

April 21, 2021

Mobility and Environment Committee
King County Council
kcccomitt@kingcounty.gov

Re: Proposed Motion No. 2021-0288, A motion adopting the 2020 King County Strategic Climate Action Plan in compliance with King County Code, 18.25.010.A4

Dear Mobility and Environment Committee Members,

350 Seattle applauds many elements of the 2020 King County Strategic Climate Action Plan: that it centers frontline communities and racial justice and that it sets more aggressive GHG targets based on best available science. King County staff and leadership should be lauded for these steps and should be encouraged to continue taking a justice and equity lens to every step of the SCAP implementation.

We urge the Mobility and Environment Committee to adopt the 2020 SCAP.

We also acknowledge that more will need to be done to achieve the SCAP's stated goals to "act with urgency and intention" during this critical decade of 2020-2030. Judging its intentions, we recognize that the SCAP priority actions are not sufficient to meet the climate crisis and the GHG reductions depend on outside action at both the state and federal levels. Reflecting on past progress, we know that even the less ambitious targets in previous SCAP plans have not been achieved. Together we must be honest that "this moment requires...the courage to transform entire systems to tackle huge problems," as King County Executive Dow Constantine stated in his letter introducing the SCAP.

At 350 Seattle we will stay engaged to support and promote implementation of the 2020 SCAP, to encourage public support for stronger actions along the way, and to continue to share policy successes and science-based recommendations.

There are a few specific areas relevant to the SCAP where 350 Seattle teams and campaigns participate in advocacy and coalition-building:

Regarding aviation, we have shared specific recommendations with Council members and staff, and we will continue to call for a Countywide Key Target to reduce direct (tailpipe) aviation emissions by at least 30 percent by 2030. To help achieve that goal, we have suggested a task force to develop a specific plan, including leadership from airport-impacted communities. We also ask that Aviation emissions be fully counted in King County's 2021 GHG Emissions Inventory, based on 100% of fuel pumped at Sea-Tac and KCIA airports. We ask that this inventory take into account that aviation emissions have three times the climate warming effect as on-the-ground emissions. Overall, if we allow aviation emissions to continue growing, it will undermine our hard-won reductions in other areas. Please fully account for aviation's impacts in the SCAP, in the 2021 inventory, and in future actions.

Regarding maritime emissions, Ocean Going Vessels (OGV) are the largest contributors to maritime vessel air and carbon emissions, per the Port of Seattle. Geographic-based emissions inventories only

account for a small fraction of the emissions from OGV. We ask King County to investigate the best methodology for fully counting maritime emissions in the 2021 GHG Emissions Inventory, and to include lifecycle emissions from marine fuels such as LNG that have lower “tailpipe” emissions but an overall greater climate warming impact due to methane leakage during production and storage. We also ask that the GHG Inventory follow US Community Protocol recommendations to differentiate emissions from passenger travel vessels, like cruise ships and ferries, from emissions from freight transport vessels. We have also recommended that King County undertake a comprehensive emissions inventory for the cruise ships that visit Seattle. Please fully account for maritime emissions in the SCAP, in the 2021 inventory and in future actions.

Regarding the nexus of cruise ship activity and aviation emissions, we estimate that cruise-related flights account for almost 9% of flight emissions in King County. We recommend that the next comprehensive emissions inventory include breakouts of key emission relationships such as this.

Regarding transportation and land use, we appreciate the inclusion of GHG 2.4.2 (“Enhance opportunities to walk, roll, and bike safely and conveniently to transit”). We encourage you to add another similar strategy to: Enhance opportunities to walk, roll, and bike safely and conveniently to commercial/service areas. Many in our society routinely drive cars rather than walk or bike for even short trips. To encourage active transportation in these situations, we need to make roads leading to commercial areas safe for walking and biking.

We thank the King County Staff and Climate Equity Community Task Force leaders and participants who helped create the 2020 SCAP update.

We look forward to helping create a sustainable and just future for King County and its future inhabitants.

Sincerely,

Sarah Shifley
Brandon Bowersox-Johnson
Aviation Team

Miranda Marti
Elizabeth Burton
Maritime Team

Andrew Kidde
Transportation Team

David Perk
Policy Team

350 Seattle
5031 University Way NE
Seattle, WA 98105

cc

Rachel Brombaugh, Office of King County Executive

Matt Kuharic, Department of Natural Resources and Parks Director's Office

350 Seattle Policy and Endorsements Committee

April 21, 2021

Public Comment on 2020 King County Strategic Climate Action Plan

Emeka Anyanwu, Energy Innovation & Resources Officer

On behalf of Seattle City Light, the municipally-owned electric utility serving more than 460,000 customers in the City of Seattle and several surrounding communities, we are pleased to offer public comment to the King County Council Mobility and Environment Committee in support of the commitment made by King County to aggressively reduce its climate impact through decarbonization of the transportation and building sectors. We also commend King County for their focus on communities that are on the front lines of climate change (including those identified by the City of Seattle as Environmental Justice Communities) that are facing disproportionate impacts and harmful emissions due to systemic racism and historical injustices.

Seattle City Light values the strong partnership we have established with King County Metro Transit to work together to on electrification of the region's public transit system. We appreciated their expertise and engagement in our Transportation Electrification Strategic Investment Plan (TE SIP) adopted by the Seattle City Council in September 2020. The bold commitment made by King County Metro Transit to reduce fleet GHG emissions by 70% by 2030 thru aggressive electrification of the transit fleet and build out of electric charging infrastructure – on the way to a zero-emissions fleet by 2040 – is consistent with Seattle City Light's TE SIP vision to lead the transition to an electrified economy, supplying residents with clean electricity via a carbon-free electric grid.

King County Metro Transit's commitments in the Climate Action Plan are consistent with the feedback we received from environmental justice community leaders and stakeholder groups, that prioritizing buses for electrification was the top priority. Low income communities and communities of color are more likely to depend on buses for most, if not all, of their transportation needs. Electrifying public transit will benefit communities who most rely on public transit by reducing air and noise pollution where impacts are greatest.

We look forward to continuing to work together on our shared vision for an electrified public transportation system by making the critical investments needed to sustain and maximize the utility grid to our customers as we work to achieve a fully electrified transportation future.

From: [Michelle Benetua](#)
To: [KCC - Committee Assistants \(Email Group\)](#); [Dembowski, Rod](#); [Zahilay, Girmay](#); [Lambert, Kathy](#); [Kohl-Welles, Jeanne](#); [Upthegrove, Dave](#); [Balducci, Claudia](#); [von Reichbauer, Pete](#); [McDermott, Joe](#); [Dunn, Reagan](#)
Subject: Support for 2020 Strategic Climate Action Plan, especially the Sustainable & Resilient Frontline Communities (SRFC) section
Date: Wednesday, April 21, 2021 10:36:02 AM

Dear Members of the King County Council,

We are writing today to express strong support for the 2020 Strategic Climate Action Plan, and especially the Sustainable & Resilient Frontline Communities (SRFC) section. This section embodies meaningful and successful community engagement, and also roadmaps equitable policy solutions rooted in the lived experiences of our communities most affected by climate change.

We appreciate and recognize the importance of lifting up the work of the SRFC section which was developed by the Climate Equity Community Task Force, composed of BIPOC community leaders and County partners. This collaborative process stands as an example for what can be accomplished when we listen to our frontline communities and commit to community driven policy-making and implementation. Our transition to a more sustainable future must be a just and equitable one, which we will only achieve through active listening to frontline communities.

The priorities of the Built Environment work group, a group within the Healthy King County Coalition, align with the actions of the SRFC section. We are experienced BIPOC facilitators and allies that represent various non-profits and agencies throughout the King County region with the commitment to dismantle inequitable policies and systems. A major focus of the Built Environment work group is capacity building in BIPOC communities, primarily in south King County. The Built Environment workgroup established the Leadership Training program to ensure that communities of color, youth, and immigrants and refugees have an opportunity to learn and understand system-changes within government agencies, with a focus on environmental & climate justice.

We convene a three part leadership development program for community members annually to give community members the skills to advocate for policies that benefit their communities. The support of the King County Climate Action Team over the last three years has been critical to the success of the leadership program, by providing resources, time, and their expertise. One of the graduates of our leadership training was able to apply the skills they learned to go on to join the Climate Equity Community Task Force and help co-develop the SRFC section. The goals of the SRFC section align with and support our work as a workgroup, particularly in Focus Area 1: Community Leadership and Community-Driven Policy-Making and Focus Area 2: Community Capacity Development in the SRFC section.

We've seen the impacts of the COVID-19 pandemic disproportionately impact frontline communities and those without access to resources, wealth, living wage jobs, and adequate medical care. We know that such impacts are only exacerbated by climate change, a trend that will continue unless action is taken. The inequities in our systems, structures, and communities will only worsen, and will compound social, economic, and ecological conditions throughout the County. The long-term sustainability of communities and the region depends on place-based strategies and values; ensuring communities' needs are met as a matter of practice by addressing root causes of inequity.

We support the larger 2020 Strategic Climate Action Plan, as it elevates community voices, and is our roadmap to creating healthier communities, a greener economy, and opportunity for all. The SRFC is particularly critical to sustain given the importance of on-going community engagement. Let's build the future we want now - This plan ensures that we are acting now to benefit our communities now and into the future, instead of paying more for it later. We urge the King County Council to pass the SCAP and the SRFC Section as written by the Climate Equity Community Task Force

Sincerely,

The Built Environment Workgroup, Healthy King County Coalition

Brian Saelens (affiliated with Seattle Children's and University of Washington)

Debora Olveria-Couch (affiliated with Surge, Mobilize Communities for Reproductive Justice)

James Wohlers (affiliated with J.A. Brennan Associates)

Jamie Stroble (affiliated with Noio Pathways Environmental Justice Capacity Building)

Michelle Benetua (affiliated with King County Open Space Equity Cabinet and Seattle Parks Foundation)

Niesha Fort-Brooks (affiliated with City of Tukwila, King County Open Space Equity Cabinet, Mobility Equity Cabinet and Climate Equity Community Task Force)

Saba Rahman (affiliated with Puget Sound Sage's Community Leadership Institute - Fellow, Community Leader)

Victoria Garcia Tamayo (affiliated with Contacto Consulting)

Zana Nozica (affiliated with Lake Washington Institute of Technology, Public Health)

Michelle B. Benetua

Senior Manager of Community Partnerships and Planning

she | her | hers

[SEATTLE PARKS FOUNDATION](#)

206.332.9900 x 21

M-Th

New Mailing Address:

PO Box 3541
Seattle, WA 98124-3541

Sent from Seattle with honor and gratitude for the Coast Salish People past and present, including the Duwamish tribe, whose unceded land we are occupying.

From: [Stacey Valenz](#)
To: [KCC - Committee Assistants \(Email Group\)](#)
Subject: Fwd: PUBLIC COMMITTEE for 4/22 Special meeting Mobility and Environment Committee. Please we need your help with our residents concern. wd: PSCCA public comment 3-25-21 forwarded and request
Date: Wednesday, April 21, 2021 3:09:12 PM

Thank you committee members,

Recent new developments, 3 different neighborhoods are reporting more than a few neighbors have health issues related to cancer. This is important. These are all located in the fumes flow direction in our community.

We need testing to confirm what we already know. Cadman violated their grandfathered permit by changing equipment, they should be held accountable, fines and given a deadline to return SEPA for this plant or plants as cement company is working together, and schedule a public hearing on this concern. Our City, PSCCA, ecology WA and health dept all have the power to test for VOC and PAH, then demand cleaner processes for our community.

This has been ongoing as well as reported by residents since 2007.

Way too long!

We also believe that current law does not exclude any person on our public trails or parks from filing an odor nuisance complaint. Please review this policy of omitting any person from reporting and getting action from PSCCA for odor nuisance that is physically in any community.

With Climate Change on the forefront, please, we need you to consider doing the right thing. Please provide and rely on independent VOC and Dioxon testing on our ambient air in these areas and work to make this process cleaner. Our residents deserve Clean air for Kenmore!! For Washington state!

See my previous email attached. We would welcome a zoom meeting to speak directly to several of our neighbors.

Thank you for consideration,

Stacey Valenzuela
Kenmore MHP Advocate

----- Forwarded message -----

From: **Stacey Valenz** <svalenz229@gmail.com>
Date: Wed, Mar 24, 2021, 11:43 PM
Subject: PSCCA public comment 3-25-21 and request
To: <wheeler@ci.bremerton.wa.us>, <proberts@everettwa.gov>, <kcexec@kingcounty.gov>, <choas2011@ymail.com>, <ebaker@co.kitsap.wa.us>, <rachel.brombaugh@kingcounty.gov>, <chris.beale@cityoftacoma.org>, <proberts@ci.everett.wa.us>, <katie.ketterer@ci.bremerton.wa.us>, <kathys@psccleanair.gov>, <jenniferd@psccleanair.gov>, <amyf@psccleanair.gov>, <rickh@psccleanair.gov>, Tania Park <taniap@psccleanair.gov>, <eriks@psccleanair.gov>, Kim

Wells <kimw@psc Cleanair.gov>, <craigk@psc Cleanair.gov>

Dear PSCCA board members,

As you know, our residents in Kenmore have been requesting VOC and Dioxin testing of our air and the emission stack in our city for years, since 2007, as we have an Asphalt company that is suspect to using kerosene and petroleum in their processes. Several complaints have been filed.

We have been concerned that the emissions have VOC and dioxin levels in our air that may be causing asthma, gritty substance in mouths, odor as well as some cancers in residents. This likely is also effecting salmon and other fish in our water, harming the wildlife and environment.

Could there be dangerous VOC and dioxin levels in the air from the mixture and processes that the Asphalt company uses?

We need the agencies responsible to monitor and test companies that may pose a risk to our Air as those effects our residents, fish, wildlife and environment!

We need the Companies that may pose a risk to our residents wildlife and environment to follow regulations and be held accountable for any violations!

Even if the odor is sometimes masked by additives, the harmful VOC and Dioxins are still in the air and harmful to our residents, wildlife, fish, water and environment as it is in the air!

And could this odor suppressants even cause additional harm with more chemicals?

We ask that you extend testing for VOC and dioxins in the air to Kenmore this year to finally answer this question. We ask that the agency, continue to periodically continue to monitor the facilities to make sure they are using Clean processes going forward prior to any further permits being granted.

Please make Kenmore a priority for Air testing.

We appreciate your promptness to resolve this matter.

Stacey Valenzuela
Concerned Kenmore Resident

From: [Chen, Lisa](#)
To: [KCC - Committee Assistants \(Email Group\)](#)
Cc: [Benn Robinson](#); [Hannah Wilson](#); [Joshua C. Jenkins](#); [E Pitt](#)
Subject: Public Comment - King County Strategic Climate Plan
Date: Wednesday, April 21, 2021 4:18:01 PM
Attachments: [image001.png](#)
[Sustainable Resilient Frontline Communities Letter \(1\).pdf](#)

Hi,

Please see attached a letter of support from the Environmental Justice Committee for the Sustainable Resilient Frontline Communities section of the King County Strategic Climate Plan. This is for tomorrow's Mobility and Environment Committee hearing.

Thank you!
Lisa



Lisa Chen (she/her)
Equity and Environment Manager
City of Seattle, [Office of Sustainability & Environment](#)
Cell: 206-858-1897
lisa.chen2@seattle.gov



Date: April 21, 2021

To: King County Mobility and Environment Committee: Rod Dembowski, Pete von Reichbauer, Claudia Balducci, Kathy Lambert, Jeanne Kohl-Welles, Joe McDermott, Dave Upthegrove, Girmay Zahilay

From: City of Seattle's Environmental Justice Committee

Subject: Adoption of the Sustainable Resilient Frontline Communities section of the King County Strategic Climate Plan

Dear King County Council and Mobility and Environment Committee,

We are writing on behalf of the City of Seattle's Environmental Justice Committee (EJC), composed of leaders from Black, Indigenous, People of Color communities harmed first and worst by climate change and often contributing the least to the key drivers of climate change. We are committed to working to advance environmental justice policies and practices in alignment with [Seattle's Equity and Environment Agenda](#) at both the city and regional level.

Climate change is one of the greatest threats to human life and natural ecosystems of our time. Including but not limited to our food systems, public health, housing, economic structure; climate change has and will continue to impact all aspects of our social fabric. Considering that Black, Indigenous, People of Color, low-income and vulnerable communities (frontline communities) are often harmed first and worst by climate change, it is of utmost importance to the EJC that our communities are the ones included in the design and development of climate mitigation and adaptation strategies and policies from the very beginning. For this reason, we write to you to express our support for the adoption of the Sustainable Resilient Frontline Communities section of the King County Strategic Climate Plan.

The climate change movement and its many mitigation and adaptation strategies, like many movements and initiatives born from the popular demonstrations and organizing of the masses, has been co-opted by entities with political and economic power and watered down so as to achieve climate mitigation targets while still perpetuating the political and economic status-quo. Because frontline communities are often excluded from the development of climate mitigation and adaptation strategies, climate change ceases to be viewed as an ethical, political, and social justice issue and becomes an issue that is solely environmental.

This dynamic is illustrated currently by the preference for market-based climate solutions that do very little to empower frontline communities and address existing inequities. Frontline communities tend to suffer from lower life expectancies and/or astronomical asthma rates because they live near polluting industries, consume toxic sea life, or experience adverse health outcomes because their drinking water is contaminated. Climate change resiliency and COVID-19 impacts are tied together, therefore supporting climate resiliency also supports an equitable recovery from the current public health crisis. In addition to the struggles already described in this letter, Tribes are also often leading in resiliency efforts, experiencing threatened treaty rights, and a multitude of impacts, such as catastrophic fires or sea-level rise.

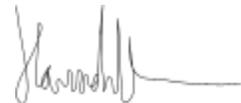
The Sustainable Resilient Frontline Communities section seeks to avoid the aforementioned dangers of top-down generated climate policies by developing a lens that ensures climate mitigation and adaptation strategies are community-driven and promote equity, recognize intersectionality, and the impact of climate change on other social issues like housing, community health, re-localizing food systems, transportation equity, and green jobs.

We encourage King County's Mobility and Environment Committee and Council to adopt the King County Climate Action Plan and ensure that the Sustainable Resilient Frontline Communities section stays as written and is mainstreamed into policies and actions with support from your leadership.

Thank you,

Joshua C. Jenkins

Bennetta Robin



Joshua Jenkins, Co-Chair

Bennetta Robinson, Co-Chair

Hannah Wilson, Co-Chair

Environmental Justice Committee Members

Ashley Townes

Bri Castilleja, Samish Nation

Dana Wu/ 吳淑如

Jeraldi Gonzalez-Monje

Jaimée Marsh

Jose Chi

Mikhaila Gonzales

Pah-tu Pitt, Confederated Tribes of Warm Springs

Paulina Deschamps-Ramírez

Ruby Stacey, Quileute

From: [Eleanor Bastian](#)
To: [KCC - Committee Assistants \(Email Group\)](#)
Cc: [Danielle Shaw](#)
Subject: WEC comment on 2020 SCAP Update
Date: Wednesday, April 21, 2021 9:54:57 PM
Attachments: [WEC King County 2020 SCAP update support letter 4 21 21.docx](#)

Please see attached. Thank you!

Eleanor

Eleanor Bastian • Climate and Clean Energy Policy Manager
(206) 631-2630 • eleanor@wecprotects.org
Pronouns: she/her

Washington Environmental Council • wecprotects.org
1402 Third Avenue | Suite 1400 | Seattle, WA 98101

April 21, 2021

Mobility and Environment Committee
King County Council
516 Third Avenue, Room 1200
Seattle, WA 98104

Dear Councilmembers,

Thank you for your work to develop and implement this strong update to the King County Strategic Climate Action Plan (SCAP). We appreciate how the 2020 SCAP update will drive equitable, innovative and community-based climate action not only in King County, but across Washington.

Seizing the momentum

King County has recognized it has a time-sensitive opportunity to lead and seize momentum in the clean energy transformation. By championing cost-effective policies that promote existing climate-safe investments like high-efficiency heat pumps, electric transit, and electric vehicle charging infrastructure in the 2020 SCAP update, the County and its residents will generate long-term savings and reap the benefits of new technology and infrastructure early on, turning this challenge into one that results in benefits and investments for our community.

Community Engagement

Robust community support and equitable access and involvement is also critical to the success of local climate action. We appreciate that the 2020 SCAP update process identified up front priority sectors for action over the next five years, allowing community engagement to focus on strategies and actions to tackle the biggest sources of climate pollution.

Cross-sector Synergy

We also value that this SCAP update identifies cross-sector synergy to galvanize efforts; for example, expanding transit options is linked up to efforts to promote denser development, and progress toward 100% clean electricity provides momentum to equitably and justly decarbonize the building sector and promote demand response.

Building decarbonization

Alongside strengthening the county commercial energy code, the 2020 SCAP update prioritizes smart, strategic actions and investments in building decarbonization, including developing efficiency programs and proposing a financing program for commercial and multi-family building efficiency, renewable energy, and resiliency upgrades, and eliminating fossil fuel use in new County facilities.

Sustainable procurement and purchasing

We appreciate that the 2020 SCAP prioritizes further development of procurement and sustainable purchasing policies. These advances will benefit a wide range of stakeholders who can use their purchasing power to drive a transition to clean industries.

Natural climate solutions

Natural systems play a critical role in the climate fight by removing excess carbon from the atmosphere and storing it in plants and soils. The updates to the forest plan to plant more of the right trees in the right



**WASHINGTON
ENVIRONMENTAL
COUNCIL**

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places to sequester carbon for the long term and expand the tree canopy will help mitigate impacts from heat island effect, air pollution and other public health threats.

We are eager to help turn this great opportunity before us into reality, so that climate action is equitable and builds a better life for everyone. Adopt this SCAP update and continue making progress towards urgent greenhouse gas reduction goals. Together, we can address the challenge of climate change in a way that sustains and protects our city, ensuring a livable and sustainable future for generations to come. Thank you for your efforts.

Sincerely,

Eleanor Bastian
Washington Environmental Council