Planning training. **KCD Staff**

Outcomes associated with this work include:

- **3 site visits conducted annually** with rural non-commercial forest landowners, including landowners who have participated in WSU Coached Forest Stewardship Planning
- **25-40 forested acres treated and 2,000-3,000 native trees and shrubs planted annually** in association with KCD technical assistance and resource management plans
- **3 cost-share contracts awarded annually** to landowners for implementation of forest health management practices.
- **\$28,986 leveraged annually** in association with implemented forest health management practices

Future Additional Services / Program Opportunities

Strengthening and expanding the resources available to manage the health of small-lot forest resources in the rural areas has emerged as a high priority regionally. The full range of opportunities identified through a number of stakeholder engagement processes are listed below. With regard to these future additional services and program opportunities, KCD

proposes to coordinate with King County to identify the specific programmatic efforts and geographic areas of new and/or expanded investments in unincorporated King County.

The range of opportunities includes:

- **Increase WSU Coached Forest Stewardship Planning workshops** to rural non-commercial small forest landowners.

WSU (Grant or Contract)

- **Target current and increased technical site assessment and support** services to non-commercial rural forest landowners (under 5 acres).

KCD Staff

- **Target new technical assistance and implementation services to homeowners associations** with Native Growth Protection Areas, forest buffers and other open space management areas – these are typical in large housing developments and currently receive little or no management or support.

KCD Staff

- **Direct Marketing: Conduct outreach to rural non-commercial small forest landowners** on the range of forestry services available in King County (through WSU, KC, KCD, etc.).

KCD Staff in partnership with WSU, KC and others

- **Collaborate with local and regional service providers on enhancing economic development incentives to support small scale forestry** activities (e.g., cooperative mill), and on delivering rural forest land conservation programs that help maintain forest health in the urban/rural interface (e.g. Fire fuels reduction programs).

KCD Staff in partnership with WSU, KC and others

- **Economic Development: Reinstate the KCD Opportunity Fund to capitalize on synergistic opportunities** on properties with combined farm and woodlot land uses (see Regional Food System section of this document).

KCD Staff (Grants to landowners or Partners working with landowners - MJs, NGOs, Agencies)

[KING COUNTY STAR COMMUNITY RATING PROGRAM REVEALS GROWING DISPARITY IN URBAN CANOPY COVER](#)

Trees form the backbone of the green infrastructure in urban environments. Tree canopy has decreased in low-income parts of the city of Seattle over the past decade. High income neighborhoods have actually experienced an increase in forest canopy. Urban tree canopy contributes to decreased summer temperatures, increased capacity to absorb severe storm events, and habitat for wildlife.

Outcomes

Expanded and new rural small lot forestry services and program are expected to significantly increase the current level of rural forest services outcomes, as well as implement the new services detailed above.

Expanded and new services will be supported by hiring a full time Forester who will conduct site visits, prepare CAP 106 Forest Health Management Plans, and assist landowners with securing funding for CAP 106 Plan implementation. New services and program activities will include working with WSU representatives to fund 1 Coached Forest Stewardship Planning workshop series per year in KC; and work with regional forest health management service providers to frame and conduct direct marketing of regional forest health management services to forest landowners, to frame and implement economic development activities that support small non-commercial forest landowners, and frame and implement conservation programs that protect and enhance forest health through coordinated and targeted fuels reduction efforts. Measures of resource improvement anticipated in association with this expanded and new level of service are based on current measures of success and include the following:

- **Increase from 3 to 24 the annual number of site visits conducted** and associated resource conservation plans prepared for rural non-commercial small forest landowners.
- **Increase forested acres treated and planted annually from 25 to 200 acres.**
- **Increase from 3 to 10 the number of KCD LIP cost-share contracts awarded annually** to landowners for implementation of forest health management practices. Allocate a minimum of \$150,000 in cost-share funding for this purpose; and, thereby increase funds leveraged in association with implemented forest health management practices.
- **Fund the annual implementation of 1 WSU Coached Forest Stewardship Planning workshop series** in King County.
- **Support regional fire fuels reduction efforts** in association with small non-commercial forest landowners.

B. Urban Upland Habitat Enhancement and Forest Health Management Services

The role of trees and healthy forests in urban communities is of growing concern to our municipal partners. Recent research by King County reveals an alarming drop in urban trees in many King County communities at a time when more, not fewer, trees in these communities are intensely needed: As growth management concentrates development in urban areas and the need for social justice and equity across our region becomes a higher priority, management and enhancement of healthy urban forests and tree canopies has become a priority. Urban

forestry programs are expanding their focus on aesthetics and the urban heat islands to additionally address functioning wildlife habitats in the cities, stormwater management, water quality protection and enhancement, pollution abatement and carbon sequestration.

Current Programs and Services

Current KCD urban forest health management services include technical services, project implementation services, and limited incentive funding to help residential landowners improve the condition of urban forest resources by addressing the health of individual trees and degraded tree canopy conditions where present, improving the cover of native plant species, controlling invasive plant species, improving upland wildlife habitat conditions on the scale of individual parcels and to some extent the larger landscape, and reducing the contribution of pollutants to water bodies (e.g. pesticides, fertilizers heavy metals, petroleum, etc). Resource management objectives associated with this work include wildlife habitat enhancement, storm water attenuation, water quality protection and enhancement, and carbon sequestration.

Specific activities associated with this work include:

- **Providing technical site assessment and implementation services** to residential property owners. **KCD Staff**
- **Providing technical site assessment and implementation services to neighborhood groups** adopting public open spaces. **KCD Staff**

Outcomes associated with this work include:

- **410 technical assistance consultations** provided to residential property owners. Of this amount, 6 are in-person site visits, and include preparation of associated resource management plans.
- **2 in-person technical assistance site visits** conducted and resourced management plans prepared annually with neighborhood groups adopting public open space.
- **Up to 1 KCD LIP cost-share contract awarded annually** to an urban landowners for implementation of Upland Wildlife Habitat Enhancement practices.
- **\$14,000 in project materials provided annually to landowners and neighborhood groups** through KCD technical service programs for implementation of urban forest/open space enhancement projects.
- **\$21,000 leveraged annually** (mostly in-kind labor) in association with urban forest/open space enhancement projects supported by KCD.

Future Additional Services / Program Opportunities

Strengthening and expanding the resources available to help residential property owners and public land management agencies maintain healthy urban trees and forests is a high regional priority. The full range of opportunities identified through stakeholder engagement is listed below. With regard to these future additional services and program opportunities, the KCD proposes to coordinate with its member jurisdictions to identify specific programmatic efforts and geographic areas of new and/or expanded investments in partnership with the jurisdictions.

The range of opportunities includes:

For landowner literacy

- **Provide workshops, classes and tours to urban residents** on improving forest/tree ecosystem functions and values, enhancing wildlife habitat, reducing storm water runoff, and sequestering atmospheric carbon by planting and maintaining native trees and shrubs.
KCD Staff
- **Target current and increased levels of technical support to urban residents** on retaining and restoring their part of the urban forest, improving urban forest ecosystem functions and values, enhancing wildlife habitat, reducing storm water runoff, and sequestering atmospheric carbon by planting and maintaining native trees and shrubs.
KCD Staff
- **Coordinate and/or support public/private partnership between jurisdictions and private parcels** adjacent to public easements, parks and other urban open space areas.
KCD Staff in partnership with MJs

For small & medium-sized jurisdictions

- **Organize and facilitate three round table fora to explore the needs, concerns and potential opportunities to partner with jurisdictions on urban forestry initiatives including** monitoring and maintaining healthy tree canopy, developing urban forest retention and restoration strategic plans, and conducting public tree inventories & canopy assessments..
KCD Staff in partnership with MJs

- **Support and coordinate with jurisdiction efforts to improve urban forests** in parks, open space areas, rights of way and on other public properties.
KCD Staff in partnership with MJs
- **Coordinate and/or support jurisdictions applications to Washington Department of Natural Resources for Community and Urban Forestry Grants** to develop urban forest strategic plans, public tree inventories, tree canopy assessments, and to fund public tree planting.
KCD Staff in partnership with MJs
- **Partnering with local Native American Tribes** on a program that promotes landscaping with native plant species and educates on traditional uses of native plants
KCD Staff/Tribes

Outcomes

Expanded and new urban upland habitat enhancement and forest health management services are expected to significantly increase the current level of urban forest services outcomes in the area of community-based forestry, as well as implement other services detailed above. Expanded and new services will be supported by hiring a full time Urban Forester and AmeriCorps Intern. These staff will work with three member jurisdictions annually to frame and implement local urban forestry conservation initiatives. Activities conducted in association with these initiatives will include workshops, classes and tours and technical support to urban residents on retaining and restoring the urban forest resources on private property and public easements, rights-of-way and open space areas. Measures of resource improvement anticipated in association with this expanded and new level of service are based on current measures of success and include the following:

- **Support and / or coordinate urban forest retention and restoration initiatives in 3 new jurisdictions annually**
- **Facilitate roundtable fora in three jurisdictions, annually, to frame an urban forest retention and restoration initiative** in the respective jurisdictions. In turn, market program services and facilitate outreach and educational opportunities to promote the retention and restoration of urban forest ecosystem functions and values, and facilitate community forestry activities through technical support to target area.
- **Allocate \$150,000 annually (\$50,000 per jurisdiction) in KCD LIP cost-share funding for contracts awarded to urban residents** to implement forest health management

practices consistent with urban forest retention and restoration initiatives adopted by the respective jurisdictions.

2. Regional Food System and Sustainable Agriculture –

Total Program Budget (new + current) \$1,086,261

Challenge: Climate change and population pressures are dramatically increasing the demand for a strong, resilient, and equitable local food economy. A healthy local food economy is a foundation of healthy land management and healthy local communities.

Current	Expanded
0.1 FTE Senior Program Manager <u>Contracted Community Outreach??</u> Current Funding \$10,641	Add 1 FTE Senior Program Manager Add 1 FTE Grant Program Assistant Create \$900,000 Grants, Contracts, Funding <u>Support to KC, MJs, NGOs _____</u> New Funding \$1,075,620

Strengthening the regional food economy was perhaps the most discussed and ultimately the highest priority of the Conservation Panel and Task Force. This focus area addresses enhancing the Regional Food System through a combination of a regional food system initiative and synergy with existing or expanded KCD services. These other KCD services are addressed in the Urban and Rural Farmer focus areas below.

Conservation Districts historically focused funding and staff efforts to on the ground natural resource conservation actions with land managers. Over recent decades, land use expertise and regional and national leaders have come to understand that a economically healthy resource land economy (farming/ forestry) is a prerequisite to landowners ability to steward those natural resources for the future. Success with farmland conservation health is linked to farming economic health. Like many other farmland conservation groups (Nature Conservancy, American Farmland Trust), King Conservation District is working with regional leaders to support economic health solutions that support a sustained farm economy, so that farmers with a vision for a future on the landscape are able to invest in a vision for natural resource stewardship on the landscape as well.

In this initiative, the KCD team would collaborate with Member Jurisdiction partners to strengthen the food system. This initiative has two elements. Regional food system pilot projects with member jurisdictions and a regional food system grant program. Regional projects and grants seek to enhance the food system with marketing and delivery, infrastructure (e.g., storage, processing, and distribution), new farmer education and access to land, yield analysis, or other essential aspects of support to increase productivity and profitability.

The Puget Sound Regional Council (PSRC) Regional Food Policy Council has called for a systems change that would increase equitable access to healthy foods in the Puget Sound region. They point to the interdependence and linkage between the rural and urban economies as a factor in this system. The Council identifies challenges to local communities such as access to healthy food, preserving agricultural resources, and ensuring resiliency in the food system during emergencies. King County FARMS Report states that viable local agriculture needs regional funding support.

Since the Task Force and Conservation Panel came to a close in 2013, the KCD team has been actively engaged with partner jurisdictions, citizen groups, regional food system leaders, and farmers to explore this opportunity area better and develop a strong understanding of the regional needs and potential role for KCD to play in this priority area.

Current Programs

The current Conservation District/ Member Jurisdiction Grant Program has funded some local food access-related projects in recent years, such as farmers market support with the City of Auburn. In 2014, KCD has been more actively exploring how cities can use this current Grant program to pilot some small food initiative projects, such as Farmer's Market food stamp program support, CSA boxes for healthy food access, and farmer's market support. In addition, KCD staff works regionally to support food system initiatives, such as the recent Farm and Food Roundtable project led jointly by Pike Place Market, Seattle, and King County; KCD is also committed to working with member jurisdictions to explore shared interests in supporting the regional food system within the current grant program.

Future Additional Service Options

King Conservation District proposes to establish a Food System Opportunity Fund to support regional priorities related to local food system and provide staff coordination and project management.

The range of opportunities includes:

- **ECONOMIC DEVELOPMENT: Collaborate with local agriculture sector to design a set of economic development solutions and systems for the food producers** **KCD Staff**
- **ECONOMIC DEVELOPMENT: Support pilot projects to address complex farming challenges**, such as new farmers markets, new farmer recruitment, innovative pilot projects to improve food access, etc. **MJs/NGOs**
- **ECONOMIC DEVELOPMENT: Providing catalyst funding and support to help cities** connect to and strengthen regional farm and food economy. **MJs/NGOs**
- **REGIONAL CAPACITY BUILDING: Invest in building the capacity of partner public and non-profit organizations that are connecting new farmers to land**, providing technical assistance and conducting applied research to strengthen the local farm economy. (Cascade Harvest Coalition, WSU Extension Service, Northwest Agricultural Business Center, Seattle Tilth, and more) **Agencies/NGOs**
- **REGIONAL CAPACITY BUILDING: Stabilize (and, if possible, expand) funding for organizations that are demonstrating success in developing farm to institution programs.** **NGOs**
- **DIRECT MARKETING: Support market expansion efforts for CSAs** with institutional buyers and or through CSA fair to bring in new customers. **KCD Staff/NGOs**
- **DIRECT MARKETING: Support efforts to build and reinforce direct market channels** including CSA/vouchers/farmers' markets/neighborhood food coops. **MJs/NGOs**
- **DIRECT MARKETING Support cities, farmers, and market managers to identify and secure capital for infrastructure of farmers' markets** to enable them to continue to expand and play a more active role in nutrition education. **MJs/NGOs/Agencies**
- **EQUITY/ACCESS: Increase support for strategies to empower low-income families** and individuals to have access to healthy local foods. **MJs/NGOs/Agencies**
- **WHOLESALE: Work with farmers to identify needs for, plan, and locate infrastructure for aggregation and storage** **KCD/KC**
- **WHOLESALE: support development and/or expansion of local food hubs** **KCD/KC/MJs/NGOs**

Outcomes

Develop a Regional Food System Program in partnership with Advisory Committee, including setting priorities for District-specific projects and grant funding priorities and fund \$900,000 local food projects.

3. Rural Farm plans, technical assistance, and regulatory support -

Total Program Budget (new + current) \$725,814

Challenge: The demand for a strong, resilient, and equitable local farm economy is increasing. Farmers continue to need help understanding and navigating complex rules and guidelines related to land stewardship and farm-related regulations (i.e, salmon recovery, field drainage, water rights, soil health, farm development restrictions). Programs providing this assistance are asked to demonstrate measurable improvements on the landscape.

Current	Expanded
0.77 FTE Senior Program Manager 0.93 FTE Senior Resource Specialist 1.55 FTE Resource Specialist II 1.36 Program Assistant <u>0.75 AmeriCorps Intern (Education)</u>	Add 1 new FTE Resource Specialist (Rural Farm Planner) <u>Add .6 FTE Outreach Specialist</u>
Current Funding \$571,885	New Funding \$153,929

The King Conservation District Planning staff engages farmers, landowners, and others to promote and support implementation of conservation practices and plans that address natural resource concerns. For landowners seeking to put conservation practices on the ground, our planning programs are often the first step. Our trained staff collaborates with landowners to identify their site-specific resource concerns and develop their conservation plan. After developing their conservation plan, some landowners are able to get the work done on their own, while many landowners continue working with the District's implementation staff to accomplish identified tasks.

For the landowner, implementing their conservation plan is a multi-year effort, commonly taking three years to complete planned conservation practices. For many, the available funding and time can limit what they can actually accomplish. Our follow-up assistance seeks to increase conservation actions

taken, and many landowners go on to work with our Implementation programs, such as the Conservation Projects and Landowner Incentive Program. Many of our outstanding cooperators also go on to host peer education farm tours as part of our Education program.

Current Programs

Current natural resource planning services focus primarily on rural small farm managers. At current program funding, the key outcomes include:

- **Serving 150 farming customers** (90% result in site visits to assess natural resource concerns and solutions)
- **Delivering 67 farm plans for 1000+ acres** (20% regulatory referral; 25% Current Use/ PBRs referral; 55% stewardship only)
- **Following up on 160 plans** to document implementation, which includes support navigating County, State, and Federal permitting systems
- **Providing technical support to dairy operators** and the Washington State Dairy Association (WSDA) in association with WSDA nutrient management compliance inspections. About 15 inspections per year
- **Assisting 30 farms with manure spreader loan program annually**, promoting the beneficial use of manure as a fertilizer at agronomic rates, minimizing water quality impacts of stock piling manure.

[KCD COST-SHARE FINANCIAL ASSISTANCE HELPS](#)

[KEEP DAIRIES IN KING COUNTY](#)

In 1991, 83 dairies existed in King County; today there are just 26. The cost of meeting increased environmental regulations, as well as addressing seasonal flooding, has proven prohibitive for the majority of dairies that once dotted the landscape. In early 2014, KCD approved financial assistance for one dairy to construct infrastructure improvements that will keep dairy cattle dry and productive in the wet winter months and protect water quality in the Snoqualmie Valley.

Future Additional Service Options

The 2013 Task Force and Conservation Panel identified the need to expand KCD support of small farmers with increased planning capacity, more on-the-ground natural resource conservation projects, and assistance in navigating County, State, and Federal regulations by targeted marketing of services to priority farming sectors and/ or resource priority areas. Priority sectors or geographic areas would be identified by factors such as regional plans from groups such as Puget Sound Partnership, Regional

Food Policy Council, Department of Ecology TMDLs, and other relevant bodies. The selection of priority areas would be coordinated with input from the KCD Advisory Committee.

Until recently, KCD relied on word of mouth and partner referrals for marketing its programs, which has generated a full staff workload at current the funding level. Therefore, the District has not pursued additional or more pro-active, targeted marketing to rural farmer services.

Over the past 10 years, KCD has seen a steady level of farm services requests, even without any active marketing for these services. During this same period, the number of staff for such services has decreased as the result of increasing costs and fixed revenues. In 2012, KCD reduced planning staff from 5 FTE to 3 FTE. These resources were moved to staff needed outreach efforts, including support for the Task Force and Conservation Panel in 2013 and prioritized outreach efforts in 2014. KCD has been able to meet the growing demand without decreasing the quality of service by staff development, work flow improvements, and streamlining interagency collaboration efforts.

Expanded capacity to support small farmers would improve KCD's ability to assist landowners to balance regulatory compliance with cost-effective land management practices. As regulatory requirements change and increase, more landowners are referred to KCD for assistance in coming into compliance with Federal, State and local regulations. In unincorporated King County, KCD works closely with County staff to coordinate outcomes and help private landowners steward their property in the public interest. Part of the planning process is addressing regulatory requirements in ways that work for both the landowner and regulatory agencies.

Outcomes

- **Develop a multi-year plan to deploy targeted farm planning services approach county wide to key targeted natural resource concern areas** for example PIC approach-targeting water quality impaired sub-basins with significant commercial farming land use (5 -10 watersheds prioritized; may result in 10+ year plan) **KCD Staff**
- **Targeting 1 natural resource concern area for outreach each 2 years**, ensuring a comprehensive approach to conservation **KCD Staff**
- **Serving 50 farming customers in targeted natural resource areas** (90% result in site visits to assess natural resource concerns and solutions) annually **KCD Staff**
- **Delivering 20 farm plans in targeted natural resource areas** (25% regulatory nexus; 10% Current/PBRS nexus; 65% stewardship nexus only) annually **KCD Staff**

4. Urban farm plans, technical assistance, and regulatory support -

Total Program Budget (new + current) \$191,800

Challenge: An equitable local food economy includes urban food production, both commercial and personal. Urban farmers and gardeners have unique needs for land stewardship guidance to ensure a viable, diverse local food system that cares for our soils and waters for future generations.

Current

0.05 FTE Program Assistant
\$10,050 Soil Testing Expenses

Current Funding \$13,871

Expanded

Add 1 new FTE Resource Specialist (rural farm planner)
 Add .6 Outreach Specialist

New Funding \$177,929

Interest in small scale food production is growing within the urban boundaries of the district. In such close quarters, the need for good planning and management is clear. King Conservation District Planning staff services have been limited in serving urban farming. Current services are focused on water quality impacts from livestock management and also associated with soil testing support to farmers and gardeners.

Current Programs

With current programs and funding, KCD delivers the following urban farmer/ gardener services:

- **Serves up to 5 urban farm service customers** annually
- **Delivers 1-5 urban livestock-related farm plans annually** (for regulatory compliance)
- **Participates in regional food system** coordination initiatives (as available)

SEATTLE TILTH – GROWING SELF-SUFFICIENCY AMONG IMMIGRANT COMMUNITIES IN RAINIER BEACH WITH 7 ACRES OF MARKET GARDEN AND WETLAND.

Farms can grow almost anywhere; the most critical resource is farmers! Along with other partners, including the City of Seattle and Cedar Grove, KCD is supporting the ongoing development of a market garden in Rainier Beach. Programs at the 7-acre Rainier Beach Urban Farm and Wetlands train young farmers, support low-income immigrant populations, and include significant habitat enhancements that benefit the broader community.

- **Provides soil testing support** to over 500 new urban farmer/ gardeners annually to promote sound water quality related soil fertility management (this service has been growing steadily since starting in 2007)

Future Additional Service Options

The 2013 Task Force and Conservation Panel identified a need for KCD to focus expertise in natural resource stewardship to support expansion of urban farming in sustainable ways within urban boundaries. Recommendations were that KCD's existing programs and services for small farmers be more aggressively implemented within urban boundaries.

KCD currently works with landowners in all settings. While it is not KCD's mission to help farmers farm, KCD is interested in promoting and expanding healthy, sustainable farms wherever they make sense as they provide optimal stewardship of soil, water, and habitat while also supporting the local food economy in any way possible. KCD could provide education, technical assistance, and institutional support to municipalities, landowners, and managers to ensure urban farms are sustainable and operated in the public benefit, including promoting water quality BMPs and building soil health/ carbon sequestration.

KCD has experience working with landowners, including many that have been referred by regulatory agencies. Part of the planning process is addressing regulatory requirements in ways that work for both the landowner and the regulatory agencies. With that coordination established, KCD is well-positioned to develop similar relationships with municipalities interested in promoting and supporting urban farming.

KCD is currently engaged with area cities in several, regional food system initiatives focused on building strategies that increase the number of new farmers entering the field, both in cities and rural areas. This includes the efforts of a number of cities to adapt policies that enable and encourage urban farming. Cities are also considering supporting this effort through land leases, water subsidies, and other mechanisms, and other low-investment strategies. At the same time KCD could work with municipalities and landowners to incorporate natural resource conservation practices into urban farming to build and maintain soil and water sustainability. WSU Extension could also partner in this effort as they bring the "how to" to the urban farming equation. Several years ago, funding for local WSU extension agents were zeroed out of the county budgets. Bringing sustained funding back to a

WSU agriculture agent (see Regional Food Systems Focus Area) could greatly enhance the technical support available to beginning urban farmers.

Outcomes

- Assess regional need for urban farming-related natural resource planning support** through coordination with member jurisdictions and the KCD Advisory Committee
KCD Staff
- Continue to market and expand soil fertility services** to promote responsible fertilizer practices (Increase gardener involvement by at least 100 more new gardeners annually)
KCD Staff
- Coordinate urban farm planning services with coordinated regional food system initiatives** with member cities and county
KCD Staff
- Develop soil testing program and customers into a more comprehensive urban conservation program** focused on growing healthy local food and protecting and enhancing urban water quality
KCD Staff
- Develop 20 Urban Farm Plans per year.** Plans will be developed across the District so that by year 5, at least 1-2 urban farm plans will be developed in every member jurisdiction.

5. Shoreline and Riparian Habitat (Freshwater & Marine) – Support for shoreline landowners in protecting Puget Sound

Total Program Budget (new + current) \$1,278,586

Challenge: Efforts to restore the health of Puget Sound need the participation of private landowners who collectively own 2/3 of the shorelines. Landowner driven protection and enhancement of our region's streams, rivers, lakes, wetlands and marine shorelines will contribute to the health of returning salmon and the overall health of Puget Sound.

Current

0.81 FTE Senior Program Manager
 1 FTE Engineer
 2 FTE Senior Resource Specialists
 1 FTE Resource Specialist II
 0.21 FTE Resource Specialist I
 1 WA Conservation Corps Crew
0.25 AmeriCorps Intern (Education)

Current Funding \$674,594

Expanded

Add 1 FTE Resource Specialist
 Add 1 FTE AmeriCorps Intern
 Add 1 FTE Education Program Manager
 Increase by more than 100% Workshops, Tours and Classes to freshwater and marine shoreline landowners
 Increase by 100% aquatic area enhancement projects on private property
Add \$101,250 to KCD LIP cost-share funding

New Funding \$603,992

King Conservation District engaged roundtable participants in an exploration of the challenges facing aquatic habitats in the District. King County's landscape is a diverse mosaic of mountains, forests, rivers, lakes, and marine habitats. The district's service area includes approximately 2,100 square miles of land, plus nearly 2,000 miles of freshwater and marine shorelines. Major watersheds include Cedar River-Lake Washington, Green-Duwamish, Sammamish, Snoqualmie-Skykomish, White River, and Central Puget Sound, including Vashon-Maury Island.

A century of intensive logging, agriculture and urban development have degraded aquatic habitats throughout King County where more than 2/3 of the shoreline properties are held in private ownership. In 1999, Chinook salmon were listed as threatened under the Endangered Species Act, prompting concerted efforts to restore and protect lakes, rivers and streams. Concern for the health of Puget Sound has focused increased attention on shoreline and nearshore habitats. Working closely with private property owners whose lands abut freshwater and marine aquatic systems is an essential component of recovering the health of these systems. Support for increased educational assistance and capacity-building among shoreline property owners was recommended by the roundtable.

Current Programs

Currently, KCD supports shoreline property owners in implementing enhancement and restoration activities through targeted education, direct technical assistance, and financial assistance. Over the past decade, the KCD has provided direct assistance on enhancing more than 8% of King County's shorelines.

The goal of KCD shoreline and riparian habitat support services is to improve the condition of freshwater and marine aquatic resources. This objective is met by engaging landowners and land managers in improving the cover of native plant species, controlling invasive plant species, improving riparian and aquatic habitat conditions on the scale of individual parcels and to some extent the larger landscape, and reducing the contribution of pollutants to water bodies (e.g. pesticides, fertilizers, nutrients, bacteria, etc). Resource management objectives associated with this work include fish and wildlife habitat enhancement, water quality protection and enhancement, and carbon sequestration. In addition, shoreline property owners need assistance in navigating regulations, understanding the ways in which their actions impact our shared aquatic resources, and paths they can take to improve the sustainability of our waters and related aquatic habitats. KCD's ongoing activities associated with this work include:

SHORELINE WORKSHOPS BUILD AWARENESS,
LEAD TO RESTORATION OF PUGET SOUND BLUFFS

One landowner's participation in a KCD workshop led to a kitchen table discussion with neighbors and a multi-parcel bluff habitat enhancement for shorebirds and other Puget Sound wildlife. Another landowner's participation in the same KCD workshop led to a creosote piling bulkhead removal project.

- **Conducting shoreline education programming** to promote stable natural shorelines that protect water quality, provide high value fish and wildlife habitat, reduce storm water runoff, and sequester carbon. **KCD Staff**
- **Providing technical site assessment and implementation services to residential property owners.** Typical implementation services in a rural context include supporting and/or planning and implementing riparian corridor enhancement projects consistent with MKCC Code and in an urban context include supporting and/or planning and implementing riparian corridor enhancement to whatever extent is practicable. In cases where funding is available, services include improvement of in-stream habitat conditions. **KCD Staff**
- **Providing technical site assessment and implementation services to neighborhood groups adopting aquatic areas on public properties.** Typical services to neighborhood groups include actions to address degraded riparian conditions, control invasive/weed species, improve fish and wildlife habitat connectivity and conditions, and reduce the contribution of pollutants to water

bodies (e.g. pesticides, fertilizers, nutrients from animal waste, and sediment from eroded soils). In cases where funding is available, in-stream habitat conditions are improved.

KCD Staff

- **Providing technical site assessment and implementation services to member jurisdictions.** Technical services are made available to and coordinated with member jurisdictions to improve freshwater and marine shoreline habitat in parks and on other public properties. These efforts are implemented in the form of contracted service.

KCD Staff

Outcomes associated with the work include:

- **1.82 miles of shoreline enhanced** annually.
- **23.5 acres of riparian corridor enhanced** annually.
- **549 landowners, neighborhood groups and jurisdictions utilizing KCD technical service programs annually** for implementation of aquatic area enhancement practices.
- **1 cost-share contract awarded annually to landowners, neighborhood groups and jurisdictions** for implementation of aquatic area enhancement practices.

Future Additional Service Options

- In response to the priorities identified by our partners, KCD proposes to strengthen its existing programs by increasing capacity for workshops, classes, and tours to freshwater and marine shoreline property owners; increasing capacity for one-on-one technical assistance and implementation services to property owners on improving the functions and values, fish and wildlife habitat and water quality of marine and freshwater shorelines; increasing capacity to respond to member jurisdiction requests for support on improving the functions and values of fish and wildlife habitat and water quality of marine and freshwater shorelines on public lands. With regard to the future additional services and program opportunities listed below, KCD proposes to coordinate in partnership with its member jurisdictions to identify specific programmatic efforts and geographic areas of new and/or expanded investments. Opportunities shared by stakeholders include the following:
- **Provide assistance in communities that are currently underserved** or are disproportionately affected by pollution, including toxics and sedimentation, or habitat degradation.

KCD in Partnership with MJs/NGOs

- **Increase capacity to help jurisdictions meet their aquatic resource protection and enhancement objectives through education, technical support and implementation services to landowners and neighborhood/community groups.** Efforts in this area could include any combination of outreach, education and technical services targeted by priority geographic area ranging from individual landowners in proximity to public properties to priority watersheds or sub-basins. The range of services to jurisdictions could include community organizing, project planning, and implementation services. **KCD in Partnership with MJs/NGOs**
- **Support jurisdiction efforts to improve freshwater and marine shoreline habitat in parks and on other public properties.** These efforts, currently offered as a contracted service, could be increased. Jurisdiction investments could be augmented by working with landowners of adjacent private holdings. **KCD in Partnership with MJs/NGOs**
- **Support jurisdiction efforts in** targeted shoreline outreach, education and technical services that promote and support enhanced shoreline buffers and reduced pollutants in surface water runoff. **KCD in Partnership with MJs/NGOs**

Outcomes

Expanded and new shoreline services are expected to significantly increase the current level of education and technical services in support of freshwater and marine shoreline protection and enhancement objectives. Expanded and new services will be supported by hiring one full time Resource Specialist, one Americorps Intern, and one Education Program Manager who will coordinate to prepare and facilitate workshops and other educational opportunities; conduct site visits; prepare and implement enhancement plans for rural and urban shoreline landowners, community/neighborhood groups adopting publicly owned shoreline areas, and groups working to protect and restore basin-level functions and values. This work will be targeted and coordinated in partnership with member jurisdictions to address individual member jurisdictions priority geographic areas and equity and social justice concerns. Resource improvements anticipated in association with this expanded and new level of service are based on current measures of success (10 year score card) and include the following outcomes:

- **Increase from 2 to 10 the number of workshops on protecting and enhancing freshwater aquatic resources.** Market 8 of these workshops regionally to urban KC residents (NE, NW, SE and SW King County) and facilitate workshops twice per year in each geographic quadrant.
- **Increase from 3 to 6 the number of workshops on protecting and enhancing marine aquatic resources.** Directly market these workshops to marine shoreline landowners through targeted

outreach, and facilitate the workshops in locations accessible to Vashon, NW King and SW King residents.

- **Increase from 10 to 20 the number of rural freshwater aquatic area enhancement projects** planned and implemented by KCD. In association with this work, leverage additional Washington State Conservation Commission funding for project implementation.
- **Increase from 4 to 8 the number of Conservation Reserve Enhancement Program projects** planned and implemented per year. In association with this work, leverage additional Washington State Conservation Commission funding and USDA Farm Services Agency funding for project implementation
- **Increase from 1 to 10 the number of KCD LIP cost-share contracts awarded annually to landowners for implementation of freshwater and marine shoreline protection and enhancement practices in urban and rural areas.** Allocate an additional \$101,250 in cost-share funding for this purpose; and, thereby increase funds leveraged in association with implemented forest health management.

6. Expanded Landowner Incentive Program – Cost-share to meet natural resource management priorities in our region

Total Program Budget (new + current) \$837,182

Challenge: Private landowners own nearly 50% of the land within the boundary of the King Conservation District. Engaging the private landowners in natural resource protection and enhancement is critical to supporting an economically and environmentally sustainable region.

Current	Expanded
0.13 FTE Senior Program Manager 0.54 FTE Resource Specialist I <u>\$200,000 cost-share funding</u> Current Funding \$277,306	Add 1 FTE Program Manager <u>Add \$456,250 in new cost-share funding</u> New Funding \$559,876

The King Conservation District traditionally works with private property owners in all settings to assist them in protecting, conserving and enhancing natural resources. The KCD Landowner Incentive Program promotes stewardship of natural resources by providing funding in the form of cost-share awards to support landowner implementation of natural resource management practices. Cost-share awards are a common financial incentive tool utilized by entities seeking to promote behavior change through the adoption of emerging and/or current priority management practice. Examples include the USDA Natural Resources Conservation Service *Farm Bill* conservation programs and public health department septic system upgrade programs. Cost-share awards through these programs are contractual arrangements between the funding entity and the recipient landowner. Such contracts typically specify an approved activity with implementation criteria, a reimbursement amount or ratio, and in some cases performance measures.

Current Programs

The KCD Landowner Incentive Program funds natural resource management practices planned in association with KCD technical service programs such as the Farm Planning Program and the Aquatic Area Enhancement Program. While the practices funded through the LIP are planned by the KCD, the recipient landowner is responsible for ensuring the practice is implemented consistent with planned standards. Currently, fourteen individual practices are eligible for funding to address a range a resource management priorities, including 1) aquatic habitat protection and enhancement (*Aquatic Area Buffer Planting, Bulkhead Removal, Livestock Exclusion Fencing*); 2) upland habitat enhancement (*Forest Health Management, Upland Wildlife Habitat Enhancement*); 3) surface and ground water quality protection and soil conservation on agricultural lands (*Livestock Heavy Use Protection Area, Livestock Waste Storage Facility, Livestock Stream Crossing*). The KCD Landowner Incentive Program cost-share reimbursement rates range from 50% to 90% of the project cost, depending on the natural resource management practice and

SHORELINE AND LIP WORK TOGETHER TO IMPROVE WATER QUALITY

KCD has been cooperatively restoring the Brandon Street Natural Area with the Seattle Parks Department for many years. One adjacent landowner, seeing the results of work being done, sought and received both technical assistance through the KCD aquatic area enhancement program and funds through the KCD Landowner Incentive Program to install a native plant buffer on their portion of Longfellow Creek. This backyard riparian habitat enhancement project has expanded the total area of Longfellow Creek that has been enhanced with native plants and is contributing to improved water quality conditions in the water body.

within the established limit for the practice. KCD's ongoing activities associated with the Landowner Incentive Program include:

- **Award cost-share funding to promote implementation of eligible practices planned through a KCD technical service program.** KCD Staff
- **Administer open cost-share contracts.** KCD Staff
- **Monitor maintenance of funded practices for the lifetime of the practice.** KCD Staff

Outcomes associated with the work since program inception in 2009 include:

- **1.8 miles of shoreline enhanced** since inception.
- **11.5 acres of riparian corridor enhanced** since inception.
- **141.5 acres of forest in active forest health management** since inception.
- **190 landowners engaged in stewardship practice implementation** since inception.
- **256 cost-share contracts awarded** since inception.

Future Additional Service Options

In response to the priorities identified by our partners, KCD proposes to strengthen its existing cost-share program by increasing implementation of natural resource management practices that protect and enhance water quality, improve water use efficiency, improve fish and wildlife habitat, and improve forest health. The KCD is well-positioned to work with more urban, suburban and rural property owners to implement projects on private properties. Such projects can leverage local governments' efforts on public properties, such as working with creek-side property owners adjacent to parks to remove invasive plant species and replant with native species. KCD can provide education, technical assistance, and monitoring to assist landowners with planning and designing their cost-share project in response to the priorities identified by our partners. With regard to future additional services and program opportunities listed below, the KCD proposes to coordinate in partnership with its member jurisdictions to identify specific programmatic efforts and geographic areas of new and / or expanded investments. Opportunities shared by stakeholders include the following:

- **Increased funding to support implementation of Forest Health Management practices in rural areas.** KCD /Grant
- **Provide funding to support implementation of Forest Health Management practices on public lands and adjacent privately held parcels in urban areas.** KCD/Grant

- **Increased funding to support freshwater and marine Aquatic Area Enhancement practices.**
KCD/Grant
- **Consider funding to support low impact development practices for reduced storm water runoff and improved water quality in urban areas.**
KCD/Grant
- **Consider funding to support agriculture land drainage ditch maintenance, water conserving irrigation practices, and other practices that improve resource management and protections on agriculture lands.**
KCD/Grant
- **Consider the establishment of separate funding pools for commercial farm projects and non-commercial agriculture land projects.**
KCD/Grant
- **Consider targeting urban areas funding to communities that are underserved or that are disproportionately affected by water pollution, including toxics and sedimentation, or habitat degradation.**
KCD/Grant

Outcomes

Implementation of resource management and conservation practices through the KCD Landowner Incentive Program is facilitated through technical services programs of the District, such as Farm Management Services, Aquatic Area Enhancement, etc. Projects funded with LIP cost-share are implemented by the recipient landowner consistent with a resource management plan or practice plan provided by the District. An expanded KCD Landowner Incentive Program is expected to significantly increase the current level of priority resource conservation practices implemented by landowners on private property. Current and expanded KCD LIP services detailed above will be supported by hiring a full time Program Administrator who will coordinate all aspects of awarding and maintaining cost-share agreements, including application preparation, contract preparation, contract management, practice maintenance documentation, policy development, Best Management Practice preparation and documentation, etc. The expanded levels of technical services that correspond to the following expanded LIP cost-share services are outlined in the preceding TA sections of this document.

- **Increase from 3 to 10 the number of KCD LIP cost-share contracts awarded annually** to landowners for implementation of forest health management practices. Allocate an additional \$105,000 in cost-share funding for this purpose; and, thereby increase funds leveraged in association with implemented forest health management.
- **Allocate \$150,000 in cost-share funding for cost-share contracts awarded annually** to urban residents for implementation of forest health management practices consistent with

urban forest retention and restoration initiatives in three jurisdictions. \$50,000 in cost-share per jurisdiction.

- **Increase from 1 to 10 the number of KCD LIP cost-share contracts awarded annually to landowners for implementation of freshwater and marine shoreline protection and enhancement practices in urban and rural areas.** Allocate an additional \$101,250 in cost-share funding for this purpose; and, thereby increase funds leveraged in association with implemented forest health management..
- **Increase from 40 to 60 the number of KCD LIP cost-share contracts awarded annually to landowners for implementation of agricultural related water quality protection and enhancement** practices, agriculture land drainage ditch maintenance, water conserving irrigation practices, and other practices that improve resource management and protections on agriculture lands. Allocate an additional \$100,000 in cost-share funding for this purpose; and, thereby increase funds leveraged in association with implemented forest health management.

7. Member Jurisdiction Grant Program - \$1,296,507

While not a new Opportunity identified by the Conservation Panel/Task Force, the existing Member Jurisdiction Grant Program was identified by participants as a high priority for continued funding. KCD proposes to continue to extend its mission and impact through providing funding for natural resource conservation to land managers in our member jurisdiction municipalities.

8. Advisory Committee, Communication, Outreach

While not a new Opportunity identified by the Conservation Panel/Task Force, Outreach was identified as an inadequately funded element in KCD's work plan. KCD committed to re-organize its 2014 programmatic funding to provide resources to support:

- An expanded and intensive Advisory Committee process,
- Outreach to our city partners, organizational marketing, and
- Other activities to strengthen our partnerships and raise regional literacy about KCD's impact on natural resource conservation.

As KCD develops its 2015 Program of Work with the Advisory Committee over the coming months, the work plan of this section will be developed.

King Conservation District Funding Structure

KCD receives funding from two primary sources, Rates & Charges and Grants. Rates and Charges are collected using a PER PARCEL mechanism from each tax parcel in the District (currently approximately \$5.14, with a legislated cap of \$10 PER PARCEL). To meet the requirements of this funding, the King Conservation District must demonstrate both indirect and direct benefit to its ratepayers. KCD's programs are required to impact the following natural resource priorities in the public benefit:

- Aquatic Habitat
- Water Quality and Quantity
- Agricultural and Farmlands
- Forest Lands and Upland Habitat
- Economic Support for Working Lands

Next Steps

KCD is working closely with its Advisory Committee to build a Program of Work that reflects the needs and priorities of its constituents for submission to King County August 1, 2014.



August 8, 2012
SCA PIC Meeting

Item 6:

SCA King Conservation District (KCD) Funding Subcommittee – Future Funding for the KCD

Action Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169,
monica@suburbancities.org.

SCA KCD Funding Subcommittee Members:

Dave Hill, Algona Mayor (Chair of the SCA KCD Funding Subcommittee); Matt Larson, Snoqualmie Mayor; and Chris Eggen, Shoreline Deputy Mayor.

SCA KCD Funding Subcommittee Recommendation:

To submit the following policy position regarding the King Conservation District to the SCA Board of Directors for Adoption:

- 1) *SCA recognizes the value of the King Conservation District (KCD), and supports continued funding of the KCD;*
- 2) *SCA supports the continuation of WRIA funding through the KCD in 2013, and the future;*
- 3) *Given the current economic climate and the heavy tax burdens on property owners in our communities, SCA supports a revenue neutral direction for the KCD at this time. Should future funding for programs currently funded through KCD come through an alternative source, SCA would support a proportional decrease in revenues collected by KCD. For example, if the King County Flood Control District were to fund the WRIAs in the future, SCA would support a corresponding decrease in revenue collection for the KCD;*
- 4) *SCA supports continued funding of the KCD Jurisdictional Grant Program. The current processes for grant application and compliance may place unduly onerous burdens on cities. SCA supports reducing these administrative burdens in order to maximize the value of grants to cities;*
- 5) *SCA supports the creation of a formal advisory committee to provide direction to the KCD in the future. Such a body would ensure that KCD expenditures provide value to taxpayers throughout the County- from rural, urban, and suburban communities alike. Representation on this advisory committee should include proportional representation from elected officials in the Suburban Cities.*

Background Information

The King Conservation District (KCD) is a governmental subdivision of the state of Washington, organized under chapter 89.08 RCW to protect and conserve natural resources throughout King County except within the boundaries of the incorporated cities of Enumclaw, Federal Way, Milton, Pacific and Skykomish. Previously, funding for the King Conservation District was funded by a special assessment of approximately \$10 per parcel.ⁱ

Historically, pursuant to interlocal agreements (ILAs) between King County and the KCD, approximately half of the funds raised through the KCD assessment had gone to funding the Water Resource Inventory Areas (WRIAs). For example, the 2009 ILA between KCD and King County provided that the KCD was to provide the following funding:

- \$1.2 million to WRIA 8;
- \$1.2 million to WRIA 9;
- \$600,000 to WRIA 7.

Additionally, the 2009 ILA provided that \$1.2 million was to be used for funding the “Member Jurisdiction Grant Program.” Under the agreement, each jurisdiction in the KCD was to receive grant funds on the basis of the number of parcels assessed within that jurisdiction. SCA member cities have been supportive of both the funding to the WRIAs, and the Member Jurisdiction Grant Program.

In 2010 and 2011, taxpayers brought suit in King and Pierce Counties, alleging that the conservation districts were illegally imposing conservation assessments because the assessments were in reality illegal property taxes and not valid assessments. A lawsuit in Mason County challenged the validity of the Mason County Conservation District’s assessment and in 2012, the Supreme Court invalidated Mason County’s ordinance on statutory grounds. Because it overturned the ordinance on statutory grounds, the Court did not address the petitioners’ claim that the conservation district’s assessment was an unconstitutional tax.

Due to uncertainty about whether the KCD’s assessment would be upheld by the courts, a decision was made to hold KCD funds in escrow until the legal matters were resolved. In order to ensure that the important work of the WRIAs was not disrupted, the Flood Control District stepped in and provided funding in 2012 to the WRIAs. Specifically, the Flood Control District allocated \$3 million to the WRIAs in 2012: \$1.2 million to WRIA 9, \$1.2 million to WRIA 8; and \$600,000 to WRIA 7.

The King County lawsuit has now been resolved by settlement. Additionally, a new state statute was enacted in the 2012 legislative session which establishes an alternative “rates and charges” system as an alternative to the assessment approach. Under

Engrossed Substitute House Bill 2567, "The system of rates and charges may include an annual per acre amount, an annual per parcel amount, or an annual per parcel amount plus an annual per acre amount. If included in the system of rates and charges, the maximum annual per acre rate or charge shall not exceed ten cents per acre. The maximum annual per parcel rate shall not exceed five dollars, except that for counties with a population of over one million five hundred thousand persons, the maximum annual per parcel rate shall not exceed ten dollars."

As King County Council staff has noted, historically, the opinions and advice of the Suburban Cities Association have been of paramount interest to the County Council in their deliberations on pending conservation assessment proposals. Given the legal challenges and the new statutory scheme, SCA member jurisdictions have been following this issue closely and, following the June 2012 PIC meeting, a subcommittee was formed to assist in making recommendations about future funding for the KCD. The subcommittee's recommendation for a public policy position was presented to PIC at the July meeting, and the PIC voted unanimously to bring that position back for adoption at the August 2012 PIC meeting.

Cities have expressed support for continuing to fund the WRIAs and the member jurisdiction grants through the KCD. And there has been consistent agreement that if the \$3 million per year that had gone to the WRIAs were to come from another source, then the budget of the KCD should be reduced accordingly. Cities have also expressed frustration with a perceived lack of transparency at the KCD. A formal advisory committee (similar to the Flood Control District Advisory Committee) has been suggested as one way to increase this level of transparency, as well to provide policy direction to the KCD in order to ensure that public interest will be served by the assessments and/or rates and charges imposed by the KCD.

On August 1, 2012 KCD submitted a Proposed System of Rates and Charges and Program of Work and Budget to the King County Executive and Council. KCD staff also submitted a letter to SCA Board President Denis Law (attached).

The KCD chose to utilize the new "rates and charges" model for its proposed 2013 budget. The KCD is proposing a budget of \$6.48 million for 2013. The KCD's proposed budget would eliminate funding for the WRIAs. And instead of the Member Jurisdiction Grant Program, wherein each member jurisdiction was given grant dollars in proportion to the parcels contained within the jurisdiction, the KCD's 2013 proposal contains a new competitive grant program. While member jurisdictions remain eligible for grants, WRIAs, private landowners, and "other constituents" would compete for grant dollars.

In the coming weeks, County Council staff will be reviewing the KCD's proposal. Council staff will analyze the "rates and charges" methodology, and discuss whether to pursue an Interlocal Agreement with the KCD. Council staff will also advise the County Council about the proposed budget and programs to be funded with the assessment, and offer

advice about the proposed level of the assessment. They will also partner with staff from the Flood Control District to review KCD's proposal that WRIAs be funded from Flood Control District sources in 2013, instead of from the conservation assessment. Council staff have indicated that they will continue to work closely with SCA as they move forward.

Attachments

- a. [July 31, 2012 KCD Letter to SCA Board President, Mayor Denis Law.](#)
- b. [July 31, 2012 Transmittal Letter to Executive Constantine](#)
- c. [2013 KCD Proposed Program of Work and Budget](#)
- d. [July 2012 King Conservation District Rate Study Report – FCS Group](#)
- e. [King Conservation District 2011-2015 Strategic Plan](#)

ⁱ “A natural resource conservation special assessment for the King Conservation District of nine dollars and ninety-eight cents per parcel on all property within the district plus an additional zero dollars per parcel annual rate for parcels less than one acre, a one cent per parcel annual rate for parcels between one and five acres and a two cents per parcel annual rate for parcels greater than five acres, is hereby imposed for collection effective January 1, 2010, through December 31, 2012, with the following lands exempted from such charges: lands assessed as forestland; parcels owned by the federal government; and parcels owned by federally recognized tribes or members of such tribes that are located within the historical boundaries of a reservation.” King County Ordinance 16703.

From: [Stephen DiJulio](#)
To: [Deanna Dawson](#)
Cc: ["Sara Hemphill"](#)
Subject: Taxes, fees and assessments
Date: Tuesday, May 06, 2014 9:22:27 AM
Attachments: [38 GonzLRev 364 - Chart.pdf](#)

Deanna,

In follow up to our discussion last evening, attached is a chart that is a good summary of the difference among the revenue categories of taxes, fees and assessments. The conservation district rates would fall into the category of "burden offset charges" on the chart, similar to storm and surface water rates. Here is some brief history.

Prior to 1989, conservation districts had no independent funding authority; the only source of revenue to pay for conservation district activities was through grants from private or governmental entities. In 1989, the Legislature authorized counties to impose special assessments to fund the activities of conservation districts. However, the authority to impose special assessments did not provide flexibility regarding district funding. Subsequently, the Legislature authorized counties to approve rates to fund conservation district activities through Chapter 60, Laws of 2012 (the "Rate Legislation"), which in part states:

- (1) Any county legislative authority may approve by resolution revenues to a conservation district by fixing rates and charges. The county legislative authority may provide for this system of rates and charges as an alternative to, but not in addition to, a special assessment provided by RCW 89.08.400. In fixing rates and charges, the county legislative authority may in its discretion consider the information proposed to the county legislative authority by a conservation district consistent with this section.
- (2) A conservation district, in proposing a system of rates and charges, may consider:
 - (a) Services furnished, to be furnished, or available to the landowner;
 - (b) Benefits received, to be received, or available to the property;
 - (c) The character and use of land;
 - (d) The nonprofit public benefit status, as defined in RCW 24.03.490, of the land user;
 - (e) The income level of persons served or provided benefits under this chapter, including senior citizens and disabled persons; or
 - (f) Any other matters that present a reasonable difference as a ground for distinction.

These rate considerations are substantially similar to standards governing rates by

city utilities (e.g., RCW 35.67.020 (2); RCW 35.92.020(2)); county storm water systems (RCW- 36.89.080(1)) and county sewerage, water and storm drainage systems (RCW 36.94.140 (2)); port districts (RCW 53.08.040); water-sewer districts (RCW 57.08.081); and, others as we discussed. Below is a brief discussion of why rates do not require “special benefit” to property.

The Supreme Court maintains a set of factors to determine whether a municipal charge qualifies as a rate rather than a tax. These “*Covell* factors” are the Court’s attempt to provide a framework for addressing the difference between taxes and fees, and are reflected in the attached chart. *Covell* invalidated street utility charges levied by the City of Seattle on residential properties. The Supreme Court had earlier looked to city authority to impose rates in *Morse v. Wise*, 37 Wn.2d 806 (1951). At issue in *Morse v. Wise* were charges imposed by the Town of Chelan on existing ratepayers for the purpose of expanding the sewer system to new customers. An existing ratepayer challenged the charge as an invalid tax on the grounds that the existing ratepayers already paid for their share of constructing the system through special assessments and, therefore, would not receive any special benefit.

The *Morse* Court reviewed Chelan’s express statutory authority to impose rates for its sewer system. The Court stated that “under these statutes the city acts pursuant to police power granted to it[sic] to provide sewer service to protect the health of its inhabitants and to defray the expense by making service charges. The **special benefit idea does not enter into the picture at all.**” [Emphasis added.] The Court further stated

Our attention is called to § 9, art. VII of the constitution, which authorizes the legislature to vest the corporate authorities of cities, town and villages with power to make local improvements by special assessments. This, however, does not provide an exclusive method of defraying the cost of local improvements. **Such local improvements as may be necessary in the promotion of health and sanitation** may be authorized by the legislature in the exercise of its police power and its control over cities and towns, and **provisions may be made for the defrayment of the cost of construction and operation and maintenance other than by local assessment.**

Accordingly, the Court in *Morse* held that the Legislature had supplied cities and towns with “an additional method of raising revenue to defray the expense connected with sewage disposal facilities and to fix rates and charges for the use thereof” and that the charge in question was not a special assessment or tax subject to constitutional constraints.

More than 30 years after *Morse*, the Court in *Teter v. Clark County* addressed a challenge by ratepayers alleging that stormwater system charges imposed by the City of Vancouver and Clark County were unconstitutional special assessments because certain ratepayers did not receive a benefit from the stormwater system. *Teter v.*

Clark County, 104 Wn.2d 227 (1985). The City of Vancouver imposed its stormwater charge under RCW 35.67.020, which has language identical to the statute in *Morse*. RCW 35.67.020 authorizes rates and fees, but does not expressly provide that rates and fees must be based upon contribution to water runoff. Nevertheless, the Court held that the language sufficiently authorized Vancouver to impose stormwater rates **even when the fee payer did not receive a direct benefit**.

The *Teter* Court then considered RCW 36.89.080, which has similar language to RCW 35.67.020. However, unlike RCW 35.67.020, RCW 36.89.080 provides counties the express authority to fix rates and charges for “contributing to an increase of surface water runoff.” The Court held that, similar to RCW 35.67.020, RCW 36.89.080 also provided sufficient authority under the County’s police powers to impose rates and fees **even if the ratepayer did not receive a benefit**. Washington courts have continued to refer to the police power references in *Morse* and *Teter* when determining whether cities or counties (and now conservation districts) have authority to impose rates and fees. More recently, the Court of Appeals rejected such a challenge to storm water charges by the Tukwila School District against the City of Tukwila in *Tukwila School Dist. No. 406 v. City of Tukwila*, 140 Wn. App. 734 (2007) (“We agree with the City that it rains everywhere and all parcels within the City benefit from a system that manages the quantity and quality of storm and surface water runoff to prevent flooding, erosion, sedimentation, pollution, and danger to life and property.”) The conservation districts assist similarly in managing systems addressing “the quantity and quality of storm and surface water runoff to prevent flooding, erosion, sedimentation, pollution, and danger to life and property.”

We trust the foregoing is responsive to your inquiry.

By the way, while we were meeting, my car was broken into. As a result, I will not be going to Vancouver USA on Wednesday and may join your meeting if I am still welcome. (Mercer Island Library at ? time).

Steve

P. Stephen (Steve) DiJulio

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APPENDIX

GENERAL CLASSIFICATION OF TAXES, FEES, AND USER CHARGES

CLASSIFICATIONS	EXAMPLES	BASIC CHARACTERISTICS
TAXES	Property Taxes, Excise Taxes, Income Taxes, certain license fees	Imposed to raise money for <i>any</i> governmental purpose. No relationship between tax burden and benefit to an individual taxpayer.
USER CHARGES: Commodity Charges Burden Offset Charges Processing and Inspection Fees (True "Regulatory Fees") Special Assessments	Electrical rates, water rates, connection charges, irrigation assessments Sewer rates, garbage rates, storm water utility charges, growth impact fees Building permit fees, housing inspection fees, professional licensing fees, certain other license fees LID, ULID, LUD, RID Assessments	Imposed to pay for the provision of commodities or services of direct benefit to consumer. Imposed to offset cost of handling burdens on others and on public resources ("externalities") caused by payer's activities. Imposed to pay costs of governmental handling of payer's applications or requests, or to pay for inspection and control of payer's activities. Imposed on property to offset costs of capital improvements that directly increase the value of that property.

GENERAL CLASSIFICATIONS, *Cont'd*

CLASSIFICATIONS	PROTECTIONS	ACCOUNTING
TAXES	Express statutory authority always required. Subject to limits, uniformity requirements and other controls on tax levels and allocation of burden among taxpayers.	May be deposited in general fund or any other funds. May be used for any lawful governmental purpose.
USER CHARGES: Commodity Charges	Commodity charges must be uniform within classes of customers and classes of service. May not exceed allocable share of cost.	Must be deposited in special fund. May not be transferred to general fund or other special funds for purposes of those funds.
Burden Offset Charges	May not exceed payer's allocable share of cost of programs or improvements to handle burdens caused by payer's activities. Must be uniform within classes of service and classes of users. Certain impact fees must be used within certain time periods for identified facilities.	Must be deposited in special fund. May not be transferred to general fund or other special funds. Must be used to pay for program facilities or activities.
Processing and Inspection Fees (True "Regulatory Fees")	May not exceed allocable share of cost of processing, licensing or inspection and enforcement program.	Must be used to pay for processing or program activities.
Special Assessments	May not exceed increase of value of property ("benefit") from improvement. Must be fairly allocated among all benefitted properties.	Must be deposited in special assessment fund or bond fund. May not be transferred to general fund or any other special funds. Must be used for specified improvement.



Charting a New Course for Resource Conservation in King County Conservation Task Force & Conservation Panel Outcomes

On April 1, 2013 the King County Executive and King Conservation District Board of Supervisors signed a memorandum of understanding to establish a multi-jurisdictional stakeholder Task Force to evaluate strategies for achieving local conservation goals. Specific objective included:

- Investigate the availability of conservation and natural resource programs and service in King County;
- Identify the needs within the county as a region, both met and unmet for such services and programs; and
- Identify the actual and prospective sources of funding to meet such needs.

The process was structured with two components—a King County/King Conservation District Task Force composed of jurisdiction senior policy staff and rural representatives, and a separate Conservation Panel of elected officials. A roster of Conservation Task Force and Conservation Panel Members is attached.



From April 8 through October 23, 2013, the Conservation Panel met four times and the Task Force met eight times. In addition, a Grants Subcommittee met twice to develop a streamlined jurisdictional grant application and process recommendations. During the course of the meetings the Conservation Panel and Task Force met all of the objectives listed in their charter and reached consensus on a set of policy and program recommendations for consideration by the KCD Board of Supervisors and the King County Executive and Council. There were no minority reports.

The Conservation Panel and Task Force submitted their final recommendations on December 31st. The roundtable process represented an unprecedented level of collaboration and teamwork across regional agencies and municipalities to understand the challenges facing private landowners and the role of voluntary stewardship in today's environmental landscape.

The participants ultimately produced four brief white papers that outlined shared concerns regarding the King Conservation District's operations and policies and the recommended paths toward resolving those concerns.

Areas of concern included:

- Increasing voter participation in KCD's Board of Supervisor elections,
- Expanding and normalizing consistent outreach to cities in King County,
- Reconvening an Advisory Committee broadly representative of regional interests, and
- Streamlining the Jurisdictional Grant Program and refining the program's policies.

In addition, after presentations and discussion regarding potential programs and their impact on voluntary conservation stewardship, participants produced six brief white papers outlining discrete programs that could address current unmet conservation needs in King County in the following general categories:

- Supporting the regional food system in both rural and urban contexts and increased voluntary support to and for landowners and increased conservation district participation in food systems policy,
- Increasing financial and technical support to landowners for implementing sustainable land management practices,
- King Conservation District working with cities to identify shared urban forestry needs and develop support for both urban and rural forestry land managers, and
- Increasing support for region-wide educational and technical assistance water conservation stewardship for marine shorelines, riparian zones and upland habitats.

Implementation of many recommendations has begun. As of mid-January 2014 King Conservation District:

- Has met with the Sound Cities Association (SCA) and begun scheduling meetings with leadership in several key cities,
- Is convening the Advisory Committee, with 15 participants representing KCD, King County, the SCA, rural landowners, urban landowners, and environmental interests. The first meeting is scheduled for February 26th,
- Has worked with a subcommittee of the County and SCA to streamline the Jurisdictional Grant Program application pilot, which is in use in the current cycle,
- Is partnering with the County, the City of Tukwila, and Cascade Harvest Coalition to submit a grant to support documenting existing urban agriculture conditions across King County and developing a demonstration project to serve communities at risk for food security in the City of Tukwila,
- Is exploring a partnership with neighboring conservation districts to develop a shared urban/rural forestry program to bring technical expertise in house and make it available to local cities on a fee-for-service basis,
- Is developing a small-scale, high-impact fresh food delivery pilot project to bring locally-produced food to at-risk seniors and others,
- In partnership with our neighboring conservation districts, KCD is using social media as a vehicle to disseminate technical information to a larger constituency than that we could reach in person alone

The King Conservation District values its regional partners and looks forward to 2014 as a year of renewed commitments to shared environmental stewardship. We are actively pursuing multiple opportunities to leverage resources and work together toward shared goals across the Puget Sound region.

For a copy of the final Conservation Task Force report contact Deirdre Grace, King Conservation District Community Relations Manager, at 425-282-1902, or email: deirdre.grace@kingcd.org.

Conservation Task Force Members

Alison Bennett, Policy Program Manager
City of Bellevue Utilities

Deanna Dawson, Executive Director
Sound Cities Association

Siri Erickson-Brown, Farmer
Local Roots Farm
King County Agriculture Commission Member

Mark Isaacson, Division Director
King County Dept of Natural Resources & Parks

Bobbi Lindemulder
Rural At-Large

Scott MacColl, Intergovernmental Relations
City of Shoreline

Kathy Minsch, Regional Liaison
Seattle Public Utilities

Eric Nelson, Supervisor
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Carolyn Robertson, Gov Relations Manager
City of Auburn

Dick Ryon, Commissioner
King County Rural Forest Commission

Nicole Sanders, Associate Planner
City of Snoqualmie

Christie True, Director
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Conservation Panel Members

Jim Berger, Mayor
City of Carnation

Richard Conlin
Seattle City Councilmember

Don Davidson
Bellevue City Councilmember

Reagan Dunn
King County Councilmember

Chris Eggen, Deputy Mayor
City of Shoreline

Fred Jarrett, Deputy Executive
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Kate Kruller
City of Tukwila Councilmember

Kathy Lambert
King County Council Councilmember

Kit Ledbetter, Supervisor
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John Stokes
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JAY INSLEE
Governor



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EXECUTIVE ORDER 14-04

**WASHINGTON CARBON POLLUTION REDUCTION
AND CLEAN ENERGY ACTION**

WHEREAS, the University of Washington, as required by statute, recently released its summary of existing knowledge regarding the causes, impacts, and effects of climate change on Washington State, concluding:

- Human activities have increased atmospheric levels of greenhouse gases to levels unprecedented in at least the past 800,000 years;
- Washington has experienced long-term warming, a lengthening of the frost-free season, and more frequent nighttime heat waves. Sea level is rising along most of Washington's coast, coastal ocean acidity has increased, glacial area and spring snowpack have declined, and peak streamflows in many rivers have shifted earlier in the year;
- Three key areas of risk, specifically changes in the natural timing of water availability, sea level rise and ocean acidity, and increased forest mortality, will likely bring significant consequences for the economy, infrastructure, natural systems, and human health of the region; and
- Decisions made today about greenhouse gas emissions will have a significant effect on the amount of warming that will occur after mid-century;

WHEREAS, studies conducted by the University of Oregon found that the effects of climate change on water supplies, public health, coastal and storm damage, wildfires, and other impacts, will cost Washington almost \$10 billion per year after 2020, unless we take additional actions to mitigate these effects;

WHEREAS, actions to reduce the State's carbon pollution emissions will also improve the State's energy independence and the strength and competitiveness of the State's economy, by:

- Improving job growth in clean energy businesses and technologies, increasing energy efficiency, reducing costs and increasing productivity, and improving competitiveness in manufacturing, transportation, agriculture, and building operations;

- Benefitting farm and forest landowners who provide the feedstock for cleaner energy fuels while also providing a means to offset carbon emissions; and
- Increasing energy efficiency investments that will benefit consumers and ratepayers while growing jobs in construction and associated sectors;

WHEREAS, studies conducted for the Western Climate Initiative indicated that a program to limit carbon emissions, implemented through market mechanisms, would result in a net increase of 19,300 jobs and increased economic output of \$3.3 billion in Washington by 2020;

WHEREAS, Engrossed Second Substitute Senate Bill 5802 (2013 Session) established the Climate Legislative and Executive Workgroup and required it to recommend a state program of actions and policies to reduce greenhouse gas emissions, that if implemented would ensure achievement of the state's emissions limits outlined in RCW 70.235.020;

WHEREAS, the Climate Legislative and Executive Workgroup secured an independent review of existing state and federal policies, and the progress made towards the carbon pollution limits; it concluded that, despite significant progress, Washington will not meet our statutory limits without additional action;

WHEREAS, Washington recently joined British Columbia, Oregon, and California through the Pacific Coast Collaborative, in calling for additional West Coast actions on climate leadership, clean transportation, and clean energy and infrastructure;

WHEREAS, it is critical to Washington's economic future that greenhouse gas reduction strategies be designed and implemented in a manner that minimizes cost impacts to Washington citizens and businesses; and

WHEREAS, Washington needs to take additional actions now, to meet our statutory commitment, to do our part in preventing further climate change, to capture the job growth opportunities of a clean energy economy, and to meet our obligation to our children and future generations.

NOW THEREFORE, I, Jay Inslee, Governor of the state of Washington, by virtue of the power vested in me by the Constitution and statutes of the state of Washington do hereby order and direct as follows:

CARBON EMISSIONS REDUCTION TASKFORCE

The Governor's Carbon Emissions Reduction Taskforce is hereby created to provide recommendations on the design and implementation of a carbon emission limits and market mechanisms program for Washington. The Taskforce's advice and recommendations will inform legislation to be requested by the Governor for consideration during the 2015 legislative session.

The carbon emissions reduction program must establish a cap on carbon pollution emissions, with binding requirements to meet our statutory emission limits, and it must include the market

mechanisms needed to meet the limits in the most effective and efficient manner possible. The program must be designed to maximize the benefits and minimize the implementation costs, considering our emissions and energy sources, and our businesses and jobs.

The Taskforce will include Governor-appointed representatives of business, labor, public interests, and public health. Members will be asked to participate in the best interests of the current and future citizens of the State. The Governor will invite representatives of federal, tribal, and local governments to participate as full members of the Taskforce.

The Governor's Legislative Affairs and Policy Office (LAPO) will organize and secure support for the work of the Taskforce, through state agencies, expert consultants, and others, as needed and allowed by law. LAPO will develop and provide background information and program design options for review by the Taskforce. The Office of Financial Management (OFM) will oversee the economic analysis of program designs, as detailed below.

In developing its recommendations, the Taskforce must consider measures to help offset any cost impacts to consumers and workers, protect low-income households, and assist energy-intensive, trade-exposed businesses in their transition away from carbon-based fuels. It must also evaluate how best to provide oversight and regulation of the markets. Where possible, the program must:

- Be fair in allocating responsibility to emission sources;
- Minimize shifting of emissions and jobs to out-of-state locations ("leakage");
- Provide clear accountability for, along with appropriate flexibility in, compliance; and
- Provide for ongoing monitoring, evaluation, and adjustment of the program, as needed to secure benefits and minimize unintended consequences.

OFM will oversee the economic analysis of program designs and options, with the assistance of qualified consultants as needed. The analysis will include cost effectiveness of emission reductions (cost per ton), evaluation of a range of costs and benefits for the overall economy and specific business sectors (manufacturing, agriculture, construction, industrial, transportation, etc.), and the effects (positive, negative, and net) on jobs, households, and fuel and energy prices.

The analysis will estimate the costs of inaction, and describe the potential environmental and human health benefits of carbon pollution emission reduction. As warranted by the economic analysis, the program designs will be revised to maximize benefits and minimize costs to Washington consumers, businesses, and citizens.

The director of LAPO will ensure that the State Legislature's committees on energy and environment, and other interested legislative members, are fully informed on the Taskforce's work, and she or he will solicit their early and ongoing advice and guidance.

The Taskforce will convene on April 29, 2014, with its final recommendations delivered by no later than November 21, 2014.

COAL-FIRED ELECTRICITY

LAPO will seek negotiated agreements with key utilities and others to reduce and eliminate over time the use of electrical power produced from coal. LAPO, working with the Departments of Commerce and Ecology, and other state agencies, will engage key electrical utilities that generate electricity through coal-fired facilities located outside the state and that rely on this electricity to meet their Washington electrical loads, with the objective of reducing overall greenhouse gas emissions from the generation of electricity. LAPO will seek assistance and support from federal energy agencies to successfully facilitate this transition from coal to cleaner electricity sources.

I ask the Washington Utilities and Transportation Commission (UTC) to actively assist and support the reduction in the use of coal-fired electricity, within the scope of its jurisdiction and authority.

I ask the Northwest Power and Conservation Council to pursue the reduction of coal-fired electricity through its Seventh Power Plan and other appropriate means.

CLEAN TRANSPORTATION

The Department of Transportation, in collaboration with federal, state, regional, and local partners, will develop an action plan to advance electric vehicle use, to include recommendations on targeted strategies and policies for financial and non-financial incentives for consumers and businesses, infrastructure funding mechanisms, signage, and building codes. The Department will continue to build out the electric vehicle charging network along state highways and at key destinations, as funding and partnerships allow.

The Departments of Transportation, Commerce, and Ecology will work with the Regional Transportation Planning Organizations, counties, and cities to develop a new program of financial and technical assistance to help local governments implement measures to improve transportation efficiency, and to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions.

The Department of Transportation, in consultation with the Freight Mobility Strategic Investment Board, the Transportation Improvement Board, and the County Road Administration Board, will conduct a review of existing state transportation grant programs in order to identify and implement opportunities to increase statewide investments in multimodal transportation. The review will also identify methods of securing transportation funding for local governments that have adopted plans and performance measures to enhance multimodal transportation systems. The Department of Transportation will identify and recommend both immediate and longer-term reforms to grant making that will increase multimodal investments.

The Department of Transportation will develop, adopt, and implement new planning policies and guidance documents for conducting multimodal transportation corridor studies. New corridor studies shall prioritize both capital investments and operating strategies that increase

transportation choices, foster innovative land use, and reduce transportation emissions. The Department of Transportation will identify both immediate and longer-term reforms to its corridor study work.

The Department of Transportation will develop, adopt, and implement the multimodal, federally-compliant, long-range statewide transportation plan with a renewed focus on transportation strategies to increase efficiency and reduce both costs and greenhouse gas emissions. The plan must explore alternative revenue sources to fund our transportation system, including vehicle-miles-traveled fees, system-wide tolling, demand-management and trip-reduction strategies, and other reforms such as least-cost planning, transit-oriented land use, freight-corridor development, prioritized-project selection, and similar innovative tools. This new focus will be developed based on scenario analyses of how investments in the transportation system move our state in the direction of a multimodal, coordinated, cost-effective, safe, and low-carbon transportation system. In developing the plan, the Department shall utilize a multi-modal statewide model that allows for analysis of economic benefits, vehicle miles traveled, health, greenhouse gas emissions, and a least-cost planning methodology in order to develop outcomes to be achieved at five, ten, and twenty years from the plan's adoption date. The Department shall develop the transportation model to reflect the current local, state, and national trend showing a decrease in driving, and to evaluate how actions will contribute to achieving the state's enacted limits for greenhouse gas emission reductions.

The Department of Ecology will review the State's clean car law, RCW 70.120A.010, to identify and recommend needed updates to the statute, including the use of zero emission vehicles.

OFM, working with other state agencies, and with advice from subject matter experts, affected industries, and public interests, will evaluate the technical feasibility, costs and benefits, and job implications of requiring the use of cleaner transportation fuels through standards that reduce the carbon intensity of these fuels over time.

The director of LAPO will ensure that the State Legislature's committees on transportation and environment, and other interested legislative members, are fully informed on the clean transportation work under this executive order, and she or he will solicit their early and ongoing advice and guidance.

CLEAN TECHNOLOGY

The Department of Commerce, in cooperation with Washington State University (WSU) and other appropriate stakeholders, will develop and make recommendations for a new state program to assist and support our research institutions, utilities, and businesses to develop, demonstrate, and deploy new renewable energy and energy efficiency technologies. The Department's recommendations must include specific proposals for dedicated and sustained funding for implementing and supporting the program.

I ask that the WSU Energy Program, in consultation with the Utilities and Transportation Commission, the Department of Commerce, and other state agencies as appropriate, convene and work with utilities, solar manufacturers, installers, and other stakeholders, to review current

statutes, rules, policies, and incentives for solar energy in the state. I ask that this review address how to ensure effective state financial incentives, consistent with the benefits and costs of solar energy, and how to better target those incentives, and make them available to a broader range of organizations and individuals that can help advance and deploy solar energy in the state. Further, the review should evaluate how best to ensure consumer protection, how to ensure continued grid reliability, and where we must change state statutes to clarify jurisdiction and establish necessary policies. I ask the WSU Energy Program to work with the agencies and stakeholders on recommendations for how to significantly expand the use of solar energy in our state.

ENERGY EFFICIENCY

The Department of Commerce, working with the WSU Energy Program, the State Building Code Council, and others, will develop, and implement to the extent possible and consistent with state and federal law, a new statewide program to significantly improve the energy performance of both our public and private buildings, taking into account existing state and utility efforts. The program must accelerate the cost-effective energy efficiency retrofit of existing buildings, with a support system that provides information, consumer protection, and assistance to businesses and homeowners. The program must ensure that all new buildings are as energy-neutral as possible, with advanced envelopes, efficient appliances, on-site generation, smart controls, and other features, where practicable.

The program must include the following measures:

- Provide businesses and homeowners with access to energy use, efficiency, and cost information such as building energy efficiency disclosure requirements and other means;
- Improve access to financing for energy-efficiency upgrades, including meter-based financing that ties efficiency investment to the building;
- Support vulnerable and low-income populations through weatherization assistance, setting minimum standards for rental housing energy efficiency, and securing funding for energy efficiency for non-utility fuel sources such as oil heat;
- Achieve early and widespread deployment of energy-neutral buildings prior to the 2031 statutory requirement in RCW 19.27A.160;
- Upgrade the energy efficiency of all street lighting within the state; and
- Ensure that the cost-benefit tests for energy-efficiency improvements include full accounting for the external costs of greenhouse gas emissions.

The program must include a branded campaign to effectively inform businesses and citizens of the new program and encourage its use. The program should enhance, and be compatible with, similar programs offered by utilities and others, where possible.

I ask the State Building Code Council to actively work on the needed code requirements for new buildings as described above, with assistance and support from the Department of Commerce and technical support, as appropriate, from the WSU Energy Program.

I ask the WSU Energy Program, working with the Department of Agriculture and other relevant state, federal, and private sector partners, to develop, and implement to the extent possible, an expanded energy efficiency program for the agricultural sector. The program should be developed with Washington farmers and its original pilot partners, building on the Farm Energy pilot program statewide. The program should be designed to accelerate the assessment and funding of energy savings options for the state's agriculture sector, including preparing our agricultural sector to capitalize on the millions of federal dollars available for efficiency improvements each year.

I ask the WSU Energy Program to develop and launch an Industrial Energy Services Center, to provide a range of energy efficiency services, including energy systems engineering, combined heat and power, and financial incentives to catalyze energy efficiency and carbon reduction investments. The program should build on previous experience providing financial incentives to help offset the costs of energy efficiency equipment, and it should be designed to leverage regional efforts made by the Northwest Combined Heat and Power Technical Assistance Partnership for Washington. I ask that the WSU Energy Program seek additional funding to support the Center's activities from Washington utilities, the Bonneville Power Administration, the Northwest Energy Efficiency Alliance, and the U.S. Department of Energy, as well as from regional energy services and equipment providers and the industry participants themselves.

STATE GOVERNMENT OPERATIONS

The Department of Enterprise Services, in collaboration with other agencies, will evaluate progress and develop recommendations for improving efficiency and reducing emissions from state government operations, as needed to meet the targets established by Results Washington.

The Department of Commerce, in collaboration with the Departments of Enterprise Services and Ecology, will evaluate incentives and life-cycle costs for the purchase of electric vehicles and other clean-fuel cars, for use in the state and other public fleets. The Department of Enterprise Services will move forward with state procurement of these vehicles where the life-cycle costs and benefits are comparable, including consideration of the benefits of emission reductions.

The Department of Enterprise Services, in collaboration with the Department of Commerce, OFM, and the WSU Energy Program, will evaluate progress and develop recommendations for improving the energy efficiency of public buildings.

CARBON POLLUTION LIMITS

The Department of Ecology, as required by RCW 70.235.040, will review the State's enacted greenhouse gas emissions limits and recommend any updates to the limits by July 15, 2014.

INTERGOVERNMENTAL RELATIONS AND PUBLIC OUTREACH

LAPO will ensure that the State Legislature is fully informed on all work conducted under this executive order, and it will solicit advice and guidance from legislative committees with jurisdiction and other interested legislative members.

LAPO will invite consultation, on a government-to-government basis, with Sovereign Tribal Governments, on all aspects of this executive order. LAPO will invite federal agencies with expertise and jurisdiction to assist in implementing this executive order. LAPO will work with other state agencies to coordinate implementation of the West Coast climate and clean energy agreement executed under the Pacific Coast Collaborative.

Agencies acting under this executive order will work with Washington's local governments to maximize coordination and effectiveness of local and state climate initiatives. Agencies will inform affected and interested parties, and the general public, of the work under this executive order, and solicit comments and involvement, as appropriate.

LAPO, working with state agencies, will establish the Climate Response and Clean Energy Forum as a broad venue for distributing information and securing feedback on the work under this executive order. The Forum will maintain an electronic distribution list and website, sponsor an annual conference and webinars, or use other appropriate means to maintain active and ongoing communication with interested and affected parties.

STATE AGENCY COORDINATION

The Energy, Transportation and Climate subcabinet (ETC) is created to organize, coordinate and implement state agency work under this executive order. The ETC members will include the director, secretary, or senior designee of the Departments of Ecology, Commerce, Transportation, Enterprise Services and OFM, and the chair of the UTC. The Departments of Health, Agriculture, and Fish and Wildlife, and the WSU Energy Program, are asked to attend as needed. The Department of Natural Resources, the Office of the Attorney General, the Office of the Insurance Commissioner, the Northwest Power and Conservation Council, and the State Building Code Council are invited and encouraged to participate, as appropriate.

LAPO shall convene and facilitate the ETC.

All state agencies with expertise or jurisdiction, otherwise not directed above, are encouraged to assist in the implementation of this executive order.

GENERAL

Agencies directed under this executive order will report to me as work is completed, with an annual report on progress to be provided by November of each year, beginning in November 2014.

The Taskforce will conduct its business in an open, transparent manner, and its meetings will be open to the public.

This Order is not intended to, and does not confer, any legal rights, and shall not be used as a basis for legal challenges to rules or other actions or to any inaction of the governmental entity subject to it.

This Executive Order, which supersedes Executive Orders 07-02 and 09-05, shall take effect immediately.

Signed and sealed with the official seal of the state of Washington on this 29th day of April, 2014, at Shoreline, Washington.

By:

/s/ _____
Jay Inslee
Governor

BY THE GOVERNOR:

/s/ _____
Secretary of State