Land Use & Economic Development Committee Agenda

Mukilteo City Hall - 11930 Cyrus Way

Wednesday, March 17, 2021

5:30 PM-7:00 PM

Zoom Virtual Meeting

Join Zoom Meeting
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Meeting ID: 826 5003 0210
Passcode: 691229

CALL TO ORDER - 5:30 PM

Meeting Objectives:

1. 2021 Docket (Comprehensive Plan Amendments)

ADJOURNMENT - 7:00 PM

Next Meeting Date/Time: Tuesday, April 6, 2021, 5:30pm

- For accessibility information and for accommodation requests, please call the ADA Coordinator at (425) 263-8005 *(or TRS (800) 833-6384 or dial 711)*, or visit https://mukilteowa.gov/departments/executive/ada-program/.

LAND USE & ECONOMIC DEVELOPMENT COMMITTEE AGENDA REPORT	
SUBJECT TITLE: 2021 Preliminary Docket	**FOR AGENDA OF:** March 17, 2021
Contact Staff: David Osaki, Community Development Director	**EXHIBITS:** 1. Mukilteo Climate Action Committee Final Report, October 2020 2. October 19, 2020 City Council Minutes 3. Puget Sound Regional Council (PSRC) VISION 2050 Climate Action Policies 4. Washington State HB 1099 Bill Summary
Department Director: David Osaki	

RECOMMENDATION

For the purposes of the City Council's April 5, 2021 preliminary docket public hearing, identify climate change text amendments that set the framework for future actions. The text amendments should be sufficiently flexible to accommodate plan amendments in subsequent years that respond to upcoming Snohomish Countywide Planning Policies (CPP's) amendments and potential State legislation that may mandate more detailed climate change policy/regulatory requirements.

Preliminary docket amendments could include:

General Comprehensive Plan Text/Narrative To:

- Summarize the federal, state, regional and county framework of laws, policies, and actions related to climate change, as applicable, including greenhouse gas and/or vehicle miles traveled reduction targets set by other agencies.
- Acknowledge the work of the City Climate Action Committee.

Policy Amendments To:

- Retain/Update Comprehensive Plan Policy TR4 and TR4A related to air quality and the City increasing the percentage of its vehicle fleet comprised of hybrid, all-electric or other non CO2-emitting vehicles.
- Using the draft Countywide Planning Policies (CPP) amendments as a guide, propose new Mukilteo Comprehensive Plan policies such as:
    - The City will pursue efforts to realize state and/or regional targets related to the reduction of greenhouse gas emissions and vehicle miles traveled.
    - The City will coordinate with programs that work to reduce greenhouse gas emissions and increase energy conservation, including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.
    - Using natural systems to reduce carbon in the atmosphere such as open space, vegetative cover, wetlands, and estuaries.

SUMMARY

At its March 1, 2021 meeting, the City Council discussed items to bring forward as part of the 2021 preliminary docket. The City Council preliminary docket public hearing is currently scheduled for April 5, 2021.

Climate change text amendments were raised as a possible Mukilteo Comprehensive Plan preliminary docket item. The scope of the potential climate change amendments was referred to the Land Use & Economic Development (LU&ED) Committee for discussion.

At the March 17, 2021 LU&ED Committee meeting, Staff will seek direction on what form potential climate change Comprehensive Plan text amendments might take. While the specific detailed language need not be developed, the description should be of sufficient detail so that the public can provide relevant comment at the April 5, 2021 preliminary docket public hearing.

BACKGROUND

At its March 1, 2021 meeting the City Council identified two Comprehensive Plan text amendments to be considered as part of the 2021 Preliminary Docket. These were:

1. Increased acknowledgment, in the Comprehensive Plan Vision and Goals section, of Indigenous Peoples and respect for their longstanding and sacred relationship that exists with traditional territories; and,
2. Climate change narrative and/or policies.

As climate change can address a range of actions, the docket item was referred to the Land Use & Economic Development (LU&ED) Committee for discussion.

The following summarizes the City's existing Comprehensive Plan references to Climate Change/Greenhouse Gas, as well as actions that have or are currently taking place that will/may affect future comprehensive planning related to climate change.

A. EXISTING MUKILTEO COMPREHENSIVE PLAN GREENHOUSE GAS REFERENCES

Existing Mukilteo Comprehensive Plan references to greenhouse gases are contained in the Comprehensive Plan's Goals, Transportation Element (*under Air Quality Impacts*), and in the "Definitions and Acronyms" sections as follows:

> **Goals to Achieve a Livable Mukilteo**
>
> **Natural Environment:** The natural environment is the undeveloped open space areas within and around Mukilteo and includes recreation areas with parks and trails. Humans should be recognized a being part of nature and thus play a role in protecting it. To ensure the natural environment flourishes and thrives means:
>
> Protecting Environmental Resources & Habitats | Fostering Green Parks & Preserving Open Space | Minimizing the Use of Toxic Products | Modeling Environmentally-friendly Practices | Reducing Greenhouse Gases
>
> *(Mukilteo Comprehensive Plan, page 10)*

Transportation Element Air Quality Impacts

"**TR4:** The City of Mukilteo transportation system shall conform to the federal and state Clean Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

The City can set a good example for others to following by adopting procedures that will help reduce the emission of greenhouse gases and consumption of gasoline. **To reduce the emission of greenhouse gases and the amount of gasoline consumed by city vehicles (except for emergency and large utility vehicles), the City should increase the percentage of its vehicle fleet that is comprised of hybrid, all-electric or other non CO2-emitting vehicles (TR4a).**"
(Mukilteo Comprehensive Plan, page 84)

Appendix VI; Definitions and Acronyms

GHGs - Greenhouse Gas means includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.
(Mukilteo Comprehensive Plan, page 173)

B. CITY OF MUKILTEO CLIMATE ACTION COMMITTEE - FINAL REPORT

In May 2019 the City Council approved a resolution establishing a Climate Action Committee to advise the City Council on energy goals for the City and residents. The Climate Action Committee's work culminated with a Final Report to the City Council on October 19, 2020 (see **Exhibit 1** for the Climate Action Committee's final report and **Exhibit 2** for the October 19, 2020 City Council minutes.)

C. PUGET SOUND REGIONAL COUNCIL - VISION 2050

The Puget Sound Regional Council's (PSRC) VISION 2050 document (adopted in October 2020) is the four county regional growth strategy (Snohomish, King, Pierce and Kitsap counties). VISION 2050 has increased its focus on climate change, enough so that a new climate change chapter has been added. **Exhibit 3** are the adopted VISION 2050 climate change policies. Reduction of greenhouse gas emissions is a focus of the VISION 2050 climate change policies and of VISION 2050 itself.

D. SNOHOMISH COUNTYWIDE PLANNING POLICIES

The Snohomish County Tomorrow (SCT) staff working groups have been preparing amendments to the Countywide Planning Policies (CPP'S). These CPP amendments will eventually be brought forward to the SCT Steering Committee for review and then to the Snohomish County Council for consideration and action.

Much like the PSRC's VISION 2050 document, the Snohomish County CPP's amendments under discussion assume a great climate change focus. For example, the CPP's "Natural Environment" Chapter is proposed to be renamed to "Natural Environment and Climate Change".

CPP amendments currently under consideration include, as examples,

- Supporting the achievement of regional greenhouse gas emissions reduction targets through adoption of policies and implementation of actions including identification of emissions

reduction goals in local plans and providing support for land use, transportation, and development policies that reduce vehicle miles traveled.

- Incorporating emissions reduction actions into local plans and collaborate with regional and state agencies on initiatives to ensure that air quality meets or exceeds established state and federal standards and greenhouse gas emissions are reduced in accordance with the goals of the Puget Sound Clean Air Agency.
- Establishing and/or supporting programs that work to reduce greenhouse gas emissions and increase energy conservation including the retrofit of existing buildings, expansion of alternative/clean energy within the public and private sector, and the use of environmentally sustainable building techniques and materials.
- Using natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase natural resources that sequester and store carbon, such as forests, vegetative cover, wetlands, farmland, and estuaries.

E. 2021 WASHINGTON STATE LEGISLATURE

Legislation amending the Growth Management Act to require that a climate change and resiliency element be included in comprehensive plans is currently being considered by the 2021 State legislature. The summary for one such bill (HB 1099), which passed the House in early March 2021, is attached (**see Exhibit 4**).

As summarized in the House Bill Report, HB 1099 is comprehensive in its requirement and scope in addressing greenhouse gas (GHG) emissions reductions and vehicle miles traveled (VMT) reductions.

The GMA currently provides that laws passed by the State for new comprehensive elements are only required to be implemented if the State appropriates funding to prepare the element. The funding is to be provided at least two years in advance of when the new element must be adopted. As of March 5, 2021, the State funding commitment, if any, for a new climate change and resiliency element is unknown and is pending the release of House and Senate budget proposals.

OTHER

STAFF INITIATED 2021 PRELIMINARY DOCKET ITEMS

Staff is still reviewing potential 2021 preliminary docket items to bring forward for the City Council's consideration at the April 5, 2021 docket public hearing. Staff initiated 2021 docket items identified to date will be mentioned at the March 17, 2021 LU&ED Committee meeting.

NEXT STEPS

The 2021 Comprehensive Plan docket public hearing is currently scheduled for April 5, 2021. Staff will compile all docket items and provide public notice in advance of the public hearing.

Preliminary docket items approved by the City Council for the 2021 final docket will eventually be subject to staff review, a Planning Commission public hearing and a City Council public hearing. The public hearings are likely to occur in 2022.

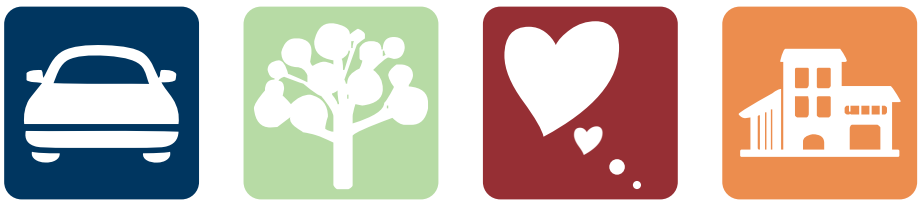
Exhibit 1

CLIMATE ACTION COMMITTEE

OCTOBER 2020 • FINAL REPORT

COMMITTEE MEMBERS
Tim Ellis, Chair
Debbie King, Vice Chair
Mari Atkinson
Eliza Kirk
Nicholas Ness
Ann Swadener
Allison Woodbury
Council President Richard Emery
Councilmember Riaz Khan

The Committee thanks former Council President Christine Cook for her 2019 contributions



CITY OF MUKILTEO

LETTER FROM MAYOR GREGERSON

To begin, we acknowledge that we are gathered on Indigenous Lands, the traditional territory of the Coast Salish People, specifically the Tulalip Tribes, successors in interest to the Snohomish, Snoqualmie, Skykomish, and other allied bands signatory to the 1855 Treaty to Point Elliott.

I am proud of the work of our Climate Action Committee, and grateful to the City Council for authorizing this intiative. This issue is a crisis that deserves focus, and the Committee members have given it their all.

The Climate Action Committee's purpose was to consider recommended clean energy goals, encourage residents to be part of the solution, encourage City staff, businesses, and residents to conserve current resources, work with the Council and City administration to implement ideas, and effectively address the future impacts of climate change.

The goals of this work aligned with many in our City's Comprehensive Plan: sustainability (through innovation and optimism), promoting a high quality of life (by protecting the natural environment), and creating a healthy community (by encouraging mobility through trails, biking, and recreation programs). Their work will inspire us to expand these efforts and take concrete actions.

This committee has worked for nearly a year and a half to develop recommendations for the City to help us reach net zero, or 100% renewable electricity. This final report provides a narrative with key data to help support the recommendations. I am extremely hopeful, and this plan is a great start to being able to create a lasting impact for our environment.

Thank you for your careful consideration of these recommendations, and a special thanks to the Climate Action Committee for the dedication and commitment to this work. They have dedicated long hours and energy to this effort. I commend them for their wise insights, educated perspectives, and dedication. I look forward to taking action to protect our environment.

Thank You,

Jennifer Gregerson, Mayor of Mukilteo

ACKNOWLEDGEMENTS

This report involved the effort of a volunteer Mukilteo Climate Action Committee, formed by Resolution Resolution 2019-02, passed May 6, 2019, and meeting since July 2019. A heartfelt thank you to all those who assisted in this process.

Mayor Jennifer Gregerson
Tim Ellis Chair
Debbie King, Vice Chair
Mari Atkinson
Eliza Kirk
Nicholas Ness
Ann Swadener
Allison Woodbury
Council President Richard Emery
Councilmember Riaz Khan
Staff Support: Lindsey Arrington

The Committee thanks former City Councilmember Christine Cook and former city staffer Nancy Passovoy for their contributions.

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CLIMATE CHANGE AND MUKILTEO IMPACTS

INTRODUCTION

Cities release more than 70% of energy-related CO_2 emissions worldwide, leaving an enormous carbon footprint, especially in coastal regions, which host 90% of the world's urban areas and are at high risk for climate change devastation.[1]

Two-thirds of the world's population will reside in urban areas by 2050,[2] putting additional stress on coastal communities due to unprecedented sea-level rise, coastal storms, and food shortages. Because coastal cities are at the highest risk of suffering the bulk of climate change impacts, they present the opportunity to identify and measure emission levels, develop strategies for emissions reduction, and set measurable reduction goals.[3]

Mayors, city councils, and community leaders are in a strong position to take the lead in combatting climate change because they understand local needs and resource constraints. They can put measures in place to track the performance of city services, guide change, and set appropriate regulations regarding land use, transportation, infrastructure, and building codes.

Climate change mitigation refers to actions that reduce and stabilize GHG emissions. The Mukilteo Climate Action Committee recommends actions that will reduce Mukilteo Greenhouse Gas (GHG) emissions to achieve a net-zero by 2040—net-zero being the balance between GHG emissions produced and emissions removed from the atmosphere. The committee identified four categories as having the most potential for attaining net-zero status: **Transportation, Sequester CO2, Hearts and Minds,** and **Buildings.**

COMMITTEE GOALS

According to Resolution 2019-02, the Climate Action Committee's goals are to:

- *Identify the benefits and costs of adopting policies and programs that promote the long-term goal of greenhouse gas emission reduction while maximizing economic and social benefits of such action.*
- *Provide input and independent analysis regarding the City's interest in making a clean energy commitment, as well as identifying a goal for renewable energy usage.*
- *Develop an action plan, including options, methods and financial resources needed and an associated timeline and milestones to achieve the renewable energy goals.*

1 Why Cities," C40 Cities, accessed September 26, 2020, https://www.c40.org/why_cities

2 "2018 Revision of World Urbanization Prospects," United Nations—Department of Economic and Social Affairs, May 16, 2018, https://www.un.org/development/desa/publications/2018-revision-of-world-urbanization-prospects.html

3 "Global Protocol for Community-Scale Greenhouse Gas Emission Inventories," NLC National League of Cities, March 08, 2017, https://www.nlc.org/resource/global-protocol-for-community-scale-greenhouse-gas-emission-inventories

CURRENT IMPACTS

According to the Northwest Chapter of Fourth National Climate Assessment, the warming climate is impacting the Pacific Northwest's natural resource economy, cultural heritage, built infrastructure, recreation, and the health and welfare of Northwest residents.[4]

For decades, the burning of fossil fuels has been releasing excess greenhouse gases into the atmosphere, including CO2 and methane, blanketing the earth in a cumulative layer of heat. Ninety-three percent of this heat is absorbed into the ocean, resulting in expanding water vapor and precipitation, more acidic waters, sea-level rise, and shifts in the marine ecosystem. Toxic algal or algae blooms and oxygen-depleted dead zones threaten our salmon and shellfish industries, especially Dungeness crab and krill, organisms vital to the marine food chain. Warming rivers and streams and the decreasing snowpack interfere with salmon spawning sites, leading to a loss of habitat and an inability to migrate.

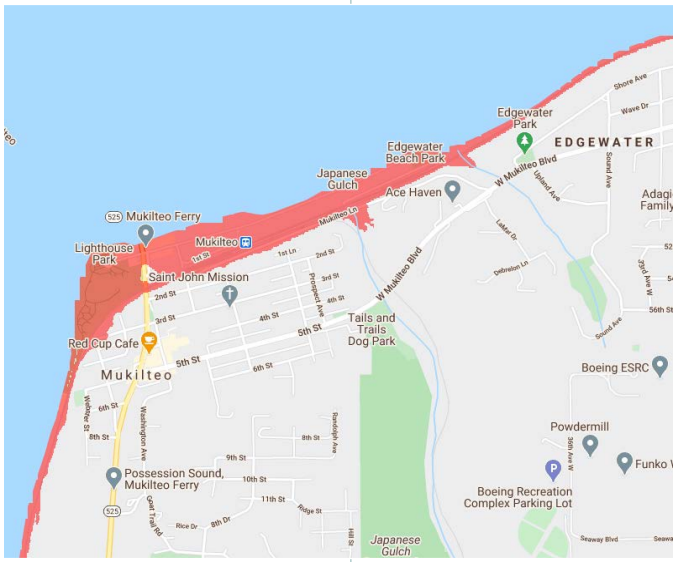

Figure 1: Land projected to be below 100-year flood level in 2100

Sea-level rise from melting glaciers and snowpack puts high-population coastal areas at risk from flooding, landslides, increased storm surges, and infrastructure damage. In 2003, a storm surge caused $3.5 million damage to Ivar's Restaurant, closing it for 471 days. A similar surge caused damage to Ivar's in 2012.[5]

Figure 1 estimates that sea-level rise plus a major flood event could flood the entire Mukilteo waterfront in 2100.[6]

Economic impacts such as the closing of fisheries due to algal blooms, losses in outdoor recreational revenue, depletion of the salmon and shellfish industry, and infrastructure damage from sea-level rise, increase risk of income loss, and food insecurity, particularly for low-income and minority coastal populations. In 2015, a harmful algal bloom extended from Alaska to California, closing shellfish fisheries for a prolonged period of time due to the high-level of neurotoxins in the water. An Advancing Earth and Space Science study links this algal bloom to warming, low-nutrient ocean waters.[7]

Escalating temperatures, pollution, and smoke from wildfires pose an increasing threat to both physical and mental health, including an increased risk of heart attacks, cancer, respiratory disease, and heat-related deaths. In 2020, wildfires raged through California, Oregon, and Eastern Washington, scorching nearly 4.8 million acres and killing 35.[8] A smothering, dense smoke layer settled up and down the west coast, obscuring the Seattle skyline and catapulting the air quality index to dangerous levels.

4 Fourth National Climate Assessment, Ch.24 Northwest, Volume II: Impacts, Risks, and Adaptation in the United States. https://nca2018.globalchange.gov/chapter/24/

5 Komo News, "'Geyser in the middle of the restaurant' shuts down Ivar's," 26 January 2012, https://komonews.com/archive/geyser-in-the-middle-of-the-restaurant-shuts-down-ivars

6 "Land Projected to be below 100-year flood level in 2100," Sea level rise and coastal flood risk maps—Climate Central, accessed September 28, 2020, https://coastal.climatecentral.org/

7 Ryan M. McCabe, Barbara M. Hickey et all, "An unprecedented coastwide toxic algal bloom linked to anomalous ocean conditions," Advancing Earth and Space Science, 20 Sep 2016, https://agupubs.onlinelibrary.wiley.com/doi/full/10.1002/2016GL070023

8 "As wildfire smoke becomes a part of life on the West Coast, so do its health risks," The Washington Post, September 17, 2020, https://www. washingtonpost.com/nation/2020/09/16/smoke-air-west/

GREENHOUSE GASES

Greenhouse gases (GHGs) include carbon dioxide, methane, chlorofluorocarbons (CFSs), and nitrous oxide.

Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil, as well as from livestock, other agricultural practices, and the decay of organic waste in municipal solid waste landfills. While methane is one of the most potent GHG in trapping heat, it only stays in the atmosphere for a short time and accounts for only about 10% of GHG emissions. Yet, because of it's potency, methane has the power to raise sea-levels for centuries.[9]

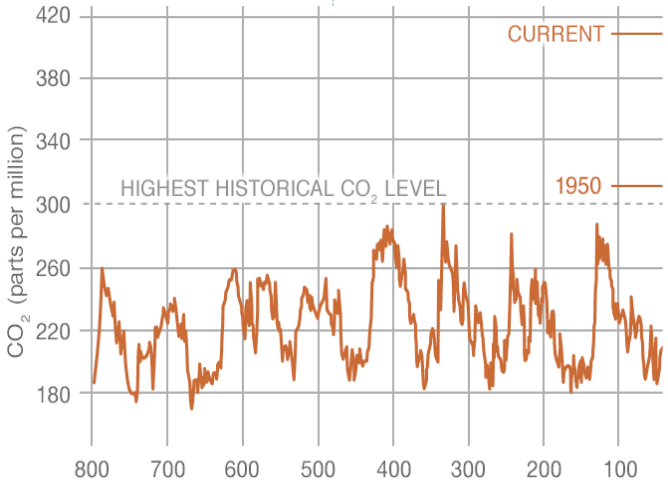

Figure 2: CO_2 levels during the last three glacial cycles, as constructed from ice cores. (NOAA)

Carbon dioxide (CO_2) accounts for 81% of all GHGs released through human activities.[10] The burning of fossil fuels (coal, natural gas, and oil) releases CO_2 into the atmosphere. And while natural sources (solid waste, trees, and other biological material) also emit CO_2, human-related emissions are responsible for the harmful increase released into the atmosphere since the industrial revolution. CO_2 can stay in the atmosphere for 200 years or more. *Figure2* displays how CO_2 levels rose sharply around 1950 after several ice ages.[11]

Urban forests and plants absorb, or sequester, CO2 when absorbed by plants as part of the biological carbon cycle, removing it from the atmosphere.

Nitrous oxide (N2O) is emitted during agricultural and industrial activities, combustion of fossil fuels and solid waste, and during the treatment of wastewater.

Fluorinated GHGs—hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride—are synthetic, powerful greenhouse gases emitted from a variety of industrial processes. These gases are emitted in lesser quantities, though because they are potent GHGs, they are often referred to as High Global Warming Potential (High GWP) gases. Fluorinated gases are sometimes substituted for stratospheric ozone-depleting substances (chlorofluorocarbons (CFCs), hydrochlorofluorocarbons, halons).[12]

The Clean Energy Transformation Act (CETA) requires the transition to 100% non-GHG-emitting electricity resources by 2045 according to the following schedule:[13]

- Eliminate coal-fired electricity resources by December 2025.
- Attain GHG neutrality by January 2030.
- Transition to 100% non-GHG-emitting by January 2045.

9 Robinson Meyer, "Short-Lived' Methane Could Raise Sea Levels for Another 800 Years," The Atlantic, January 10, 2017, https://www.theatlantic.com/science/archive/2017/01/short-lived-methane-sea-levels-for-800-years-solomon/512588/

10 "Overview of Greenhouse Gases," Greenhouse Gas Emissions, EPA, accessed October 13, 2020, https://www.epa.gov/ghgemissions/overview-greenhouse-gases

11 "Carbon Dioxide Concentration," NASA Global Climate Change, August 2020, https://climate.nasa.gov/vital-signs/carbon-dioxide/

12 "Overview of Greenhouse Gases," Greenhouse Gas Emissions, EPA, accessed October 13, 2020, https://www.epa.gov/ghgemissions/overview-greenhouse-gases

13 "Chapter 19.405 RCW: Washington Clean Energy Transformation Act," May 7, 2019, https://app.leg.wa.gov/RCW/default.aspx?cite=19.405&full=true#19.405.030

PROCESS

Following the submission of the Interim Report of the Mukilteo Climate Action Committee on December 9, 2019, the Committee was able to have two in-person meetings before COVID-19 control practices required that all meetings must be virtual.

Despite the COVID-19 restrictions, the Committee continued its full-team monthly-meeting pace, along with the addition of three-to-four member sub-team meetings to dig into more detail of what we wanted to include in this report.

In addition to a full outline of recommended climate actions, this report includes the following (click the title to access these sections of the report):

- **Prioritization Matrix**—identifies actions with the highest benefit vs. cost ratio.
- **Getting Started Plan**—for the Council to use when considering the 2021 budget.
- **GHG Emissions Dashboard**—for the City to track progress against the goal of net-zero GHG emissions by 2045 or sooner.
- **Cost Analysis**—specified actions amount to an estimated 0.5 FTE staff member—this matrix indicates that we could make good progress on these actions.

MITIGATION STRATEGIES

TRANSPORTATION

The world caught a glimpse of what a cleaner world would look like when GHG emissions dropped 17% during the early days of the coronavirus pandemic, due in part to a significant decrease in vehicular and air travel.[14]

Electric Vehicles (EVs) and charging stations garner the most attention when it comes to reducing GHG emissions. Yet the City can also support residents who wish to transition from single-vehicle transport by increasing access to public transportation and ride-sharing, bicycling and walking, and telecommuting.

The purchase of the Mukilteo Police Department's first all-electric police cruiser, a Tesla Model 3, in early 2020 sets a precedent for other city departments to replace aged gas- and diesel-powered vehicles with all-electric purchases. The City should also expedite the permitting process for installing residential charging stations and address barriers to installing chargers at garage-free homes and on rental properties.

The City should take advantage of online and print media and host community events to educate Mukilteo residents of the health benefits of moving to EVs and human-powered transportation. A city-wide transition to electric vehicles would reduce CO2 pollution, risk of oil spills and oil dependency, and health risks, including cancer and respiratory issues. Bicycling and walking can reap the benefits of reduced heart disease, obesity, and diabetes, and improved mental health.

Transition to Electric Vehicles (EVs) by 2040

Electric vehicles

- Introduce a policy to replace the city's fleet vehicles with electric options at the time of retirement, including police cruisers, fire engines, and work vehicles (trucks and vans).
- Support the continuing transition of Community Transit and Everett Transit fleets to electric vehicles.
- Work with local auto dealers to promote EV sales within the community.
- Encourage the Mukilteo School District to transition to electric school buses.

EV chargers plan

- Address options for increasing public access to EV charging stations:
  - Expedite the permitting process for installing residential charging stations.
  - Map optimal locations for chargers in commercial areas.
  - Address barriers to charging for garage-free homes and rental properties.
  - Consider integrating charging infrastructure into streetlights.
- Consider smart cable technology.
- Assess the potential to partner with third-party EV charging station providers to lower program and construction costs.

EV power storage

- Install battery storage by 2040 for EV chargers to provide vehicle-to-grid electricity from the grid.[15]

Decrease GHG Emissions from Fossil-Fuel-Powered Vehicles

No-idle zones

- Adopt a policy to limit vehicle idling; post signs at businesses and holding areas (e.g. school and ferry areas).
- Collaborate with regional partners to limit vehicle idling.
- Advocate for state and federal legislation to advance GHG reductions.

14 Le Quéré et al, Temporary reduction in daily global CO2 emissions during the COVID-19 forced confinement, Nature Climate Change, 10, 647–653 (May 19, 2020), https://doi.org/10.1038/s41558-020-0797-x

15 "Energy Storage for Transportation & Electric Vehicles (EVs): ESA," Energy Storage Association, https://energystorage.org/why-energy-storage/applications/transportation-storage/, accessed September 26, 2020

- Create a no-idle-zone toolkit for municipalities.

Shared vehicles

- Investigate regional congestion pricing, i.e. revenue created for projects and services to serve a variety of transportation modes/options.
- Explore parking management strategies:
  - Align cost of commuting by car vs transit options for sustainability goals.
  - Implement dynamic pricing.
  - Build vehicle-on-demand parking spaces.
- Promote carpooling/van-pooling and telecommuting for city employees.
- Establish car-sharing programs such as Zipcar and Car2Go.

Flexible work policies

- Educate and encourage local employers to reduce commute trips.
- Explore the options and benefits of compressed work weeks.
- Encourage businesses and organizations to continue promoting telecommuting beyond the coronavirus pandemic. Adopt a telecommuting policy for city employees.
- Allow for schedule adjustments and flex time.
- Share these program's case studies from the City's implementation of similar programs with local employers.
- Encourage home-based business opportunities.
- Update city land-use rules for home-based businesses.
- Install "smart" water meters to transmit water usage electronically.
- Shift to every-other-week garbage collection and weekly organic collection.

Enhanced support to human-powered transportation

Increased routes between commuting nodes

- Routes within Mukilteo
- Require developers to provide pedestrian connections between neighborhoods, schools, businesses, and work sites.
- Fill gaps in pedestrian and cycling routes between areas with high visitation volumes (e.g. Lighthouse Park, Mukilteo Speedway, Boeing, etc).
- Routes between Mukilteo and surrounding areas
- Examine pedestrian and bike routes in Mukilteo that could be connected to other inter-urban trails, sidewalks, or bike lanes.
  - Encourage transit agencies to install bike racks on transit vehicles to encourage partial bike commutes for those that work outside city limits.

Enhanced infrastructure and resources

- Bicycles
  - Invest in a bike-share program.
  - Increase the number of bike racks around the city, specifically at businesses, schools, and workplaces.
  - Add a municipal bike fleet for city employee use.
  - Provide incentives for businesses interested in investing in bikes for employees.
  - Create new bike paths, lanes, and trails where space is available by funding and implementing the Bike Transit Walk Plan.
  - Update current infrastructure by refurbishing cracked bike paths and repainting faded bike lanes.
- Pedestrian infrastructure
  - Refurbish existing sidewalks, paths, and crosswalks.
  - Create new sidewalks, paths, and crosswalks where they are needed by funding and implementing the Bike Transit Walk Plan.

Community engagement

- Partner with the Mukilteo School District to expand educational programs that promote walking and biking.
- Post maps of pedestrian and cycling routes in schools and other areas.
- Support a program that would organize and lead walks around Mukilteo.

Grow Public Transportation

Buses/shuttle services

- Incentivize public transit use
  - Promote benefits such as pre-tax transit passes.
  - Offer rebates to employees who give up the use of their employer's parking facilities.
  - Offer free intercity bus service
  - Add shuttle service connecting commercial and mobility hubs.

Car sharing/mobility options

- Establish a remote park-and-ride or ride-share program for the waterfront
- Work with third-party programs and businesses to increase the availability, accessibility, and convenience of other shared mobility options (e.g. bike share, scooter share, etc.)

Funding and development

- Fund continued improvement of local commercial and transportation hubs.
- Coordinate with Community Transit, Sound Transit, and WSDOT to increase transit ridership.
  - Pursue funding opportunities for transit service.
  - Improve convenience to encourage increased ridership.
- Encourage transit-oriented development standards and projects in the city's activity centers (old town, uptown).

Promote local goods and services to reduce long-distance transport

Food

- Identify property that could be used for community and home gardens.
- Promote the growth of fruits and vegetables in community and home gardens.
- Promote local farmers' markets and co-ops.
- Promote decreasing the amount of meat residents consume.
- Encourage those with private gardens to donate to local food banks.

Goods/materials recycling

- Support neighborhood events such as garage sales and community recycling.
- Collaborate with second-hand stores to promote textile collection and recycling.

Reduce air travel

- Communicate the impact of commercial air carbon emissions vs other travel options.

SEQUESTER CO_2

Planting and fostering urban forests on a global scale is one of the cleanest, most effective ways to mitigate climate change—trees have the highest capacity to capture and store atmospheric CO_2 due to their size, extensive root systems, and longevity.

During photosynthesis, trees and plants capture and store CO_2 from the atmosphere, a process known as carbon sequestration or carbon absorption. While all trees contribute to carbon sequestration, some tree species are more efficient than others in storing carbon within their woody biomass. Douglas firs, the most dominant species in the Pacific Northwest, can sequester nearly 14 tons of carbon in its first 100 years.[16]

To achieve optimal urban forest sequestration in Mukilteo, the Committee recommends planting trees and plants in city parks and parking lots that are the most drought-resistant and have a high absorption rate. An Adopt-a-tree program would encourage businesses and residents to cover the purchase cost, and planting and maintaining of tree seeds or saplings.

Rain gardens, planted with grass and flowering perennials, soak in rainwater runoff, filter out pollutants, and provide food and shelter for wildlife.[17]

Green roofs—roofs covered in vegetation and cool roofs—roofs designed to reflect sunlight— decrease surface and air temperatures and reduce energy demand.[18]

Enhance qualities of CO_2-sequestering trees

Tree planting

- Plant 100 trees per year. Work with the Snohomish Conservation District, Save Our Streams, and other organizations to obtain education and resources for tree types, seeds, and beneficial locations.
- Focus on planting other trees throughout Mukilteo neighborhoods by providing residents with free seeds and saplings.
- Implement an Adopt-a-Tree program that would encourage businesses and residents to cover the cost of purchase, planting, and maintenance of tree seeds or saplings.

Urban forests maintenance and expansion

- Assign City Public Work Crews to implement the proper planting/transplanting process of tree seeds and saplings and to maintain the City's urban forests with proper tree maintenance programs and protocols, including watering, pruning, and health checks.
- Tighten or create restrictions on tree removal by developers, or private businesses or residents.
- Purchase landmass that is currently occupied by trees/plants/forests as city land to protect from development.
- Require shade trees, drought-resistant plants, and rain gardens to be planted in public and private commercial parking lots.

Expand carbon sequestration in city parks

Identify city parks where carbon sequestration could be increased

- Plant species of trees and plants in city parks that are the most carbon-absorbing.
- Advise urban land managers to avoid trees that require a lot of maintenance—the burning of fossil fuels to power equipment like trucks and chainsaws only erases the carbon absorption gains otherwise made.

Continue to plan and develop a system of parks, open spaces, and trails throughout Mukilteo

- Create at least one new park, rain garden, or protected wetland per year.
- Create more usable green space in Mukilteo's activity centers, such as Harbour Pointe shopping center, Rosehill Community Center, Mukilteo Lighthouse Park, ferry, and train station.
- Apply for protected land status for any unprotected green spaces.

Establish green roofs throughout Mukilteo

- Install green roofs on all municipal buildings.
- Partner with Community Transit to plant green roofs on city bus stops.

16 "Evergreen Carbon Capture: Planting Trees & Carbon Sequestration" Forterra, December 19, 2016, https://forterra.org/subpage/ecc-carbon-science

17 "Soak Up the Rain: Rain Gardens," Environmental Protection Agency, July 09, 2020, https://www.epa.gov/soakuptherain/soak-rain-rain-gardens

18 "Using Green Roofs to Reduce Heat Islands," Environmental Protection Agency, June 11, 2019, https://www.epa.gov/heatislands/using-green-roofs-reduce-heat-islands

HEARTS AND MINDS

One of the most powerful yet least expensive ways to mitigate climate change is to inspire Mukilteo residents to become more aware of how they can personally take responsibility for reducing their carbon footprint. Providing education, resources, and enjoyable activities serve as a strategic yet straightforward means to this end.

Before the City can implement the actions needed to change the hearts and minds of its residents, it must establish a process and designate a staff person to implement actions, track the progress, and providing accountability for achieving the goals of the CAP. (See Intra and Inter-Government Actions to Reduce GHGs and Metrics chart in this document.)

The Committee has specified educational activities and resources that the City can use to encourage and excite residents to learn ways to care for the planet. Recycling, composting, planting vegetables, and removing food waste are a few of the most self-sufficient and easy ways to get a head start on reducing a resident's carbon footprint. A number of these recommendations are listed in the **Getting Started** actions because they are a low-cost way to achieve sizable results within a short period of time.

Resources and educational programs

Resources

- Promote Mukilteo Climate Action Committee Plan and the City website.
- Submit articles on sustainability and net-zero emissions to the Mukilteo Beacon, Mukilteo Tribune and other local publications.
- Support community organizations and events such as volunteer cleanup crews. Encourage community ownership.
- Erect "Sea Level Circa 2100" sign at the Mukilteo waterfront.

Educational programs

- Host open houses, public hearings, and presentations.
- Host booths at Lighthouse Festival and Farmers Market.
- Create an online presence on social media—Facebook, Twitter, Instagram, and setting up a YouTube channel.

Business and residential programs

- Host community events and prioritize actions to encourage local change. Encourage community "ownership."
- Encourage the Reduce/Reuse/Refuse mindset.
  - Reduce - Simply reduce your purchasing by being mindful about you need and want.
  - Reuse - Decide to reuse or repair something before tossing and buying new. Sell or donate items. Use the library to learn how to repair items.
  - Refuse - Eliminate waste by saying no to single-use materials and look into reusable alternatives.
- Encourage residents to transition to EVs.
- Encourage composting and use of clotheslines
- Encourage residents to plant trees.
- Implement city-wide recycling programs.

Take intra- and inter-governmental actions to reduce GHGs

Intra-governmental actions

- Designate a staff person to advance efforts and provide accountability and coordination between community and city efforts.
- Create a management and reporting system to monitor activities related to CAP goals, including the progress of actions that have been initiated, implementation schedule, and community and municipal GHG emissions.
- Educate all city staff members about the CAP.
- Consider initiatives that modify behavioral patterns to increase energy efficiency in municipal operations.
- Evaluate the differential impact of climate change on neighborhoods and communities.
- Develop and incorporate equity metrics into the evaluation of CAP activities.

- Prepare an annual report for the city's Planning Commission and City Council to assess the implementation of the CAP.

Inter-governmental actions

- Provide a leadership role with other local government agencies and businesses to share best practices and successes, such as Mukilteo's Green Business Certification Program.
- Work with local and regional partners to conduct a public education and outreach campaign promoting local tool-lending libraries, car share, swap events, and service and sustainability websites and Facebook groups (e.g. Buy Nothing).[19]

Modify and implement programs in support of reducing GHGs

Commercial and community programs

- Establish policies that require and assist schools, businesses, and restaurants in recycling, composting, and reducing waste, including food waste.[20]
- Educate and guide residents in implementing composting and water savings.
- Support "collaborative consumption" community projects such as tool-lending libraries and repair cafes.
- Expand and encourage community gardens, urban agriculture, community-supported agriculture, and farmers' markets.

City programs

- Educate city employees on climate-protection and develop internal programs regarding environmental issues.
- Ban polystyrene.
- Develop a city-wide Environmentally Preferable Purchasing Policy (EPP). Consider life-cycle costing as one of the decision-making tools in this process.
- Evaluate and align future development applications and the city's Capital Improvement Program with this Climate Action Plan.

19 "Snohomish County Reusable Materials Exchange," 2Good2Toss, accessed September 26, 2020, https://2good2toss.com/

20 "Carbon Footprint of Global Food Wastage," Food and Agriculture Organization of the United Nations, accessed September 26, 2020, http://www.fao.org/3/a-bb144e.pdf

BUILDINGS

An estimated 230 billion meters of new construction is expected to be built over the next 40 years worldwide.[21] Given that buildings produce 40% of energy-related carbon emissions,[22] generating and procuring 100% clean, renewable energy is imperative to offset rising energy demands by 2040 and meet the standards set by the Paris Agreement.[23]

Washington's Clean Energy Transformation Act (CETA) stipulates that electric utilities must be greenhouse gas neutral by January 1, 2030, and supplied by 100% renewable electricity by 2045.[24]

To support CETA requirements, the Committee recommends that Mukilteo reduce building GHG net emissions to zero by 2040 by applying the following standards, incentives, and certifications to both new construction and existing facilities. This should start with de-incentivizing the use of natural gas for all structures.

Establish incentives and certifications to leverage building conversions to net-zero emissions

Incentives

- Provide direct monetary rebates, aggregation purchases, or property tax abatements for energy efficiency improvements.
- Eliminate permitting fees and streamline zoning and inspection costs for businesses and residents to upgrade to solar.[25]

21 "Global Status Report 2017 - World Green Building Council," UN Environment, accessed September 26, 2020, https://www.worldgbc.org/sites/default/files/UNEP%20188_GABC_en%20%28web%29.pdf

22 "Why the Building Sector?," Architecture 2030, accessed September 26, https://architecture2030.org/buildings_problem_why/

23 Global Status Report 2017 - World Green Building Council," UN Environment, accessed September 26, 2020, https://www.worldgbc.org/sites/default/files/UNEP%20188_GABC_en%20%28web%29.pdf

24 "Chapter 19.405 RCW: Washington Clean Energy Transformation Act," May 7, 2019, https://app.leg.wa.gov/RCW/default.aspx?cite=19.405&full=true#19.405.030

25 "Pathways to 100—An Energy Supply Transformation Primer for U.S. Cities," Cadmus Group (formerly Meister Consultants Group), accessed September 2020, https://cadmusgroup.com/papers-reports/pathways-to-100-an-energy-supply-transformation-primer-for-u-s-cities/

- Create a city financial assistance program to aid homeowners in improving home energy efficiency, such as local financial incentives for on-site renewable energy upgrades (e.g. solar rebates, tax credits, zero-interest loans).[26]
- Partner regionally and with the state government to revise building codes to de-incentivize natural gas for heating.
- Incentivize infill and mixed-use development through alternative code compliance, fee waivers, density bonuses, investment prioritization, development impact fees, or tax benefits.
- Evaluate the effectiveness of regulations and provide incentives for Accessory Dwelling Units.
- Create an oil-heated home conversion program that provides incentives for homeowners to replace oil heating systems with electric heat pumps.
- Encourage voluntary electrification of natural gas appliances through actions such as pilot programs, process streamlining, fee reduction, and contractor/supplier engagement.

Certifications

- Require that commercial and residential buildings meet LEED standards at the time of sale or rental, and offer financial incentives for meeting said standards.

Establish net-zero emissions building standards

- Study benefits and economic tradeoffs of regulations that require all-electric buildings.
- De-incentivize natural gas for new construction and major renovations/redevelopment.
- Work with regional energy partnerships to develop and implement an Electrification Action Plan for all city facilities.
- Change city building codes.
    - Allow for passive heat and cooling.
    - Require solar panels on new or remodeled structures.
    - Address home orientation, roof overhang, use of trees for shade.
- Require all new buildings be designed according to a certified sustainability assessment method such as LEED[27], or BREEAM[28], to include green roofs, cool roofs, and additional landscaping that is tolerant to a range of climate conditions.
- Encourage the use of green roofs, green walls, cool roofs, cool pavements, and additional landscaping that are tolerant of a range of climate conditions.
- Work with disposal companies to implement residential and commercial composting.
- Require that an independent Residential Energy Services Network rate newly built or substantially reconstructed dwellings.
- Require that demolition contractors fully deconstruct houses or duplexes so that materials can be salvaged or reused.
- Work with community partners to offer training and certification on deconstruction.

Support upgrades that reduce/eliminate building GHG emissions and reduce the City's dependence on hydroelectric and nuclear power.

- Install energy-efficient and energy-reducing upgrades in all city buildings such as occupancy-driven HVAC controls, on-demand water heaters, improved insulation, light sensors, and programmable thermostats.
- Install solar systems on all city buildings, including Rosehill Community Center, the Public Works shop, Police and Fire Stations.

26 Ibid

27 "Leadership in Energy and Environmental Design," LEED, accessed September 26, 2020, http://leed.usgbc.org/leed.html

28 "What is BREEAM?," BREEAM®, October 07, 2019, https://www.breeam.com

PRIORITIZATION MATRIX

Climate Action Plan Prioritization Matrix identifies actions with higher impact in reducing GHG emissions and lower implementation costs vs. those with less impact on GHGs and higher costs. The Committee used this matrix to determine areas of initial focus. See the **Getting Started Plan.**

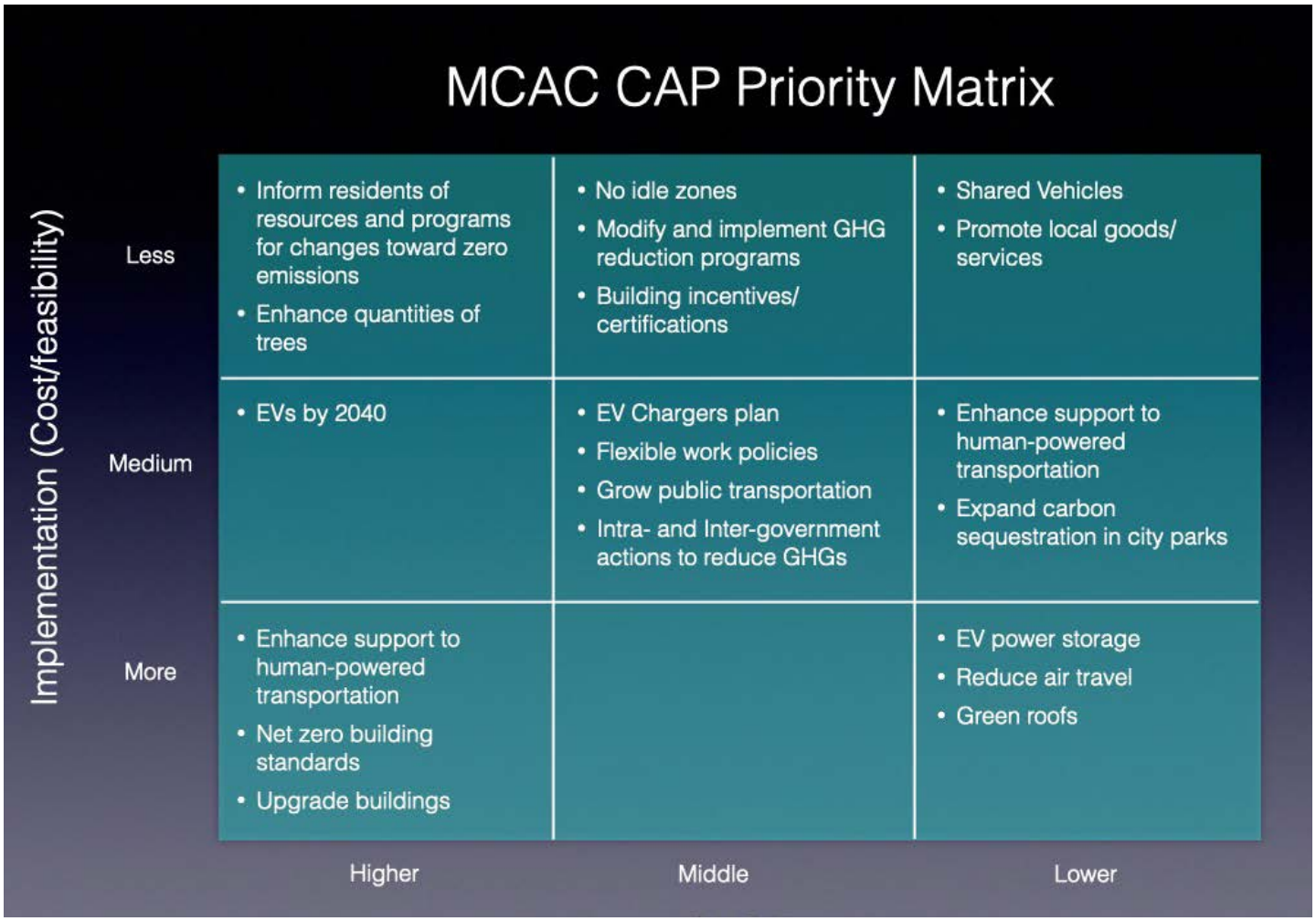

Figure 3: CAP Prioritization Matrix

GETTING STARTED PLAN

2021 ACTIONS

The Mukilteo Climate Action Committee recommends the City take the following actions beginning in 2021.

City Operations

- Implement the following processes to monitor and track the progress of the Climate Action Plan (CAP):
- Designate a staff person as Climate Coordinator to advance efforts, and provide accountability and coordination between community and city efforts.
    - Create a management and reporting system to monitor activities related to CAP goals, including the progress of actions that have been initiated, implementation schedule, and community and municipal GHG emissions.
    - Educate all city employees about the CAP and develop internal programs regarding environmental issues.
    - Develop and incorporate equity metrics into the evaluation of CAP activities.
    - Prepare an annual report for the City's Planning Commission and City Council to assess the implementation of the CAP.
- Adopt a city telecommuting policy and procedure for employees.

City Policies

- Introduce a policy to replace the City's fleet vehicles with electric options when a vehicle is ready to be retired.
- Adopt and implement a policy to limit vehicle idling. Post signs at businesses and holding areas (e.g. school and ferry areas).

Development and Buildings

- Address options for increasing public access to chargers, including expediting the permitting process for private installation of EV charging stations and mapping optimal locations for chargers in commercial areas.
- Require developers, businesses, and/or residents take measures to lower the City's carbon footprint:
    - Plant shade trees, drought-resistant plants, and rain gardens in commercial parking lots.
    - Tighten or create restrictions on tree removal by developers, private businesses, and residents.
    - Encourage the use of green roofs, green walls, cool roofs, cool pavements, and additional landscaping tolerant of a range of climate conditions.
- Encourage voluntary electrification of natural gas appliances through actions such as pilot programs, process streamlining, fee reduction, and contractor/supplier engagement.
- Begin developing a program requiring commercial and residential buildings to meet LEED standards at the time of sale or rental. Offer financial incentives for meeting said standards.

Regional Coordination

- Support the continuing transition of Community Transit and Everett Transit fleets to electric vehicles.
- Work with local auto dealers to promote EV sales within the community.
- Work with the Mukilteo School District to transition to electric buses.
- Adopt a leadership role with other local government agencies and businesses to share best practices and successes, such as the City's Green Business Certification Program.

City Infrastructure

- Plant 100 trees per year throughout the City, including City parks, according to those that are most carbon-absorbing. Work with the Snohomish Conservation District, Save Our Streams, and other organizations to obtain education and resources for tree types, seeds, and beneficial locations.
- Assign City Public Work Crews to follow through with the proper planting/transplanting process of tree seeds and saplings and to maintain the City's urban forests with proper tree maintenance programs and protocols, including watering, pruning, and health checks.
- Advise urban land managers to avoid trees that require a lot of maintenance—the burning of fossil fuels to power equipment like trucks and chainsaws only erases the carbon absorption gains otherwise made.
- Focus on planting other trees throughout Mukilteo neighborhoods by providing residents with free seeds/saplings. Implement an Adopt-a-Tree campaign for both residents and businesses.
- Work with regional energy partnerships to develop and implement an Electrification Action Plan for all city facilities. In new and existing buildings, incorporate strategies to address electricity storage, and focus on highlighting any hurdles or solutions that would apply t0 the broader community.

Communications

- Create an online presence by posting the CAP on the City's website, developing a social media strategy (Facebook, Twitter, Instagram), and setting up a YouTube channel.
- Submit articles on sustainability and net-zero emissions to the Mukilteo Beacon, Mukilteo Tribune, and other local publications.
- Support community organizations and events such as volunteer cleanup crews. Encourage community ownership.
- Initiate community events, such as open houses, public hearings, and presentations to educate the public and prioritize actions encouraging local change. Host booths at the Lighthouse Festival and Farmers Market.
- Encourage the Reduce/Reuse/Refuse mindset, including recycling, composting, using compostable dishes and utensils, and drying clothes on clotheslines.
- Erect a "Sea Level Circa 2100" sign at the beach (above the mean high-tide mark).
- Encourage residents to start or participate in Climate Action Family Groups such as Climate Action Families. Encourage businesses and residents to take a global climate pledge.
- Work with Waste Management to implement city-wide recycling programs.
- Encourage businesses and organizations to continue promoting telecommuting beyond the coronavirus pandemic.

GHG EMISSIONS DASHBOARD

The Committee recommends using the following measurable indicators for tracking the City's progress toward achieving net-zero **Greenhouse Gases** by 2045 or sooner.

Table 1: Goal: Zero/Net-Zero Greenhouse Gas Emissions by 2045

Emission Element	Measurable	2045 Goal	Notes
Gasoline/diesel	Internal combustion vehicle count	0	Could have separate goals for city, residents and businesses.
Gasoline/diesel	Gas/diesel sold annually	0	Subtract Biodiesel (a clean burning renewable fuel made using natural vegetable oils and fats)
Natural Gas	Quantity of gas utilized annually	0	100 clean electricity

Note: This table only measures CO_2 indicators as CO_2 is the most prevalent GHG in the atmosphere and the most reliable.

Table 2: Elements of the MCAC Net Zero Outline

Outline Element	Measurable	2045 Goal
Electric vehicles by 2040	Ratio of e-vehicles to internal combustion vehicles	Infinity
EV charger plan	Ratio of EV chargers to Gas/ diesel pumps	Infinity
Sequester CO2 through flora	Annual new tree count	2500 trees by 2045

COST ANALYSIS

The costs of implementing a Climate Action Plan may seem daunting and insurmountable if viewed from a 100% perspective within a short time. A goal that requires the City's entire motor pool be replaced with EVs in one year would come with a big price tag. However, a plan to replace the motor pool with EVs over the next twenty years could fit within the City's budget and planning cycles. The Mukilteo Climate Action Committee has developed a **Getting Started Plan** for easily attainable goals that would have the greatest impact for the lowest cost in 2021.

Table 3. Climate Action Plan Costs

Element	Costs	Notes
Electric Vehicles by 2040	Costs comparable to Internal combustion engine vehicles with maintenance. Equivalent to no additional costs. Consider bio-diesel.	Transition to all EVs by 2040
EV charger plan	$10-25k/(public/city) (220v) $500-2k/unit resident (220v)	Develop EV charger plan
Resources and educational programs for local changes toward achieving a goal of zero emissions	Staff time/materials—0.3 FTE*	Inform residents of resources and educational programs for local changes toward achieving a goal of zero emissions.
Sequester CO2 through flora	$30-50/tree + installation	Sequester CO2 through flora
No idle zones	Signs and installation	Establish no-idle zones
Programs supporting GHG reduction	0.05 FTE	Modify and implement programs that support GHG reduction
Establish incentives and certifications to leverage building conversions to zero emissions	0.05 FTE	Establish incentives and certifications to leverage building conversions to zero emissions
Grow public transportation	0.05 FTE	Grow public transportation
Take intra- and inter-governmental actions to reduce GHGs	0.05 FTE	Take intra- and inter-governmental actions to reduce GHGs
Flexible work policies	State COVID-19 response covers this	Flexible work policies

*FTE: Full-time equivalent of staff time. Proposal would result in a total of one half-time FTE.

CONCLUSION

Climate change impacts the planet and all who reside here more with each passing year. Many climate disasters already surpass their predecessors in terms of magnitude and impact—the 2020 wildfires on the west coast being a prime example. We must respond to climate change with the same urgency as we did with the 2020 coronavirus pandemic. If we do not invest in sustainable solutions now, the cost and damage to our planet and future generations will be irreversible.

Following the model and actions of the Mukilteo Climate Action Committee will help things move forward quickly. The City will be an example for its residents and businesses, other cities through Snohomish County, and for Washington State in securing a greener, more sustainable future for generations to come.

Being part of this Committee has been eye-opening. Weve learned a lotbut have much more to learn. It's been an honor to pull this information together, and we hope that it will prove useful in making substantial, lasting changes to decrease our greenhouse gas emissions and achieve a net-zero status by 2045 or sooner.

—Tim Ellis, Debbie King, Mari Atkinson, Eliza Kirk, Nicholas Ness, Ann Swadener, Allison Woodbury, Richard Emery, Riaz Khan, Christine Cook

The Climate Action Committee would like to thank Mayor Jennifer Gregerson, Lindsey Arrington, and Nancy Passovoy for their invaluable help and support in preparing this Climate Action Plan.

Exhibit 2

CITY OF MUKILTEO, WASHINGTON
CITY COUNCIL REGULAR MEETING MINUTES
October 19, 2020
City Council Chambers – 11930 Cyrus Way

APPROVED CITY OF MUKILTEO 11-02-2020

CALL TO ORDER Mayor Gregerson called the meeting to order at 7:00 PM and led the flag salute.

ATTENDANCE

Mayor/Councilmembers

Mayor Gregerson was present. Council President Emery, Councilmembers Champion, Harris, Khan, and Marine all appeared remotely. Council Vice President Kneller and Councilmember Crawford were absent.

City Staff

City Attorney Kenny, Public Works Director Swisstack, Fire Chief Alexander, Police Chief Kang, Recreation and Cultural Services Director Price, Planning Manager Balisky, Community Development Director Osaki, Public Works Superintendent Nienhuis, and City Clerk Moore.

AGENDA ORDER None.

COMMENTS FROM MAYOR AND COUNCIL Councilmember Champion congratulated former Councilmember Christine Cook, appointed to the Public Health Foundation for Snohomish County.

Councilmembers Harris and Marine expressed disappointment in the vandalism that occurred at the Point Elliott Treaty memorial.

PUBLIC COMMENTS Joe Kunzler, Skagit County, commented on Councilmember Marine's appointment to the Community Transit Board, and other transit service issues.

CONSENT AGENDA Mayor Gregerson reviewed questions submitted by Councilmembers Champion and Crawford on payment vouchers and surplus vehicles resolution.

Councilmember Harris asked about the process of recommending new commissioners to the Parks & Arts Commission.

Consent items approved, as presented.

1. **Council Regular Meeting Minutes of October 5, 2020, and the Special Meeting Minutes of October 12, 2020 as presented (AB20-01)**
   Motion to approve the corrected Draft Regular Meeting Minutes of October 5, 2020 and Special Meeting Minutes of October 12, 2020 as presented.

2. **Payment Vouchers Totaling $2,832,238.39 (AB20-02)**
   Motion to approve disbursements in the amount of $2,832,238.39

2020 Budget
Payroll

Payroll Direct Deposit #42225- #42352		$324,776.12
Benefits/Deductions #41812 - #41830		$236,719.95
	Payroll Total	$561,496.07

2020 Budget
Other Disbursements

Claims Checks #84993 - #85073	$2,241,084.14
Wire #9102020	$13,608.18
Wire #9242020	$3,187.66

	Claims Total	$2,257,879.98

2020 Electronic Fund Transfers	
FSA/HAS Fees and Claims	
Merchant Settlement Fees: paid to credit card administrator	3,306.17
Excise Tax Payment: paid to the State	9,121.17
Bond Principal & Interest Payments	
Banking Fees/Correction/Custody Fees	
Concealed Weapon Licenses: paid to the State	435.00
EFTs Total	$ 12,862.34

Total Disbursements as presented $2,832,238.39

3. **Surplus Vehicles and Equipment Resolution 2020-07 (AB20-98)**
Motion to approve Resolution 2020-07 declaring certain vehicles and equipment to be surplus and authorizing sale or other disposal in the most efficient and cost-effective manner.

BUSINESS ITEMS

4. **Climate Action Committee Final Report and Recommendations (AB20-98)**
Tim Ellis, Chair of the Climate action Committee, presented their final report and recommendations.

Councilmembers asked questions and provided support and feedback to the Committee.

Leslie Gregg, Mukilteo, commented on the final report and recommendations.

Motion: To accept the Climate Action Committee Final Report.
Made By: Emery
Seconded By: Harris
Action: PASSED UNANIMOUSLY 4-0
Aye: Emery, Harris, Khan, Marine
Nay: None.
Abstain: Champion

PUBLIC HEARING

5. **Flood Hazard Controls Ordinance 1443 (AB20-83)**
Planning Manager Balisky provided an overview of each project under this Department of Commerce funding opportunity.

Mayor Gregerson opened the hearing for Public Comments.

Motion: To close the public hearing.
Made By: Champion
Seconded By: Marine
Action: PASSED UNANIMOUSLY 5-0

Motion: To approve Ordinance No. 1443, repealing Ordinance No. 1440 and adopting permanent flood hazard controls and adopting the findings of fact and conclusions as presented in Exhibit 2.
Made By: Champion
Seconded By: Emery
Action: PASSED UNANIMOUSLY 5-0

6. **2021 Budget Draft: Continue Preliminary Budget Public Hearing, Department Presentations: Executive, Police, Public Works, Capital Projects, Equipment Replacement & Facility Renewal (AB20-68)**

Department Presentations:
Mayor Gregerson provided the overview for the Executive 2021 Budget and answered questions from Council.

Police Chief Kang presented his department's 2021 Budget and answered questions from Council.

Motion:	To extend the meeting past 9:30 PM.
Made By:	Emery
Seconded By:	Champion
Action:	PASSED 4-1
Aye: Champion, Emery, Harris, Khan, Marine	
Nay: Marine	

Mayor Gregerson recessed the meeting at 9:35 PM for a ten-minute break.

Mayor Gregerson reconvened the meeting at 9:45 PM.

Public Works Director Swisstack presented her department's 2021 Budget and answered questions from Council.

Council asked questions, requested information and discussed the 2021 Budget presentations.

Charlie Pancerzewski, Mukilteo, commented on his concerns about the State Sales Tax Revenues from the WSF project and 2021 Budget figures.

Motion:	To continue the public hearing on the 2021 Preliminary Budget to October 26, 2020.
Made By:	Marine
Seconded By:	Champion
Action:	PASSED UNANIMOUSLY 5-0

OLD BUSINESS

Councilmember Champion asked about reduction in labor union salaries in support of aligning the budget and following up on his concerns for the flag lowering procedures outside of regular business hours.

Councilmember Khan asked about the public use agreement with the Boys & Girls Club.

Councilmember Champion asked about the progress on finishing the Master Annexation ILA with Snohomish County. Mayor Gregerson provided the next steps moving forward.

Councilmember Champion asked about reaching out to the County Treasurer about the property assessment for Hawthorne Hall.

NEW BUSINESS

None.

PUBLIC COMMENT

Charlie Pancerzewski, Mukilteo, commented on the IMCO agreement.

MAYOR AND COUNCIL REPORTS

Mayor Gregerson gave the Snohomish Health District update for Councilmember Crawford.

Councilmember Champion reported on the Land Use and Economic Development Committee October Meeting.

Councilmember Khan asked about the COVID phases.

Councilmember Harris reported on the Community Support Grant process.

STAFF REPORT

None.

ADJOURNMENT Mayor Gregerson adjourned the meeting at 11:30 PM.

These minutes are excerpts from the Council proceedings. An audio recording of the meeting was made.

Prepared by:

Carol Moore, City Clerk

Exhibit 3

VISION 2050

A Plan for the Central Puget Sound Region

Adopted October 29, 2020

Puget Sound Regional Council

Climate Change Policies

MPP-CC-1

Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

MPP-CC-2

Reduce building energy use through green building and retrofit of existing buildings.

MPP-CC-3

Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-CC-4

Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

MPP-CC-5

Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-CC-6

Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

MPP-CC-7

Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.

MPP-CC-8

Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.

MPP-CC-9

Identify and address the impacts of climate change on the region's hydrological systems.

MPP-CC-10

Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

MPP-CC-11

Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.

MPP-CC-12

Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.

Climate Change Actions

Regional Actions

CC-Action-1

Greenhouse Gas Strategy. PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will:

- Build on the Four-Part Strategy in the Regional Transportation Plan
- Address emissions from transportation, land use and development, and other sources of greenhouse gases
- Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development
- Explore options for PSRC to further emission reductions in the aviation sector
- Be guided by principles of racial equity
- Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans
- Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions

Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.

CC-Action 2

Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.

Local Action

CC-Action-3

Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.

CC-Action-4

Resilience: Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.

Exhibit 4

HOUSE BILL REPORT
E2SHB 1099

As Passed House:
March 5, 2021

Title: An act relating to improving the state's climate response through updates to the state's comprehensive planning framework.

Brief Description: Improving the state's climate response through updates to the state's comprehensive planning framework.

Sponsors: House Committee on Appropriations (originally sponsored by Representatives Duerr, Fitzgibbon, Dolan, Bateman, Ramel, Gregerson, Goodman, Ryu, Kloba, Chopp, Ormsby, Pollet, Fey, Santos and Davis).

Brief History:

Committee Activity:

Environment & Energy: 1/19/21, 1/29/21 [DPS];
Appropriations: 2/16/21, 2/22/21 [DP2S(w/o sub ENVI)].

Floor Activity:

Passed House: 3/5/21, 56-41.

Brief Summary of Engrossed Second Substitute Bill

- Adds a goal of climate change mitigation to the listed goals of the Growth Management Act (GMA).
- Adds a climate change and resiliency element to the list of elements that must be included within the comprehensive plans that certain counties and cities must adopt under the GMA.
- Requires the Department of Commerce (Commerce), in consultation with other state agencies, to publish guidelines that specify a set of actions counties and cities have available to them to take related to greenhouse gas (GHG) emissions reductions and vehicle miles traveled (VMT) reductions.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

- Requires the climate change and resiliency element of the comprehensive plan of certain counties and cities to identify actions the jurisdiction will take, consistent with guidelines adopted by Commerce, to reduce GHG emissions and VMT.
- Requires the climate change and resiliency element of the comprehensive plan of certain counties and cities to address the adverse impacts of climate change on people, property, and ecological systems.
- Specifies the process by which the GHG emissions reduction subelement of the climate change and resiliency element takes effect.
- Requires Commerce to adopt guidance that creates a model climate change and resiliency element.
- Requires the Department of Ecology to update its Shoreline Master Program guidelines to require Shoreline Master Programs to address the impact of sea level rise and increased storm severity.
- Adds consideration of climate change impacts to the list of elements that must be contained in optional comprehensive flood control management plans.
- Makes other changes.

HOUSE COMMITTEE ON ENVIRONMENT & ENERGY

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 8 members: Representatives Fitzgibbon, Chair; Duerr, Vice Chair; Berry, Fey, Harris-Talley, Ramel, Shewmake and Slatter.

Minority Report: Do not pass. Signed by 5 members: Representatives Dye, Ranking Minority Member; Klicker, Assistant Ranking Minority Member; Abbarno, Boehnke and Goehner.

Staff: Robert Hatfield (786-7117).

HOUSE COMMITTEE ON APPROPRIATIONS

Majority Report: The second substitute bill be substituted therefor and the second substitute bill do pass and do not pass the substitute bill by Committee on Environment & Energy. Signed by 19 members: Representatives Ormsby, Chair; Bergquist, Vice Chair; Gregerson, Vice Chair; Macri, Vice Chair; Chopp, Cody, Dolan, Fitzgibbon, Frame, Hansen, Johnson, J., Lekanoff, Pollet, Ryu, Senn, Springer, Stonier, Sullivan and Tharinger.

Minority Report: Do not pass. Signed by 14 members: Representatives Stokesbary,

Ranking Minority Member; Chambers, Assistant Ranking Minority Member; Corry, Assistant Ranking Minority Member; MacEwen, Assistant Ranking Minority Member; Boehnke, Caldier, Chandler, Dye, Harris, Hoff, Jacobsen, Rude, Schmick and Steele.

Staff: Dan Jones (786-7118).

Background:

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land use planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land use designation and environmental protection requirements for all Washington counties and cities. The GMA also establishes a significantly wider array of planning duties for 28 counties, and the cities within those counties, that are obligated to satisfy all planning requirements of the GMA. These jurisdictions are sometimes referred to as "fully planning" under the GMA.

The GMA directs fully planning jurisdictions to adopt internally consistent comprehensive land use plans. Comprehensive plans are implemented through locally adopted development regulations, and both the plans and the local regulations are subject to review and revision requirements prescribed in the GMA. Comprehensive plans must contain certain required elements, including a transportation element, a land use element, and a capital facilities plan element, among others. In developing their comprehensive plans, counties and cities must consider various goals set forth in statute, including, for example, urban growth, housing, and economic development.

Growth Management Act—Comprehensive Plan Updates.

Counties and cities are required to review and, if needed, revise their comprehensive plans and development regulations every eight years. Counties, and the cities within them, are grouped into four different year classes for purposes of when the obligation to review and revise their comprehensive plans commence. The next round of required comprehensive plan updates begins with King, Kitsap, Snohomish, and Pierce counties, and the cities within those counties, in 2024.

Greenhouse Gas Emissions Reductions.

Washington first enacted legislation in 2008 that set a series of limits on the emission of greenhouse gases (GHGs) within the state. Those limits were modified by legislation enacted in 2020, such that Washington must limit anthropogenic emissions of GHGs to achieve the following reductions for the state:

- By 2020, reduce overall emissions of GHGs in the state to 1990 levels, or 90.5 million metric tons.

- By 2030, reduce overall emissions of GHGs in the state to 45 percent below 1990 levels, or 50 million metric tons.
- By 2040, reduce overall emissions of GHGs in the state to 70 percent below 1990 levels, or 27 million metric tons.
- By 2050, reduce overall emissions of GHGs in the state to 95 percent below 1990 levels, or 5 million metric tons, and achieve net-zero GHG emissions.

State Environmental Policy Act.

The State Environmental Policy Act (SEPA) establishes a review process for state and local governments to identify environmental impacts that may result from governmental decisions, such as the issuance of permits or the adoption of land-use plans. The SEPA environmental review process involves a project proponent or the lead agency completing an environmental checklist to identify and evaluate probable environmental impacts. Government decisions that the SEPA checklist process identifies as having significant adverse environmental impacts must then undergo a more comprehensive environmental analysis in the form of an Environmental Impact Statement.

Regional Transportation Planning Organizations.

A Regional Transportation Planning Organization is a voluntary association of local governments within a county, or within geographically contiguous counties, created primarily to prepare regional transportation plans, to ensure local and regional coordination of transportation planning, and to maintain a six-year regional transportation improvement program.

Comprehensive Flood Control Management Plans.

Counties may adopt comprehensive flood control management plans for any drainage basin that is located wholly or partially within the county. Whenever any river flows through two counties, the counties may contract with each other for purposes of flood control and settling disputes regarding flood control.

Shoreline Master Programs.

The Shoreline Management Act (SMA) involves a cooperative regulatory approach between local governments and the state. The Department of Ecology and local governments are authorized to adopt necessary and appropriate rules for implementing the provisions of the SMA. At the local level, SMA regulations are developed in local Shoreline Master Programs. All counties and cities with shorelines of the state are required to adopt Shoreline Master Programs that regulate land-use activities in shoreline areas of the state.

Summary of Engrossed Second Substitute Bill:

Goals of the Growth Management Act—Climate Change.

The issue of climate change is added as a goal of the Growth Management Act (GMA). Under the climate change goal, comprehensive plans, development regulations, and regional plans must support state greenhouse gas (GHG) emissions reduction goals and foster resiliency to climate impacts and natural hazards, among other requirements.

Applicability of Provisions of the Bill.

The requirements of the GHG emissions reduction subelement of the climate change and resiliency element apply only to those counties that are required or that choose to plan fully under the GMA, and the cities within them with a population greater than 6,000, that meet either of the following criteria as of January 1, 2021:

- a county with a population density of at least 100 people per square mile and a population of at least 200,000; or
- a county with a population density of at least 75 people per square mile and an annual growth rate of at least 1.75 percent as determined by the Office of Financial Management.

Once a county meets either of the sets of criteria described above, the requirement to conform with the GHG emissions reduction subelement of the climate change and resiliency element remains in effect, even if the county no longer meets one of these sets of criteria.

If the population of a county that previously had not been required to conform with the GHG emissions reduction subelement of the climate change and resiliency element changes such that the county meets either of the sets of criteria described above, the county, and the cities within that county, must adopt a GHG emissions reduction subelement at the next scheduled update of the comprehensive plan.

The requirements of the amendments to the transportation element of comprehensive plans apply to the counties and cities that are required to comply with the GHG emissions reduction subelement, as well as all cities planning fully under the GMA that have a population greater than 6,000.

The requirements of the amendments to the land use element of comprehensive plans apply to all counties and cities required to comply with the amendments to the transportation element, as well as all counties planning fully under the GMA that have a population greater than 20,000.

The requirements of the amendments to the rural element of comprehensive plans apply to all counties planning fully under the GMA that have a population greater than 20,000.

Growth Management Act—Elements of Comprehensive Plans.

The land use element of comprehensive plans should give special consideration to achieving environmental justice in its goals and policies. In addition, the land use element must avoid creating or worsening environmental health disparities. The land use element must also reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include reducing residential development pressure in the wildland urban interface area.

The forecasts of traffic demand contained within the transportation element of comprehensive plans must address forecasts of multimodal transportation demands and needs within cities and urban growth areas, and forecasts of traffic demands and needs outside of cities and urban growth areas, to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods.

A development approval may not be denied because it fails to meet traffic level of service standards if it is possible to provide for the transportation needs of a development through pedestrian and bicycle facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

The park and recreation element of comprehensive plans must include a consideration of the health disparities map, published by the Department of Health (Health), to increase greenspace in the most pollution-burdened locations.

Growth Management Act—Climate Change and Resiliency Element.

Comprehensive plans must include a climate change and resiliency element. The element must be designed to result in reductions in overall GHG emissions and must enhance resiliency to and avoid the adverse impacts of climate change. The climate change and resiliency element is divided into two subelements: a GHG emissions reduction subelement and a resiliency subelement. The GHG emissions reduction subelement is mandatory for the counties and cities described below and encouraged for all other jurisdictions. The resiliency subelement is mandatory for all counties and cities fully planning under the GMA and is encouraged for all other jurisdictions.

The GHG emissions reduction subelement of the comprehensive plan, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle consistent with the guidelines published by the Department of Commerce (Commerce) that will:

- result in reductions in overall GHG emissions generated by the transportation and land use systems within the jurisdiction but without increasing emissions elsewhere in the state;
- result in reductions in vehicle miles traveled (VMT) within the jurisdiction but

without increasing emissions elsewhere in the state; and
- prioritize reductions in communities that experience disproportionate impacts and harm due to air pollution in order to maximize the cobenefits of reduced air pollution.

Actions not specifically identified in the guidelines published by Commerce may be considered to be consistent with those guidelines only if they are projected to achieve GHG emissions reductions or VMT reductions equivalent to what would be required of the jurisdiction under Commerce's guidelines and they are supported by scientifically credible projections.

Until December 31, 2034, actions not specifically identified in the guidelines developed by Commerce, or considered to be consistent with those guidelines according to the process described above, must still be considered to be sufficient to meet the requirements of the greenhouse gas emissions reduction subelement, and must be approved by Commerce if the actions provide for the authorization of the development of middle housing types. Certain actions must be considered to satisfy the GHGs reduction subelement of the act if the actions provide authorization for middle housing in certain areas. "Middle housing" means accessory dwelling units and at least one of the following housing types: duplexes; triplexes; or quadplexes, in all zoning districts within an urban growth area that permit detached single-family residences.

The resiliency subelement must, among other things, equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change on people, property, and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios. A natural hazard mitigation plan or similar plan that complies with the applicable requirements of the GMA may be adopted by reference to satisfy those requirements.

If a county or city intends to incorporate by reference a Federal Emergency Management Agency (FEMA) natural hazard mitigation plan in order to meet the requirement of the resiliency subelement, and the natural hazard mitigation plan is not adopted within three years prior to the required update set forth in the GMA but is intended to be adopted no later than two years after the required update set forth in the GMA, the county or city may be granted an extension to meeting the requirements of the resiliency subelement by providing notice to Commerce. If a county or city incorporates by reference a FEMA natural hazard mitigation plan in order to meet the requirement of the resiliency subelement, the plan must be guided by the climate change goal of the GMA and must comply with the requirements set forth in the resiliency subelement.

Greenhouse Gas Emissions Reduction and Vehicle Miles Traveled Reduction Guidelines.

Commerce, in consultation with the Department of Ecology (Ecology), Health, and the Department of Transportation (WSDOT), must publish guidelines that specify a set of measures that counties and cities have available to them to take through updates to their

comprehensive plans and development regulations that have a demonstrated ability to reduce GHG emissions in order to achieve statewide GHG emissions reductions required by the state Clean Air Act, allowing for consideration of the emissions reductions achieved through the adoption of statewide programs. The guidelines must prioritize reductions in communities that have experienced disproportionate harm due to air pollution.

Commerce, in consultation with WSDOT, must also publish guidelines that specify a set of measures that counties and cities have available to them to take through updates to their comprehensive plans and development regulations that have a demonstrated ability to reduce VMT. The measures must be designed to be achievable throughout the state, including in small cities and rural cities.

Commerce must publish the full set of GHG emissions reduction and VMT reduction guidelines no later than December 31, 2025. Commerce must update the guidelines at least every four years based on the most recently available data, and must provide a process for local governments and other interested parties to submit alternative actions for possible inclusion into the guidelines at least once per year. Commerce must publish an intermediate set of guidelines no later than December 31, 2022, for use by local governments whose comprehensive plan updates are required to occur prior to December 31, 2025.

In any updates to the guidelines published after 2025, Commerce must include a determination of whether adequate progress has been made toward statewide GHG emissions reduction and VMT reduction goals. If adequate progress has not been made, Commerce must identify in the guidelines what additional measures counties and cities must take in order to make further progress.

Greenhouse Gas Emissions Reduction—Process for Adoption.

Upon receipt of a proposed GHG emissions reduction subelement, Commerce must first provide notice and an opportunity for comment to all persons, groups, and agencies that have requested in writing notice of the proposed subelement. Commerce may, at its discretion, conduct a public hearing in the jurisdiction proposing the subelement. The comment period must be at least 30 days.

Within 15 days of the close of the comment period, Commerce must request that the local government address the comments raised during the comment period and provide a written response as to how the proposal addresses the identified issues. Within 30 days of receiving the local government's response, Commerce must make written findings and conclusions regarding the consistency of the proposal with the requirements of the GMA and the applicable guidelines adopted by Commerce, and provide a response to the issues identified during the comment period. Commerce must either approve the GHG emissions reduction subelement as submitted, recommend specific changes, or deny the subelement in those instances in which no alteration of the GHG emissions reduction subelement appears likely to be consistent with the policy of the GMA and the applicable guidelines.

If Commerce recommends changes to the proposed GHG emissions reduction subelement, Commerce must require that the local government either agree to the proposed changes or submit an alternative GHG emissions reduction subelement.

Commerce must approve a proposed GHG emissions reduction subelement unless it determines that the proposed subelement is not consistent with the policy of the GMA or the applicable guidelines.

A GHG emissions reduction subelement takes effect once approved by Commerce. Commerce must maintain a record of each GHG emissions reduction subelement, the action taken on any proposed GHG emissions reduction subelement, and any appeal of Commerce's action. Commerce's approved document of record constitutes the official GHG emissions reduction subelement.

Greenhouse Gas Emissions Reduction —Appeals.

Commerce's final decision to approve or reject a proposed GHG emissions reduction subelement or amendment may be appealed to the Growth Management Hearings Board (GMHB). The GMHB's decision concerning an appeal of Commerce's final decision to approve or reject a proposed GHG emissions reduction subelement or amendment must be based solely on whether or not the adopted or amended GHG emissions reduction subelement complies with the GMA's climate change goal, the guidelines adopted by Commerce related to GHG emissions reductions and VMT reductions, or the State Environmental Policy Act (SEPA).

Model Climate Change and Resiliency Element.

Commerce must develop, in collaboration with the departments of Ecology, Fish and Wildlife, Natural Resources, and Health, and the Emergency Management Division of the Washington Military Department, and adopt by rule a model climate change and resiliency element that may be used by counties, cities, and multiple-county planning regions for developing and implementing climate change and resiliency plans and policies.

Compilation of Vehicle Miles Traveled.

The WSDOT must compile, maintain, and publish a summary of the per capita VMT annually in each city in the state, and in the unincorporated portions of each county in the state.

Shoreline Master Program Guidelines.

Ecology must update its Shoreline Master Program guidelines to require Shoreline Master Programs to address the impact of sea level rise and increased storm severity on people,

property, and shoreline natural resources and the environment.

State Environmental Policy Act—Appeals.

The adoption of ordinances, amendments to comprehensive plans, and other related nonproject actions taken by a county or city to implement the guidelines published by Commerce are not subject to appeal under the SEPA.

Comprehensive Flood Control Management Plan.

A comprehensive flood control management plan, if a county chooses to adopt such a plan, must include a consideration of climate change impacts, including the impact of sea level rise and increased storm severity on people, property, natural resources, and the environment.

Growth Management Act—Definitions.

"Per capita vehicle miles traveled" means the number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in Washington. The calculation of this value excludes vehicle miles driven conveying freight.

"Active transportation" means forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling and cycling irrespective of the number of wheels, and the use of small personal devices such as foot scooters or skateboards. Active transportation includes both traditional and electric-assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with Disabilities Act and the distinct needs of each form of active transportation.

"Transportation system" means all infrastructure and services for all forms of transportation within a geographical area, irrespective of the responsible jurisdiction or transportation provider.

"Environmental justice" means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies; with a focus on the equitable distribution of resources, benefits, and burdens in a manner that prioritizes communities that experience the greatest inequities, disproportionate impacts, and have the greatest unmet needs.

"Active transportation facilities" means facilities provided for the safety and mobility of active transportation users, including, but not limited to, trails, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.

Funding.

The obligation of local governments to comply with the requirements established in the amendments to the requirements of comprehensive plans under the GMA and the updated shoreline master program guidelines adopted by Ecology is contingent on the provision of state funding to local governments for the specific purpose of complying with these requirements. The obligation of local governments to comply with these requirements takes effect two years after the date the Legislature appropriates state funding to provide to local governments for the purpose of complying with these requirements.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed. However, the bill is null and void unless funded in the budget.

Staff Summary of Public Testimony (Environment & Energy):

(In support) Land use planning is one of the biggest influences on transportation options. It is imperative to address climate change in comprehensive plans. There is a need to address the planning process that leads to extended commutes. The Growth Management Act is one of the best tools for bringing about a healthier Washington, but it has failed to address climate change or affordable housing. The resiliency elements of the bill ask communities to design and invest in infrastructure that will help Washingtonians thrive in a new climate era. The transportation sector represents the single largest sector of greenhouse gas (GHG) missions or about 45 percent of total emissions. It is important to look at per capita vehicle miles traveled (VMT) and to promote multimodal transportation access. A recent study showed that neighborhoods with good pedestrian access and transit access saw a significant reduction in GHG emissions compared to other neighborhoods. The year 2020 saw significant wildfires, impaired air quality, and evacuations. Some companies had to shut down because their employees could not work as a result of poor air quality. There needs to be a shared standard for actions that local governments must take to address climate change. There needs to be statewide programs and regional coordination to address climate change. This bill assists local governments in focusing on climate change and resiliency. Funding needs to be a part of this bill; without funding, compliance will be only half-hearted. The cost of not taking the actions will ultimately be far greater than the cost of taking the actions in the bill. The bill should address airplane emissions, and should include trees as part of the carbon solution. It is important to prioritize investments in communities that have been over-burdened with pollution. Auto-centric infrastructure is the most expensive form of infrastructure.

(Opposed) There is a concern about unfunded mandates. The bill will increase county costs. Counties often don't have the resources to meet current mandates, much less new

ones. There needs to be more discussion about the emphasis on transportation in the bill. There needs to be a long-term, stable source of funding for planning efforts. Adding requirements under the Growth Management Act will add costs and time in order to get building permits. The bill would burden already under-resourced local governments. The obligation to reduce VMT could lead to legal liability for local governments. In the midst of a pandemic, it is not the time for a bill like this. Adding these obligations to the Growth Management Act doesn't address the need to provide a broad range of housing options. Some local governments are already addressing climate change according to their own local priorities. Climate change is real and needs to be addressed, but adding it to the Growth Management Act is not the right way to address it. There are better ways to address climate change, like cap and trade and electrification.

(Other) The path to addressing climate change passes through planning for growth and development. The requirement in the bill to assign proportionate GHG emissions reductions and VMT reductions is probably the most expensive part of the bill, and is not that critical. Resiliency planning and identifying needed actions are more important. There should be an alternative to having the Department of Commerce approve the GHG emissions reduction subelement. There needs to be more clarity around the guidelines adopted by the Department of Commerce.

Staff Summary of Public Testimony (Appropriations):

(In support) This bill will help the state meet its greenhouse gas emissions reduction goals. Climate change is costing millions of dollars each year in impacts. One key component of this bill is updating the level of service standards in the transportation element of comprehensive plans to address multimodal transport, which will help cities plan for transportation options that reduce vehicle miles traveled and greenhouse gas emissions.

The bill asks local governments to plan proactively with a resiliency lens, which will help the state thrive in a changing climate. Flooding, droughts, and wildfires carry large price tags. It is far cheaper to prepare in advance than to rebuild afterward.

Counties should be doing the work described in the bill. Developing climate resiliency plans and incorporating greenhouse gas emissions reduction strategies into comprehensive plans is important. It is important to consider climate planning along with housing planning; if that does not happen, the resulting transportation issues will be insurmountable. Counties need to plan for adaptation, resilience, and housing.

More than half of cities in Washington are projecting revenue losses for fiscal year 2021. The potential cost to Washington cities to implement the full requirements of the bill is between $50 and $80 million.

(Opposed) There is opposition to the bill based on the fact that as written, climate change is elevated above other goals of the Growth Management Act (GMA), including the housing

element. Climate is important, but that should not make other goals less important. The fiscal notes estimate that 15,000 hours of planning time would go into complying with the bill; it would be wonderful if that kind of energy and time went into complying with the housing element of the GMA. If millions of dollars are going to be invested in the GMA, that money should go into housing supply. There are other mechanisms to address climate change.

There is concern that adding more requirements to the GMA will increase cost and permitting time for building projects. The bill places burdens on local governments, and land use planning at the local level is chronically underfunded.

Reducing housing in the wildland urban interface area reduces the amount of land available for housing. It is important to let rural communities have access to housing.

(Other) Good changes have been made to the bill already, including the subject-to-funding clause. The changes related to the Department of Commerce's adoption of guidelines will save counties and cities money. Removing the precertification requirement for the greenhouse gas emissions reduction subelement would save additional money. The likely upper limit of the cost for counties to comply with the bill is $10 million.

Persons Testifying (Environment & Energy): (In support) Representative Duerr, prime sponsor; Kristiana de Leon, Black Diamond City Council; Steve Zemke, TreePAC; Bryce Yadon, Futurewise; Danielle Shaw, Washington Environmental Council and Washington Conservation Voters; Bruce Wishart, Sierra Club; Jessica Forsythe, Redmond City Council; Breean Beggs, City of Spokane; Dawn Vyvyan, Puyallup Tribe; Cynthia Stewart, League of Women Voters of Washington; Maria Batayola, Beacon Hill Council Seattle; and Paulo Nunes-Ueno, Nunes-Ueno Consulting.

(Opposed) Paul Jewell, Washington State Association of Counties; Mike Ennis, Association of Washington Business; Jan Himebaugh, Building Industry Association of Washington; and Jeanette McKague, Washington Realtors.

(Other) Dave Andersen, Department of Commerce; Sean Eagan, Port of Tacoma; and Carl Schroeder, Association of Washington Cities.

Persons Testifying (Appropriations): (In support) Bryce Yadon, Futurewise; Danielle Shaw, Washington Conservation Voters and Washington Environmental Council; Lindsey Schromen-Wawrin, City of Port Angeles and Clallam Transit; and Carl Schroeder, Association of Washington Cities.

(Opposed) Mike Ennis, Association of Washington Business; Jan Himebaugh, Building Industry Association of Washington; and Bill Clarke, Washington REALTORS.

(Other) Paul Jewell, Washington State Association of Counties.

Persons Signed In To Testify But Not Testifying (Environment & Energy): None.

Persons Signed In To Testify But Not Testifying (Appropriations): None.