

PO 2019-0435.2 Accelerate adoption of Electric Vehicles  
Amendment Tracker for February 4, 2020 Council

Item 8

#	1 <sup>st</sup> Pg. & Line Number	Sponsor	Description of Amendment
1	Pg. 6, Line 126	Kohl-Welles ✓	Makes technical changes on several lines
2	Pg. 7, Line 148	JM → Balducci ✓	Deletes requirement for the Department of Community and Human Services (DCHS) to require any county investments in affordable housing to consider opportunities to provide access to electric vehicles  <b>Note: Amendment 2 competes with Amendment 3.</b>
3	Pg. 7, Line 150	NOT OFFERED Balducci ✓	Adds an exception so that DCHS shall require any county investments in affordable housing to consider opportunities to provide access to electric vehicles <i>unless to do so would increase the cost of the affordable housing the county seeks to invest in.</i>  <b>Note: Amendment 3 competes with Amendment 2.</b>
4	Pg. 7, After line 154	JM → ✓ Balducci	Specifies when considering public charging infrastructure needs, a broad range of EV charging needs must be considered. Adds a report requirement to the Strategic Climate Action Plan Progress Report requirements.
5	Pg. 7, After line 154	Lambert KL → ✓	Adds requirement for consistency with existing code related to the use of EV charging stations at King County facilities.
6	Pg. 11, Line 240	JM → ✓ Balducci	Specifies intent of Section 4 is that Metro reduce the overall carbon emissions from transportation as quickly as possible while achieving goals of Metro Connects. Additionally, specifies that if there are strategies that more quickly reduce greenhouse gas emissions or which would achieve similar greenhouse gas emission reductions in lieu of or in addition to specified vehicle electrification goals in subsection A. of this section, the Executive should pursue those strategies.
7	Pg. 12 Line 254	DU → Withdrawn Upthegrove	Adds additional reporting requirements for the battery bus implementation plan due September 14, 2020.

2/4/20

1

Sponsor: Kohl-Welles

[rb]

Proposed No.: 2019-0435

JKW → carried

1 **AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2**

- ✓2 On page 6, line 126, after "Installation of" strike "150" and insert "one hundred fifty"
- ✓3 On page 7, line 155, after "goals" strike "above, King County, including" and insert "in  
4 subsections A. through D. of this section, King County, including the"
- ✓5 On page 11, line 229, after "section" strike "5" and insert "4"
- 6 **EFFECT: *Technical corrections to clarify the goals that are being referenced, correct***  
7 ***a numbering error and provide consistency in referring to numbers.***

2/4/20

2

Sponsor: Balducci

[JG]

Proposed No.: 2019-0435

JM → carried

1 AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2

2 On page 7, beginning on line 148, strike:

3 "C. The department of community and human services shall require any county  
4 investments in affordable housing to consider opportunities to provide access to electric  
5 vehicles."

6 Renumber the remaining subsections consecutively and correct any internal references  
7 accordingly.

8

9 **EFFECT: *Deletes requirement for the Department of Community and Human Services***  
10 ***to require any county investments in affordable housing to consider opportunities to***  
11 ***provide access to electric vehicles***

12

2/4/20

3

Sponsor: Balducci

Proposed No.: 2019-0435

[JG]

*Not offered*

1 **AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2**

2 On page 7, line 150, after "vehicles" insert "unless to do so would increase the cost of the  
3 affordable housing the county seeks to invest in"

4

5 ***EFFECT: Provides an exception for when DCHS shall require any county investments***  
6 ***in affordable housing to consider opportunities to provide access to electric vehicles.***

2/4/20

Sponsor: Balducci

[JG]

Proposed No.: 2019-0435

JM → Carried

Now  
D w/  
renumbering

1 **AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2**

2 On page 7, after line 154, insert:

3 "E. When evaluating public charging infrastructure needs, the executive shall  
4 consider the charging infrastructure required for a range of electric vehicles, including  
5 light electric vehicles, such as electric bikes, scooters or other battery-powered vehicles,  
6 used for transporting people from one place to another. The executive shall monitor  
7 trends in electric vehicle adoption and develop consistent policies and practices for public  
8 electric charging at King County facilities."

9 Renumber the remaining subsections consecutively and correct any internal references  
10 accordingly.

11  
12 On page 11, line 229, after "ordinance" insert: "The update shall also include any  
13 analysis completed in selecting the public charging infrastructure provided in King  
14 County-owned facilities and describe how the needs of a variety of different types of  
15 electric vehicles, including light electric vehicles, were considered in the analysis"

16 ***EFFECT: Specifies when considering public charging infrastructure needs, a broad  
17 range of EV charging needs must be considered. Adds a report requirement to the  
18 Strategic Climate Action Plan Progress Report requirements.***

2/4/20

Sponsor: Lambert

[JG]

Proposed No.: 2019-0435

KL → *Camel*

1 AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2

2 On page 7, after line 154, insert:

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

7 Renumber the remaining subsections consecutively and correct any internal references  
8 accordingly.

9 **EFFECT:** *Adds requirement for consistency with existing code related to the use of*  
10 *electric vehicle charging stations at King County facilities.*

11

*Now F.*

*7*

*Note - with all of these,  
X-ref in what's now  
F.1. goes to  
"A. through E."*

2/4/20

6

Sponsor: Balducci

[JG]

*JM → Carried*

Proposed No.: 2019-0435

1 **AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2**

2 On page 11, after line 240 insert

3 "B. The intent of this section is that the Metro transit department should reduce

4 the overall carbon emissions from transportation as quickly as possible while achieving

5 the goals of Metro Connects. If there are alternative approaches to the vehicle

6 electrification goals specified in subsection A. of this section that would either more

7 quickly reduce overall greenhouse gas emissions, including greenhouse gas emissions in

8 the community, or that would achieve similar greenhouse gas emission reductions, the

9 executive should pursue those approaches in lieu of or in addition to specified vehicle

10 electrification goals in subsection A. of this section. Before the executive initiates an

11 alternative approach, the executive shall notify the council and include a description of

12 any deviation from the vehicle electrification goals specified in subsection A. of this

13 section, as well as include information about the alternative approach. The notification

14 required by this section shall be filed in the form of a paper original and electronic copy

15 with the clerk of the council, who shall retain the original and provide the electronic copy

16 to all councilmembers and the council chief of staff and the lead staff for the mobility and

17 environment committee, or its successor."

*EDM Verbal  
Carried  
and diesel particulate  
matter*

*and diesel particulate matter*

*and diesel particulate matter*

2/4/20

7

Sponsor: Upthegrove

[JG]

Proposed No.: 2019-0435

DU → Withdrawn

1 AMENDMENT TO PROPOSED ORDINANCE 2019-0435, VERSION 2

2 On page 12, after line 254, insert

3 "6. A comparison of the cost and feasibility of transitioning to a zero-emission  
4 fleet by 2035 with the cost and feasibility of transitioning to a zero-emission fleet by  
5 2040. The comparison shall include an analysis of lifecycle carbon costs of early  
6 retirement of existing diesel-hybrid buses;

7 7. An analysis of the cost effectiveness of reducing greenhouse gas emissions by  
8 converting to a zero-emission fleet as compared to strategies that increase ridership;" \*

9 Renumber the remaining subsections consecutively and correct any internal references  
10 accordingly.

11 **EFFECT:** *Adds additional reporting requirements.*

*the analysis should consider additional benefits  
of transition to a zero-emission fleet.*