

City of Redmond



Agenda Study Session

**Tuesday, October 12, 2021
7:00 PM**

**City Hall: 15670 NE 85th Street; Remote: Facebook (@CityofRedmond),
Redmond.gov/rctlive, Comcast Ch. 21, Ziplay Ch. 34, or 510-335-7371**

City Council

*Mayor
Angela Birney*

*Councilmembers
Tanika Kumar Padhye, President
Jeralee Anderson, Vice-President*

*David Carson
Steve Fields
Jessica Forsythe
Varisha Khan
Vanessa Kritzer*

**Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web
Site: <http://www.redmond.gov/CouncilMeetings>**

**FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.**

Redmond City Council Study Session

1. Review Draft City of Redmond 2022 State Legislative Agenda
(30 minutes)

[Attachment A: Draft 2022 Legislative Agenda, Clean](#)

[Attachment B: Draft 2022 Legislative Agenda, Track Changes](#)

[Attachment C: 2021 Legislative Agenda](#)

[Attachment D: SR 520 and 148th Avenue NE Pedestrian Bicycle Overpass, Flyer](#)

[Attachment E: 2021 Final Legislative Report](#)

[Attachment F: Presentation Slide Deck](#)

2. Draft City of Redmond Operations Zero Carbon Strategy
(45 minutes)

[Attachment A: Draft City of Redmond Operations Zero Carbon Strategy](#)

[Attachment B: Presentation](#)

Legislative History

9/28/21	Committee of the Whole - Finance, Administration, and Communications	referred to the City Council Study Session
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3. Council Committees of the Whole Restructuring Options
(30 minutes)

[Attachment A: Options for New Committees of the Whole Structure](#)

[Attachment B: Redmond Municipal Code Chapter 2.32.020](#)

[Attachment C: Committees of the Whole Restructuring Presentation](#)

4. Ombuds/Committee Reports
(10 minutes)

5. Council Talk Time
(10 minutes)



Memorandum

Date: 10/12/2021
Meeting of: City Council Study Session

File No. SS 21-077
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Executive	Malisa Files	425-556-2166
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DEPARTMENT STAFF:

Executive	Nina Rivkin	Chief Policy Advisor
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TITLE:

Review Draft City of Redmond 2022 State Legislative Agenda

OVERVIEW STATEMENT:

Council is requested to review and provide input on the draft City of Redmond 2022 State Legislative Agenda. The legislative agenda identifies the City's top priority issues and other policy issues the City supports or opposes. In recent years, the City has worked to develop a concise and easily comprehensible legislative agenda that provides flexibility to address issues as they develop. The legislative agenda guides the City's work with our state legislators and day-to-day work before and during the session.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
RMC 2.80 Representation of City to Legislative Bodies
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
The 2022 Legislative Session will begin January 10, 2022, and is scheduled to last 60 days. It is the second year of the two-year legislative biennium. During the 2021 session, the Legislature adopted the Operating, Capital, and Transportation budgets for the 2021-2023 biennium. In 2022, the Legislature will develop supplemental budgets that amend these biennial budgets.

In addition to developing and adopting supplemental budgets, the Legislature will consider new policy bills. Notably, all policy bills that did not pass during the 2021 session will automatically carry over to the 2022 session.

In 2021, the City developed top priority issues for the current two-year legislative cycle. The draft 2022 State Legislative Agenda has been updated with the removal of items where the City was successful in 2021 and modifications to ensure city priorities remain relevant in 2022. The following top legislative priority issues are proposed to be continued in 2022:

- 148th Bicycle and Pedestrian Overpass Funding
- Affordable Housing and Preventing Homelessness
- Environmental Sustainability
- Social and Criminal Justice Reform
- Fiscal Sustainability
- Local Control

OUTCOMES:

The City's legislative work potentially results in state funding for projects identified in the State Legislative Agenda. Additionally, the City successfully advances top priority policy positions and monitors, supports, and opposes other policies that could have a positive or negative impact on the City of Redmond and/or the Redmond community.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:
N/A

Budget Priority:
N/A

Other budget impacts or additional costs: ☒ Yes ☐ No ☐ N/A

If yes, explain:

Funding provided by the State for projects on the City's legislative agenda helps support Redmond projects, such as

funding for the Senior and Community Center, Overlake Access Ramp, and the Redmond Pool rehabilitation project.

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
11/16/2021	Business Meeting	Approve

Time Constraints:

The 2022 Legislative Session begins on January 10, 2022. To effectively advocate for the City's Legislative Agenda, it should be approved by Council before the end of the year.

ANTICIPATED RESULT IF NOT APPROVED:

The City will not be effective in lobbying for the items on the City's 2022 Legislative Agenda if the legislative agenda is not approved in a timely manner.

ATTACHMENTS:

Attachment A: Draft 2022 Legislative Agenda, Clean

Attachment B: Draft 2022 Legislative Agenda, Track Changes

Attachment C: 2021 Legislative Agenda

Attachment D: SR 520 and 148th Avenue NE Pedestrian Bicycle Overpass, Flyer

Attachment E: 2021 Final Legislative Report

Attachment F: Presentation Slide Deck



CITY OF REDMOND
DRAFT 2022 STATE LEGISLATIVE AGENDA
Top Priority Issues

148th Bicycle and Pedestrian Overpass Funding: The City encourages the Legislature to adopt a transportation revenue package to invest in projects throughout the state. Within the package, Redmond requests \$27 million to construct a bicycle and pedestrian overpass on 148th Avenue NE across SR 520 to improve pedestrian and bicycle safety. This project supports significant growth and investments in the region - including the Overlake Light Rail Station, the Microsoft Refresh project, and significant housing development including affordable units.

Affordable Housing and Preventing Homelessness: Redmond developed a Housing Action Plan to identify actions needed to improve housing affordability. The City supports funding and local option tools to diversify the housing supply, including targeted investments at the lowest income level, as well as funding the Housing Trust Fund (HTF) and the Housing Essential Needs (HEN) program. In response to challenges stemming from the COVID-19 pandemic, Redmond supports policies, programs, and rental, mortgage, and utility assistance to ensure residents remain housed as the eviction moratoria ends.

Environmental Sustainability: Redmond has declared a climate emergency and is supportive of policies to reduce greenhouse gas emissions and advance environmental health, including decarbonizing the economy, green building codes, energy efficiency requirements, renewable energy, electric vehicle infrastructure, climate resiliency and planning, wildfire risk reduction and protection, reducing the waste stream, and habitat restoration. The City will advocate to ensure these proposals are consistent with the City's environmental sustainability plan and best serve the needs of the Redmond community.

Social and Criminal Justice Reform: Implicit bias and racism exist throughout our institutions. Redmond will support systemic reforms that are timely, reasonable, and effective. Specifically, the City supports statewide reforms to policing and corrections to provide greater safety for communities that historically have been harmed by existing systems while maintaining public safety, including efforts that build upon the policies passed during the 2021 Legislative Session.

Fiscal Sustainability: Redmond encourages the state to identify reforms to the tax system that provide a progressive, equitable, stable, and reliable revenue source to meet the needs of state and local government. The City asks that the Legislature protect and enhance state-shared revenues and authorize flexibility with existing revenues.

Local Control: Redmond urges the Legislature to honor local decision-making authority. The City serves as the government closest to the people and is most responsive to the community in meeting its needs.

Support/Oppose Issues

General Government

- Public Records Act (PRA): Redmond is committed to public records openness and transparency. Redmond joins the Association of Washington Cities (AWC) and others in monitoring studies and implementation of recent PRA updates.
- OPMA Proposal: Redmond supports amendments to the Open Public Meetings Act that enhance public engagement, such as providing cities with greater flexibility to hold virtual meetings during emergencies.

Mental Health and Human Services

- Human Services Programs and Funding: Redmond supports ongoing and increased funding for programs to protect our most vulnerable populations.
- Mental Health Response Funding: Redmond supports increased funding to serve those facing mental health challenges, such as crisis intervention and mental health co-responders.

Environment

- Culvert, Fish and Habitat Funding: Redmond encourages the State to invest in State and local culvert, floodplain, and fish habitat projects to open habitat on a watershed basis.
- Stormwater Funding: Redmond encourages the State to invest in stormwater projects to help jurisdictions meet National Pollutant Discharge Elimination System (NPDES) permit obligations.

Planning

- Planning Implementation: Redmond requests adequate time and funding to implement land use changes directed by the state to ensure adequate public engagement.
- Growth Management Act (GMA): Redmond supports adding climate change and green building technologies as GMA planning goals, will monitor additional reform proposals, and requests funding to implement local planning.

Infrastructure

- Public Works Assistance Account (PWAA): Redmond supports fully funding the Public Works Assistance Account.
- Preservation & Maintenance of Local Roads: Redmond requests direct funding to cities to meet local transportation maintenance needs such as pavement preservation and ADA improvements.
- Park & Recreation Funding: Redmond supports funding programs administered through the Recreation and Conservation Office.

Public Safety

- Basic Law Enforcement Academy Funding: Redmond requests fully funding the Basic Law Enforcement Academy Funding.

Redmond Supports the Association of Washington Cities and Sound Cities Association

CITY OF REDMOND

2022 STATE LEGISLATIVE AGENDA

Guiding Principles:

The City has adopted the following principles to guide the City's Legislative Agenda:

- **Protect home rule and local authority:** The Legislature should refrain from pre-empting the authority of local cities and communities which are closest to the citizens they serve.
- **Refrain from imposing unfunded or “under-funded” mandates:** It is important that the Legislature refrain from imposing new unfunded or “under-funded” mandates upon local jurisdictions unless there is adequate funding provided to implement them.
- **The State should not erode local revenues and local taxing authority:** As “creatures of the State,” cities in Washington have only the taxing and revenue authority directly provided to them by the State Legislature. It is vital that lawmakers refrain from making decisions that erode or eliminate those revenues and the local taxing authority that is given to cities.
- **The State should preserve Operating, Capital, and Transportation budget funding that flows to cities:** Redmond urges the Legislature to refrain from cutting or eliminating operational and infrastructure funding for Redmond and other cities, including the Connecting Washington projects and timelines as previously scoped.
- **The Legislature should reward jurisdictions that step up to implement the policy goals developed by the State, as it exercises its decision-making, particularly in grant and loan programs:** Redmond is an example of a city doing the right things to implement the Growth Management Act (GMA), accommodate density, ensure the urban centers of downtown and Overlake are conducive to “transit-oriented” and pedestrian-friendly development, embrace “green building”, climate-change and Vehicle Miles Traveled (VMT) strategies, etc. As it makes funding and policy decisions regarding grant and loan programs, the State should find ways to reward jurisdictions, such as Redmond, that carry out and embrace these policy objectives.



CITY OF REDMOND
DRAFT 2022¹ STATE LEGISLATIVE AGENDA
Top Priority Issues

Senior and Community Center: Redmond requests \$5 million toward the construction of a new Redmond Senior and Community Center. The senior center unexpectedly closed in 2019 when the building failed. The new Senior and Community Center will address the needs of seniors as well as community members and provide a gathering space for cultural celebrations and community events. This project is community driven, urgent, and will serve Redmond for the next 50 years.

148th Transportation Improvements Bicycle and Pedestrian Overpass Funding: The City encourages the Legislature to adopt a transportation revenue package to invest in projects throughout the state. Within the package, Redmond requests \$27⁵⁴ million to construct a bicycle and pedestrian overpass on 148th Avenue NE across SR 520 to improve 148th Avenue NE to increase the flow of traffic onto SR 520 and pedestrian and bicycle safety. This project supports significant growth and investments in the region - including the Overlake Light Rail Station, the Microsoft Refresh project, and significant key housing development including affordable units, such as Seritage and Esterra Park which include affordable units. The project will construct a pedestrian and bicycle path across SR 520 and add an additional through lane to facilitate traffic on and off SR 520.

Affordable Housing and Preventing Homelessness: Redmond is develop^{ed}ing a Housing Action Plan to identify actions needed to improve housing affordability. The City supports funding and local option tools to diversify the housing supply, including targeted investments at the lowest income level, as well as funding the Housing Trust Fund (HTF) and the Housing Essential Needs (HEN) program. In response to challenges stemming from the COVID-19 pandemic, Redmond supports policies, programs, and rental, mortgage, and utility assistance to ensure residents remain housed as the eviction moratoria ends.

Environmental Sustainability: Redmond has declared a climate emergency and is supportive of policies to reduce greenhouse gas emissions and advance environmental health, including decarbonizing the economy, green building codes, energy efficiency requirements, renewable energy, electric vehicle infrastructure, climate resiliency and planning, wildfire risk reduction and protection, reducing the waste stream, and habitat restoration. The City will advocate to ensure these proposals are consistent with the City's environmental sustainability plan and best serve the needs of the Redmond community.

Social and Criminal Justice Reform: Implicit bias and racism exist throughout our institutions. Redmond will support systemic reforms that are timely, reasonable, and effective. Specifically, the City supports statewide reforms to policing and corrections to provide greater safety for communities that historically have been harmed by existing systems while maintaining public safety, including efforts that build upon the policies passed during the 2021 Legislative Session, such as maintaining a database of officers fired for misconduct, decertification for use of force violations, duty to intervene for officer misconduct or illegal activity, and requiring mental well-being and trauma support for officers.

Fiscal Sustainability: Redmond encourages the state to identify reforms to the tax system that provide a progressive, equitable, stable, and reliable revenue source to meet the needs of state and local
October 18, 2021 December 1, 2020

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Support/Oppose Issues

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General Government

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- **OPMA Proposal:** Redmond supports amendments to the Open Public Meetings Act that enhance public engagement, such as providing cities with greater flexibility to hold virtual meetings during emergencies.
- **FEMA Reimbursement:** Redmond asks that the state allocate funding for half of the local match required for FEMA reimbursement to assist in recovering costs associated with COVID-19.

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Mental Health and Human Services

- **Human Services Programs and Funding:** Redmond supports ongoing and increased funding for programs to protect our most vulnerable populations.
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Environment

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Planning

Multi-Family Property Tax Exemption: Redmond will monitor proposals regarding the multi-family property tax exemption to ensure there are not negative impacts to the City's program.

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CITY OF REDMOND 2020 STATE LEGISLATIVE AGENDA

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infrastructure funding for Redmond and other cities, including the Connecting Washington projects and timelines as previously scoped.

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CITY OF REDMOND

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Redmond Requests \$27M in *Forward Washington and Miles Ahead*



SR 520 & 148th Avenue NE Pedestrian Bicycle Improvements To Improve Pedestrian Bicycle Safety

Project Benefits

- Improves pedestrian and bicycle safety through a congested corridor that crosses over SR 520
- Connects the SR 520 Regional Trail to transit-oriented jobs and housing on both sides of SR 520 in the Overlake Urban Center

Project Improvements

- Construct a pedestrian and bicycle path on the east side of 148 Avenue NE across SR 520, connecting Microsoft to the Overlake Village neighborhood south of SR 520
- Implements a high priority project recommended in WSDOT's SR 520 Multi-Modal Corridor Study



THE OVERLAKE URBAN CENTER borders Bellevue and is adjacent to SR 520. Overlake is the third-largest jobs center in Puget Sound, with more than 48,000 jobs – expected to grow to 70,000 jobs by 2030, in 10 years.

Redmond's population of 70,000 nearly doubles to 135,000 during the day with the influx of employees from throughout the region. Job opportunities with Microsoft Corporation, Nintendo of America, Honeywell and other high-tech companies and businesses and services to support them attract talent from all over the world and contribute to Redmond's diversity, where 40% of residents are foreign born.

In 2023, light rail service will begin from Seattle and South King County to Overlake. Two light rail stations in Overlake will connect workers from around the region to this major employment center, including essential workers traveling from Bellevue, Seattle and South King County.

Thousands of people will be able to live close to work in Overlake with new transit-oriented development adding 5,000 housing units and 15,000 jobs from 2010 to 2030, including over 300 affordable apartments being constructed in the near term. The proposed pedestrian bicycle path across SR 520 will provide additional access between home and work.

Public investments – Sound Transit Light Rail, City infrastructure, and State transportation projects – leverage significant private sector investment in Overlake. This area is being redeveloped into an urban community with multi-use developments, including Seritage and Esterra Park, adding significant housing, hotel rooms, office and commercial space.

The most significant private development is the Microsoft Refresh project, where Microsoft is making a multibillion-dollar investment into its Redmond headquarters in Overlake.



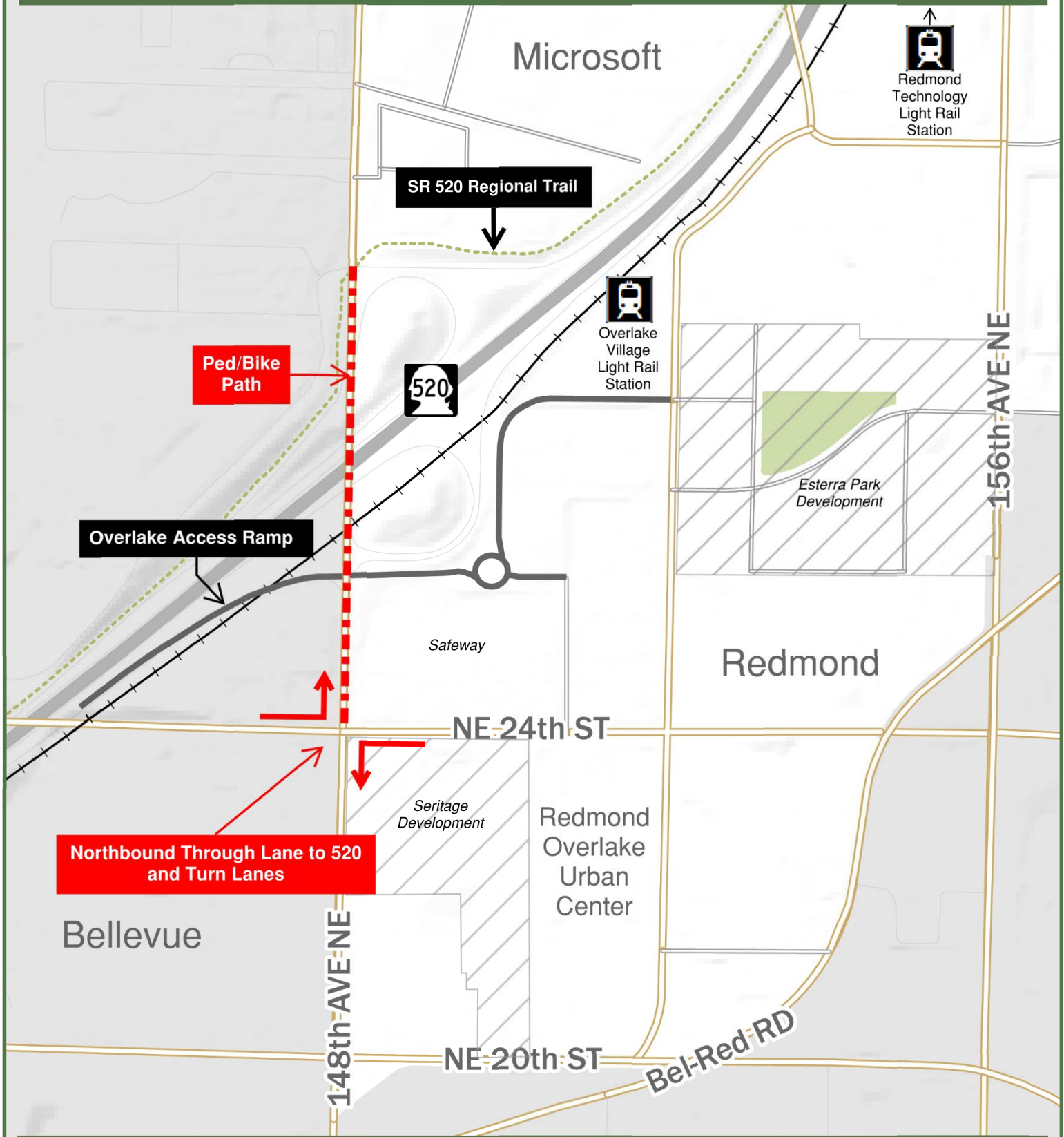
Contacts:

Angela Birney, Mayor, mayor@redmond.gov, (425) 556-2101
Briahna Murray, City Lobbyist, bmurray@gth-gov.com, (253) 310-5477

April 2021

SR 520 & 148th Avenue NE Transportation Improvements

City of Redmond, Washington



Disclaimer: This map is created with data maintained by GIS Services Group, Technology and Information Services, City of Redmond, Washington. For reference

LEGEND

- Projects
- SR 520
- Arterial
- Local
- Trail
- City Park





City of Redmond 2021 Legislative Session Report

Dear Mayor Birney, City Councilmembers and City Staff,

It was a pleasure to advocate for the City of Redmond throughout the 2021 legislative session, which will go down in the history books as unlike any other. The legislature met in a virtual format for the entire session, keeping the capitol campus closed to everyone except a handful of staff and legislative leaders. This made the 105-day “long” session especially long as video screens, text messages, phone calls and emails replaced face-to-face meetings.

Despite these challenges, we are pleased that the City of Redmond was successful in advancing its legislative priorities, including securing \$1.25 million for the Redmond Senior and Community Center. This would not have been possible without an active and supportive legislative delegation; Sen. Manka Dhingra, Sen. Patty Kuderer, Rep. Larry Springer, Rep. Roger Goodman, Rep. Vandana Slatter, and Rep. Amy Walen. We encourage you to express great thanks to the delegation.

Now that session is over, attention will turn to implementing the actions of the legislature including discussion regarding a potential special session later this year to enact a transportation revenue package.

Looking ahead, the 2022 legislative session will be the second of the two-year legislative biennium. Democrats will retain control of the House, Senate, and Governor’s Office, and the legislature will consider supplemental budgets that adjust the biennial budgets adopted this session. In addition to new policy proposals, any bills that were not adopted by the legislature in 2021 can be considered again. The 2022 legislative session will be followed by the 2022 November elections. Members to the State Redistricting Commission have been appointed by the legislature and will be submitting their proposed redistricting plan to the legislature in 2022. The legislature will consider and adopt a redistricting plan for use in the 2022 election.

The ever-changing political climate requires adaptive and consistent advocacy. We look forward to working with the City of Redmond throughout the interim months to continue advancing the City’s priorities and preparing for the 2022 legislative session.

Thank you,

Briahna Murray

Overview of the 2021 Legislative Session

The 2021 Legislature convened for a 105-day session that was conducted almost entirely virtually. Due to the virtual format, legislators were encouraged to limit the number of bills introduced. Legislators considered 1,075 bills this session and approved 334. By comparison, this is about half as many bills introduced, and about 100 fewer to get approved, than would occur in an average year.

As the first year of the two-year legislative biennium, the Legislature was tasked with developing biennial operating, capital, and transportation budgets. This task became even more monumental when the federal government approved the American Rescue Plan Act, providing the state with \$4.25 billion in federal assistance that must be spent by December 31, 2024.

As the majority party, Democrats set the policy agenda for the 2021 session, indicating that they were focused on four main areas: 1) respond to the COVID-19 pandemic; 2) address economic recovery; 3) address racial equity; and 4) address climate change. Significant legislation passed in all four areas. Significant policy changes included approving a capital gains tax, a working family tax credit, a low carbon fuel standard, a cap-and-trade system, a slate of a dozen police reform bills, a new approach to prosecuting and treating controlled substance addiction, modification of the “three strikes you’re out” sentencing policy, a new 9-8-8 mental health system... and more.

2021- 2023 Operating Budget: The state’s operating budget funds all state agency operations, including K-12, higher education, human service programs, and more. Leading up to the beginning of the legislative session, there were concerns that the operating budget would face a significant revenue shortfall. However, the March economic revenue forecast reflected a rebound from the pandemic. This, combined with revenue from the federal government, provided the state with revenue to have one of the largest increases in state budgeting in recent history. The 2021-23 operating budget appropriates \$59.2 billion – a \$3.2 billion increase over last biennium. The budget also assumes \$415 million in capital gains revenue (Senate Bill 5096). \$1 billion in federal funds are transferred to the Washington Rescue Plan Transition Account to be later appropriated to respond to COVID-19 impacts, and \$1.8 billion is transferred from the Budget Stabilization Account to the state general fund. The four-year budget outlook projects that the state will end the 2023-2025 biennium with over \$1 billion in reserves.

2021-2023 Capital Budget: The biennial capital budget funds bricks and mortar construction, excluding transportation. The Legislature allocated \$6.3 billion for the 2021-23 biennial capital budget, in which \$3.9 billion is from general obligation funds, making it the largest capital budget in recent history. The remaining \$2.4 billion consists of \$589 million in federal stimulus funds, \$275 million in Model Toxics Control Accounts, \$255 million in alternative financing, and \$1.2 billion in other funds. Due to the passage of the federal American Rescue Plan Act, the budget appropriates \$189 million from the Coronavirus Capital Projects Fund for projects that support work, education, and health monitoring, including remote options in response to the pandemic. Additionally, \$400

million is allocated to the Coronavirus State Fiscal Recovery Fund to make necessary investments in water, sewer, and broadband infrastructure.

2021-2023 Transportation Budget: Transportation revenues were hit hardest throughout the COVID-19 pandemic and have been slow to rebound. Prior to the beginning of the legislative session, the Washington State Supreme Court overturned I-976, which would have limited car tabs to \$30. This meant that the state could budget car tab revenues that it had otherwise not planned to receive. Even with this additional revenue, a revenue shortfall due to the impacts of the pandemic remained, and a need to invest significant funding in replacing state-owned culverts. This shortfall combined with significant statewide demand for transportation investments in preservation and maintenance and new projects prompted a great deal of discussion about a transportation revenue package.

During the 2021 legislative session, there was discussion of a “grand bargain” where legislators would approve a transportation revenue package, a low carbon fuel standard, and a cap and invest system. While the Legislature reached agreement on a low carbon fuel standard and cap and invest system, they did not reach agreement on a transportation revenue package.

There were several transportation revenue package proposals released; however, the two with the most momentum came from the House Transportation Committee Chair, Rep. Jake Fey (D-Tacoma) who released a framework for the *Miles Ahead* proposal, and the Senate Transportation Committee Chair, Sen. Steve Hobbs, who introduced bills proposing the *Forward Washington* plan. The notable differences between these two proposals that prevented an agreement on a single proposal included: 1) how high the gas tax should be increased; 2) whether cap-and-invest revenues should be spent only on projects that reduce carbon in the transportation sector, or all transportation projects; 3) the level of investment in preservation and maintenance.

Without a revenue package, the Legislature adopted a 2021-23 Transportation Budget that used federal funds to continue projects that have already been allocated funds and to fund the replacement of state-owned culverts. The total 2021-23 Transportation Budget was \$11.7 billion, with \$1.126 billion allocated to fish barrier correction using a watershed approach.

Notably, the two bills authorizing a low carbon fuel standard and the cap-and-invest systems included language delaying the effective date of enforcing compliance with the programs until the Legislature enacts a state a gas tax increase of at least five cents. These provisions were included to provide motivation for legislators to reach an agreement on a transportation revenue package in a special session, or in the 2022 session. Governor Inslee vetoed these provisions. This makes the prospects of a future transportation revenue package uncertain – that said, since the veto, legislators have been indicating that they still intend to continue discussions of a transportation revenue package.

Redmond Legislative Priorities

Redmond Community and Senior Center: The City requested \$5 million for the Redmond Community and Senior Center. The City requested this amount knowing that it would likely not receive the fully amount requested, but that strategically asking for a bold amount of funding would lead to a significant state investment. Due to strong legislative leadership and city advocacy efforts, the 2021-23 Capital Budget allocates \$1.25 million in funding for the Redmond Senior and Community Center. This is a significant contribution, and significantly higher than the average appropriation of \$724,000 provided to a single project within the Capital Budget's local and community project account.

Additional Capital Budget Investments in Redmond: The 2021-23 Capital Budget also allocated funding to the following projects in the Redmond community:

Project	Final 2021-2023 Capital Budget
Together Center Redevelopment	\$1.03 million
The Landing	\$258,000
Marymoor Park Dock Replacement (RCO – Aquatic Lands Enhancement Account)	\$500,000

148th Transportation Improvements: The City requested \$51 million in any transportation revenue package to improve 148th Ave NE to increase the flow of traffic on to SR 520 and construct a bicycle/pedestrian path over SR 520. Prior to the beginning of the legislative session, the City did substantial outreach to the 45th and 48th district legislators and legislators that serve on the transportation committees. This outreach effort continued in earnest throughout the legislative session, with the City providing testify before both the House and Senate Transportation Committees on several occasions. This advocacy culminated in the inclusion of \$27 million dollars for the 148th Ave NE bicycle/pedestrian path over SR 520 in the Senate's Forward Washington Proposal. This is a significant investment and is reflective of the state's emphasis on funding multimodal projects throughout the state. Given this, the City is well-positioned to receive funding for this project if/when a state transportation revenue package is adopted.

As described in the session overview above, the Legislature did not reach an agreement on a transportation revenue package however it is anticipated that the legislature will continue to work on a transportation revenue package with potential action either in a special session or during the 2022 Legislative Session.

Affordable Housing and Preventing Homelessness: Redmond has identified affordable housing as a top legislative priority for several years. Each year, the Legislature makes incremental progress on the issue. Below are notable budget appropriations and bills that passed the legislature pertaining to affordable housing and preventing homelessness:

Notable Budget Appropriations:

- \$1 billion for rental and utility assistance, including funding generated by House Bill 1277 (see below)
- \$187 million for foreclosure prevention assistance (to implement House Bill 1108, see below)
- \$130.7 million for the Housing Essential Needs program
- \$58 million for grants to support the operations and maintenance of permanent supportive housing
- \$35 million for grants to local governments to increase shelter capacity
- \$31.3 million in eviction prevention services to implement Senate Bill 5160 (see below)
- \$23 million to expand the HOME Investment Partnership Program to house homeless or those at-risk of becoming homeless
- \$15 million to support unhoused youth and young adults
- \$10 million for housing needs of those with intellectual and developmental disabilities
- \$7.5 million for consolidated homeless grant program
- \$6 million for grants to local government for costs in providing emergency non-congregate sheltering through September 2021
- \$6 million for homeless families and youth services
- \$4 million for community beds, permanent and temporary, for those with mental illness
- \$2 million for transitional housing pilot for homeless youth
- \$175 million allocated to the Housing Trust Fund
 - \$20 million for competitive preservation grants or loans
 - \$10 million for community housing and cottage communities for shelters
 - \$5 million for housing for those with developmental disabilities
 - \$15 million for specified projects
- \$10.9 million for contaminated property redevelopment grants for affordable housing
- \$93.8 million for rapid housing acquisition grants to purchase or rent real property for shelters, permanent supportive housing, or low-income housing
- \$25.7 million for rapid capital housing and homelessness projects
- \$42 million in utility improvement or connection grants to local government and PUDs to new affordable housing projects

Local Tax Revenues Authorized to be Spent on Acquisition: [House Bill 1070](#), sponsored by Rep. Cindy Ryu (D-Shoreline), modifies legislation passed during the 2020 Legislative Session ([House Bill 1590](#)) that authorized a county or city, by councilmanic action, to impose a local sales and use tax for affordable housing. Under this bill, the portion of the funds raised from HB 1590 dedicated to housing can be used for the acquisition of affordable housing, facilities providing housing-related services, behavioral health-related facilities, or land for these purposes. Affordable housing includes emergency, transitional, and supportive housing. Prior to acquiring a facility, a

county must consult with the city in which the facility is located. A county must provide an opportunity for 15 percent of the units in an acquired facility to be provided to individuals living in or near the city in which the facility is located or otherwise have ties to that community. Such prioritization must not jeopardize the United States Department of Housing and Urban Development funding for the Continuum of Care Program. King County state-shared lodging tax revenues may be used for housing or facilities for homeless youth. Additionally, the definition for affordable workforce housing is modified to include housing for a single person, family, or unrelated persons living together whose income is at or below 80 percent of the median income, adjusted for household size, for the county where the housing is located. The bill became effective on April 14, 2021 when the Governor signed the bill into law. The final bill can be found [here](#) and a summary can be found [here](#).

Foreclosure Support: [House Bill 1108](#), sponsored by Rep. Tina Orwall (D-Des Moines), will provide additional funding to the Foreclosure Fairness Program to provide mediation services to those homeowners facing foreclosure. The 2021-23 Operating Budget allocates \$187 million to the program. Additionally, this bill expands eligibility for the program by removing the requirement that residential real property of up to four units be owner-occupied for purposes of the program. The final bill can be found [here](#) and a summary can be found [here](#).

Tenant Protections and Landlord Assistance: [Senate Bill 5160](#), sponsored by Sen. Patty Kuderer (D-Bellevue), establishes a plan, including mediation, for when the eviction moratoria ends. On March 18, 2020, Governor Inslee issued Proclamation 20-19 to prohibit a number of activities related to evictions by all residential landlords operating residential rental property in the state. Since then, the Governor has issued multiple extensions of the eviction moratorium with the current variation, Proclamation 20-19.6, set to expire June 30, 2021. The bill requires landlords to offer a repayment plan to tenants six months following the end of the moratoria, and payments may not be more than 1/3 of the tenant's monthly rent; allows landlords to claim up to \$15,000 in reimbursement from the Landlord Mitigation Program for unpaid rent if a tenant defaults on a repayment plan; dispute resolution centers are authorized to establish a two-year, statewide eviction resolution program. A landlord may be liable for violations of the tenant protections up to 2.5 times the monthly rent. At the request of legislative leadership, Governor Inslee vetoed sections 12 and 13 of the bill, which directed the Department of Commerce to provide financial relief to landlords through various grant programs. The reasoning for the removal of previous funding requirements within the bill were due to insufficient funding within the final operating budget and duplicative grant opportunities provided within House Bill 1368, which stemmed from federal funding and went into effect on February 19, 2021. The partially vetoed bill was signed on April 22 and went into effect on the same day. The final bill can be found [here](#) and a summary can be found [here](#).

Eviction Prevention Assistance: [House Bill 1277](#), sponsored by Rep. Timm Ormsby (D-Spokane), would increase the document recording fee by \$100. The funds collected must be fully remitted to the state to be distributed as follows: 20 percent of funds must be deposited into the Affordable Housing for All Account for the operations, maintenance, and service costs for permanent supportive housing. From July 1, 2021,

through June 30, 2023, 4 percent of funds must be deposited into the Landlord Mitigation Program Account (LMPA). After June 30, 2023, 2 percent of funds must be deposited into the LMPA. The remainder of funds must be distributed to the Home Security Fund Account, with 60 percent of the funds to be used for project-based voucher for nonprofit housing providers or public housing authorities, housing services, rapid rehousing, emergency housing, or acquisition. Priority for use must be given to project-based vouchers and related services, housing acquisition, or emergency housing for individuals who are chronically homeless, including families with children, and at least 50 percent of clients served must be living unsheltered at the time of initial engagement. In addition, funds may be used for the Eviction Prevention Rental Assistance Program (EPRAP), foreclosure prevention services, rental assistance for people experiencing homelessness, and tenant education and legal assistance. The final bill can be found [here](#) and a summary can be found [here](#).

Environmental Sustainability: New this year, the City established a legislative priority in support of policies to reduce greenhouse gas emissions and advance environmental health, including decarbonizing the economy, green building codes, energy efficiency requirements, renewable energy, electric vehicle infrastructure, climate resiliency and planning, reducing the waste stream, and habitat restoration. Below are notable bills that passed the legislature that are related to environmental sustainability:

Low Carbon Fuel Standard: [House Bill 1091](#), sponsored by Rep. Joe Fitzgibbon (D-Buren), will enact a statewide low carbon fuel standard that aims to decrease the carbon intensity of transportation related fuels by 20% below 2017 levels by 2038. Traditional fuel producers will need to either decrease the carbon intensity of their fuels or purchase clean fuel credits which may increase the cost of gasoline. Clean Fuel producers will generate credits that can be monetized to further support decarbonization efforts such as electric vehicle infrastructure like public and fleet charging. The final bill can be found [here](#) and a summary can be found [here](#). The Governor [vetoed](#) provisions of the bill linking the implementation of the low carbon fuel standard to the development of a transportation revenue package. This controversial veto is likely to be challenged legally.

Cap-and-Invest: [Senate Bill 5126](#), sponsored by Sen. Reuven Carlyle (D-Seattle), would establish a cap-and-invest program in Washington state which places an economy wide charge on carbon emissions in an effort to reduce carbon over time. Those who are regulated entities either need to reduce carbon emissions or pay a fee. Unlike a Low Carbon Fuel Standard, this policy raises direct revenue for projects in the state's transportation budget (that must be tied to decarbonization). Examples of projects that could be funded from this pot of money include electric ferries, transit, and various multimodal projects. The Governor [vetoed](#) provisions of the bill linking the implementation of the low carbon fuel standard to the development of a transportation revenue package. This controversial veto is likely to be challenged legally. The final bill can be found [here](#) and a summary can be found [here](#).

Phase-out of Hydrofluorocarbons (HFCs): [House Bill 1050](#), sponsored by Rep. Joe Fitzgibbon (D-West Seattle), authorizes the Department of Ecology to strengthen

standards to phase out hydrofluorocarbons (HFCs), which are industrial chemicals primarily used for cooling and refrigeration. Ecology is tasked with providing recommendations to the Legislature by December 1, 2021, regarding the design of the program and to address end-of-life management and disposal of refrigerants. The final bill can be found [here](#), and a summary can be found [here](#).

Electric Vehicle Forecasting: [House Bill 1287](#), sponsored by Rep. Alex Ramel (D - Bellingham), will require the Department of Transportation to develop and maintain a publicly available mapping and forecasting tool to support electric vehicle adoption and requires the state building code council to adopt rules to require electric vehicle charging capability in certain, new, residential buildings. Notably, the bill also contains provisions that tie electric vehicle goals to a road usage charge. The Governor [vetoed](#) provisions of the bill that would require that all publicly and privately owned passenger vehicles of a model year 2030 or later that are sold, purchased, or registered in Washington be electric *if* 75% of the registered vehicles in the state are participating in a road usage charge. The final bill can be found [here](#), and a summary can be found [here](#).

Environmental Justice Task Force Recommendations: [Senate Bill 5141](#), sponsored by Senator Rebecca Saldaña (D- Seattle), implements several of the state's Environmental Justice Task Force's recommendations including, codifying the definition of environmental justice and requiring state agencies to incorporate environmental justice principles when implementing policies and programs. The final bill can be found [here](#) and a summary can be found [here](#).

Minimum Recycled Content and Expanded Polystyrene Ban: [Senate Bill 5022](#), sponsored by Sen. Mona Das (D-Kent), will establish a minimum recycled content for certain plastic containers (beverage, household cleaning, and personal care products) and plastic trash bags, bans certain expanded polystyrene products, and requires certain foodservice items (utensils, straws, condiments, and beverage cup lids) to be made available only by request. The final bill can be found [here](#) and a summary can be found [here](#).

Social and Criminal Justice Reform: Redmond adopted a legislative priority expressing support for statewide reforms to policing and corrections that are timely, reasonable, effective, and provide greater safety for communities that historically have been harmed by existing systems while maintaining public safety. Below are notable budget appropriations and bills that passed the legislature pertaining to social and criminal justice reform:

Funding to Cities for Implementation: Cities are allocated \$20 million on a one-time basis, distributed based on population for costs to cities related to police reform bills passed in 2020-21.

Office of Independent Investigations: [House Bill 1267](#), would establish the Office of Independent Investigations within the Office of the Governor for conducting fair and

competent investigations of police use of force incidents. The Office has jurisdiction to investigate any incident involving a use of deadly force by an involved officer occurring after July 1, 2022, including any incident involving use of deadly force by an involved officer against or upon a person who is in-custody or out-of-custody. The Office may investigate prior incidents if new evidence is brought forth that was not included in the initial investigation. An involved law enforcement agency must notify the Office immediately upon rendering the scene safe and providing aid to those with life-threatening injuries of any incident involving a use of deadly force resulting in death, substantial bodily harm, or great bodily harm. The Office may investigate any incident it selects for investigation and must complete its investigation within 120 days. An 11-member Advisory Board will oversee the Office. \$22.1 million is included in the budget to implement the bill. The final bill can be found [here](#) and a summary can be found [here](#).

Audits of Use of Force Investigations: [House Bill 1089](#), sponsored by Rep. Bill Ramos (D-Issaquah), will establish compliance audits of law enforcement agencies through the State Auditor's Office (SAO). The SAO is required to conduct a process compliance audit of any completed deadly force investigation to determine whether the involved law enforcement agency, investigative body, and prosecutor's office acted in compliance with specific statutory and administrative rules for conducting deadly force investigations. Upon the request of the Commission, the SAO may audit any law enforcement agency to ensure the agency is in compliance with all rules and procedures governing the training and certification of the agency's peace officers. A copy of the audit must be sent to the Commission, law enforcement agency, city or county council, county prosecutor, and relevant committees of the Legislature. Law enforcement agencies do not pay any costs or fees for either type of audit. The final bill can be found [here](#) and a summary can be found [here](#).

Impeachment Disclosures: [House Bill 1088](#), sponsored by Rep. John Lovick (D-Mill Creek), would update policies and procedures for addressing potential impeachment disclosures in law enforcement pursuant to *Brady v. Maryland*. Each county prosecutor must develop and adopt written protocols to address potential impeachment disclosures. The Criminal Justice Training Commission (CJTC) must provide online training for potential impeachment disclosures. Law enforcement agencies shall report to prosecuting authorities within 10 days of discovery, any act that could potentially be exculpatory to a criminal defendant. Prior to hiring an officer, an agency must inquire whether the officer has previous impeachment disclosures (prosecuting authorities have 10 days to response to a request from any agency regarding hiring an officer). Additionally, it establishes limited immunity from civil liability for a public agency, official, or employee who shares impeachment information about an officer with a prosecuting authority, the officer's employer, or potential employer. The final version of the bill can be found [here](#) and a summary can be found [here](#). The budget allocates \$62,000 to the CJTC to implement the bill.

Data Collection: [Senate Bill 5259](#), sponsored by T'wina Nobles (D-Fircrest), directs the Office of Attorney General to establish an advisory group to assist with the design, development, and implementation of a statewide use of force data program. The Advisory Group should submit recommendation by April 1, 2022. In the meantime, law enforcement agencies are required to report on a delineated list of use of force

instances. The 2021-23 Operating Budget allocates \$5.8 million to implement the bill. The final bill can be found [here](#) and a summary can be found [here](#).

Law Enforcement Recruitment: [House Bill 1001](#), sponsored by Rep. Jacquelin Maycumber (R-Republic), will create a law enforcement professional development outreach grant program through the Criminal Justice Training Commission (CJTC) to encourage a broader diversity of candidates from underrepresented groups and communities to see careers in law enforcement. Law enforcement agencies are eligible to compete for funds no later than December 1, 2021; no single grant may exceed \$60,000. There must be one grant recipient from each side of the state. CJTC is required to produce a report by December 1, 2022 on the grant recipients, use of funds, and potential impact on recruitment. The final 2021-23 Operating Budget (p.235) allocates \$530,000 to CJTC for this grant program (\$269,000 in 2022, and \$261,000 in 2023). The final bill can be found [here](#), and a summary can be found [here](#).

Arbiter Selection: [Senate Bill 5055](#), sponsored by Sen. Joe Nguyen (D-Seattle), establishes an arbiter selection procedure for grievance arbitrations involving law enforcement personnel regarding disciplinary actions, discharges, and terminations on or after January 1, 2022. The Public Employment Relations Commission (PERC) would manage a roster of 9-18 specialized law enforcement grievance arbitrators with training in resolving police discipline disputes. PERC's executive director assigns an arbiter, or a panel of arbiters, to grievance arbitrations in alphabetical order on a rotating basis. The parties to the arbitration may not participate in, negotiate for, or agree to the selection of a particular arbiter. PERC is required to publish the final decisions on its website. The final bill can be found [here](#), and a summary can be found [here](#).

Reforming the "Felony Bar" Statute: [Senate Bill 5263](#), sponsored by Sen. David Frockt (D-Seattle), amends the "felony bar" statute that bans a person who sustains injury or death while committing a felony from being able to bring a civil action. The bill states that in actions arising out of law enforcement activities resulting in personal injury or death, the law enforcement officer has a complete defense to the action if a finder of fact (a jury rather than a judge) determines beyond a reasonable doubt that the person injured or killed was engaged in the commission of a felony at the time of the occurrence causing the injury or death, the commission of which was a proximate cause of the injury or death. If this defense is brought forward, it cannot be done on summary judgment. However, this defense does not affect the right to bring a lawsuit under the federal Civil Rights Act of 1983. The final bill can be found [here](#), and a summary can be found [here](#).

Changes in Police Tactics: [House Bill 1054](#), sponsored by Rep. Jesse Johnson (D-Federal Way) makes changes to the various police tactics that peace officers may utilize. The final bill can be found [here](#) and a summary can be found [here](#).

Neck Restraints and Chokeholds: A peace officer may not use a chokehold or neck restraint on another person.

Military Equipment and Military Surplus Program: A law enforcement agency may not acquire or use any military equipment, including firearms and ammunition of .50

caliber or greater, machine guns, armed helicopters, armed or armored drones, armed vessels, armed vehicles, armed aircraft, tanks, long range acoustic hailing devices, rockets, rocket launchers, bayonets, explosive grenades, incendiary grenades, missiles, directed energy systems, and electromagnetic spectrum weapons. Each law enforcement agency must compile an inventory of military equipment possessed by the agency, including the proposed use of the equipment, estimated number of times the equipment has been used in the prior year, and whether such use is necessary for the operating and safety of the agency or some other public safety purpose. The agency must provide the inventory to the Washington Association of Sheriffs and Police Chiefs by November 1, 2021. The Washington Association of Sheriffs and Police Chiefs must summarize the inventory information from each law enforcement agency and provide a report to the Governor and the Legislature by December 31, 2021. Any law enforcement agency in possession of military equipment must return the equipment to the federal agency from which it was acquired, if applicable, or destroy the equipment by December 31, 2022. However, the restrictions on military equipment do not prohibit a law enforcement agency from participating in a federal military equipment surplus program, provided that any equipment acquired through the program does not constitute military equipment.

Tear gas: A law enforcement agency may not use or authorize its peace officers or other employees to use tear gas unless necessary to alleviate a present risk of serious harm posed by a riot, barricaded subject, or hostage situation. Prior to deploying tear gas, the officer or employee must: exhaust alternatives to the use of tear gas that are available and appropriate under the circumstances; obtain authorization to use tear gas from a supervising officer; announce the intent to use tear gas; and allow sufficient time and space for the subject or subjects to comply. In addition, if the riot is occurring outside of a correctional, jail, or detention facility, the officer or employee may use tear gas only after receiving authorization from the highest elected official in the jurisdiction.

Vehicular Pursuits: A peace officer may not engage in a vehicular pursuit, unless: there is probable cause to believe that a person in the vehicle has committed or is committing a violent offense, sex offense or an escape offense, or there is reasonable suspicion that a person in the vehicle has committed or is committing a driving under the influence offense; the pursuit is necessary for the purpose of identifying or apprehending the person; and the person poses an imminent threat to the safety of others and the safety risks of failing to apprehend or identify the person are considered to be greater than the safety risks associated with the vehicular pursuit under the circumstances. An officer must receive authorization to engage in any vehicular pursuit from a supervising officer.

Firing upon Vehicles: A peace officer may not fire a weapon upon a moving vehicle unless necessary to protect against an imminent threat of serious physical harm resulting from the operator's or a passenger's use of a deadly weapon.

No-Knock Warrants: An officer may not seek, and a court may not issue, a search or arrest warrant granting an express exception to the "knock and announce" rule.

Identification: Law enforcement agencies must adopt policies and procedures to ensure that uniformed peace officers while on duty and in the performance of their official duties are reasonably identifiable.

Canine Teams: The CJTC must convene a work group to develop a model policy for the training and use of canine teams. The CJTC must publish the model policy on its website by January 1, 2022.

Civil Use of Force Standard: [House Bill 1310](#), sponsored by Rep. Jesse Johnson (D–Federal Way), establishes civil standards for use of force by a peace officer. When using physical force, peace officers must use the least amount of physical force necessary and use the least amount of force possible to affect a lawful purpose. Additionally, it requires the attorney general to develop model policies on law enforcement's use of force and de-escalation tactics and requires individual law enforcement agencies to adopt policies consistent with the model policies. The final bill can be found [here](#) and a summary can be found [here](#). The budget allocates \$605,000 to develop a use of force model policy as described in the bill.

Duty to Intervene: [Senate Bill 5066](#), sponsored by Sen. Manka Dhingra (D-Redmond), would create a duty for all peace officers to intervene if another officer is engaging in excessive use of force against another person. The Criminal Justice Training Commission is the primary entity responsible for developing model policy on duty to intervene. The bill also contains provisions to prohibit retaliation. The final bill can be found [here](#) and a summary can be found [here](#). \$920,000 in the budget is appropriated to the CJTC to implement the bill.

Decertification of Officers for Misconduct: [Senate Bill 5051](#), sponsored by Sen. Jamie Pederson (D-Seattle), would expand background investigations for law enforcement applicants and creates a new process to decertify peace and corrections officers through the Criminal Justice Training Center (CJTC). Notable provisions include: requiring employing agencies to complete—rather than only conduct—an investigation when there is an indication that an officer was laid off pending a disciplinary investigation or resigned or retired in anticipation of discipline that would likely lead to suspension or discharge; requires the CJTC, in collaboration with interested parties, to develop a set of policies, procedures, and rules by June 30, 2022, to ensure that the goals of the act are fully implemented, and to provide clarity as to how the CJTC will process complaints, investigations, and hearings, and impose sanctions; and modifies background check requirements to include a review of social media accounts and membership in extremist organizations as defined by the CJTC. The final bill can be found [here](#) and a summary can be found [here](#).

Fiscal Sustainability: City fiscal sustainability has been a Redmond legislative priority for several years. The City encourages the state to identify reforms to the tax system that provide a progressive, equitable, stable, and reliable revenue source to meet the

needs of state and local government. The City also asks that the state protect and enhance state-shared revenues, authorize flexibility with existing revenues, and provide revenue replacement to help cities balance significant budget shortfalls resulting from the COVID-19 pandemic. Below are notable actions on fiscal sustainability this session.

State-shared Revenues: All traditional state-shared revenue accounts were funded (liquor profits, liquor taxes, cannabis revenue, municipal criminal justice assistance, city-county assistance, fire insurance premium tax, etc.). Additionally, there was an increase in state-shared revenues in two accounts:

- Cannabis revenue sharing was increased by \$10 million, bringing the amount cities and counties share up to \$40 million. This additional \$10 million will be distributed by the same criteria as existing revenues.
- New city assistance funds of \$20 million are appropriated to be distributed on a per capita basis to cover the costs of police reform legislation.

Revenue Replacement: A priority for the City was to ask the state to provide funding to assist in the recovery of costs associated with COVID-19. Notably, during the 2021 Legislative Session the American Rescue Plan passed congress which will provide more than \$1.1 billion in federal funding directly to Washington Cities and over \$10 million to the City of Redmond. A comprehensive overview from AWC can be found [here](#).

Fiscal Flexibility: [House Bill 1069](#), sponsored by Rep. Gerry Pollet (D-Seattle), provides cities with the option to temporarily have more flexibility in the use of existing revenues. This bill allows criminal justice sales tax dollars to be used toward reducing homelessness or improving behavioral health; allows REET 2 to be used toward the provision of services to residents of affordable housing or shelters, allows up to \$100k or 35% of REET 2 funds to be used for operations and maintenance of existing capital projects; removes supplanting limitations on voter-approved levies that are adopted in 2019; provides flexibility for use of lien authority for collection on city-owned utilities, and allows mental health and chemical dependency sales tax revenues collected by cities to spent on minor improvements to protect health and safety. Most of these provisions would end on December 31, 2023. The final bill can be found [here](#) and a summary can be found [here](#). The Governor [vetoed](#) a section that was requested by Department of Revenue clarifying how lodging taxes are applied to vacation rentals because the same statute was amended in another bill.

1% Property Tax Cap: year. The City has long supported efforts lifting the 1% cap on property tax increases and other actions to create a sustainable fiscal structure for cities. While legislation ([House Bill 1362](#)), was introduced by Rep. Davina Duerr (D-Bothell), the bill had a hearing in the House Finance Committee and did not otherwise advance.

Capital Gains Tax: Similarly, the state has explored more sustainable revenue streams. This session, the Legislature enacted [Senate Bill 5096](#), sponsored by Sen. June

Robinson (D-Everett), which establishes a 7% tax on capital gains that exceed \$250,000 in a given year (earnings from retirement accounts and home sales would be exempt). Under the legislation, \$350 million per year of capital gains tax revenue would be reserved for investments in early education programs, and the remainder of the revenue, an estimated \$200 million, would go into a new taxpayer relief fund. The bill contains language that prevents a referendum on the bill. It will likely be challenged and determined by the court whether it is constitutional. The final bill can be found [here](#) and a summary can be found [here](#).

Working Families Tax Credit: In an effort to create a more equitable tax system, the Legislature also enacted the Working Families Tax Credit. [House Bill 1297](#) sponsored by Rep. My-Linh Thai (D-Bellevue) will implement the Working Families Tax Credit which was established several years ago but never funded. The Department of Revenue will administer the program, which is set to begin in 2023, and will provide a cash benefits to approximately 400,000 Washington residents. The amount will be based on household and income level and ranges from a onetime amount of \$300-\$1200. The final bill can be found [here](#) and a summary can be found [here](#).

Local Control: There were several bills that would have preempted local control over land use planning, the siting of telecommunications facilities, and more. Fortunately, the Legislature chose not to advance the bulk of these proposals. There are, however, two proposals that impeded on local control at some level. When it is evident that a bill is going to advance that impedes local control, we advocate to retain as much local control as possible. Both cases below reflect significant compromise with bill proponents:

Regulation of Number of Unrelated Persons per Home: [Senate Bill 5235](#), sponsored by Sen. Marko Liias (D-Lynnwood), will change cities' authority to limit the number of unrelated persons living in a home. Cities may now only limit the number of unrelated persons living in a home based on square footage and health and safety regulations. Many cities will need to update local codes to comply with this section of the bill.

The Governor [vetoed](#) sections of the bill that would have limited cities' ability to have an owner-occupancy requirement. As the bill passed the Legislature, cities would only be able to require that a dwelling on the property be owner-occupied if 1) the ADU is used as a short-term rental; 2) for one year after an ADU is constructed; 3) if the city adopts an ordinance responding to community feedback requesting an owner-occupancy requirement; and that requirement cannot be the entirety of the city. If a city has an owner-occupancy requirement, they must continue to offer a hardship exemption when the owner no longer occupies the primary residence due to age, illness, financial hardship due to the death of a spouse, domestic partner, or co-owner of the property, disability status, the deployment, activation, mobilization, or temporary duty, as those terms are defined in RCW 26.09.004, of a service member of the armed forces, or other such reason that would make the owner-occupancy requirement an undue hardship on the owner. The Governor vetoed these sections of the bill, finding them problematic to jurisdictions that want to expand the use of accessory dwelling units. The effect of the vetoed sections means there is no limitation on owner-occupancy requirements.

Sightline, the Master Builders Association, and AARP requested that these sections be vetoed.

Development Regulations for Shelters and Housing: [House Bill 1220](#), sponsored by Rep. Strom Peterson (D-Edmonds), updates the GMA to include planning for and accommodating affordable housing and also includes language preempting local control on the siting of certain types of housing. The bill requires jurisdictions to amend the housing element of the GMA comprehensive plan. However, the bill contains language that states that any new requirements to incorporate any such new or amended elements shall be null and void until funds sufficient to cover applicable local government costs are appropriated and distributed by the state at least two years before local government must update comprehensive plans as required in RCW 36.70A.130. The Legislature did not appropriate funds within the 2021-23 Operating Budget for local governments to perform this work, meaning jurisdictions do not need to perform this work currently. The Legislature is likely to consider funding this work during the 2022 legislative session as part of its supplemental budget.

The bill also includes language preempting local control on the siting of certain types of housing. Cities must allow transitional housing and permanent supportive housing in any zone where residential units or hotels are allowed. Indoor emergency shelter and emergency housing must be allowed in any zones where hotels are allowed or in a majority of zones within a one-mile proximity to transit. Cities retain the authority to require reasonable occupancy, spacing, and intensity of use requirements to protect health and safety. The Governor vetoed sections of the bill that would have encouraged jurisdictions to allow accessory dwelling units both within and outside urban growth areas.

Redmond Support/Oppose Issues

In addition to the City's top legislative priorities, the City identified several issues that it would also support, oppose, and monitor throughout the legislative process. Below are notable budget appropriations and bills:

General Government

Public Records Act (PRA): There were no notable actions on the Public Records Act during the 2021 Legislative Session.

Open Public Meetings Act (OPMA) Proposal: Two bills were introduced during the 2021 Legislative Session aimed at updating the Open Public Meetings Act (OPMA). Both proposals passed the House but failed to pass the Senate. Next year, the following bills will start out in the House Rules Committee:

- o [House Bill 1056](#), sponsored by Rep. Gerry Pollet (D-Seattle), would allow local governments to hold virtual meetings during any emergency where it is reasonably unsafe to meet in-person (e.g. current pandemic, or a snowstorm), without having to wait for the Governor to make a proclamation and/or for the proclamation to be continuously extended by the Legislature. The bill does not

allow for an in-person meeting option when the Governor has ordered otherwise; only the reverse – a virtual meeting when the Governor has NOT issued a proclamation specifically authorizing a virtual format. The last version of the bill can be found [here](#) and a summary can be found [here](#).

- o [House Bill 1329](#), sponsored by Rep. Emily Wicks (D-Everett), as amended, encourages, rather than requires, remote access and recording of all meetings. The bill does require local governments to provide an opportunity for written or oral public comment at every regular meeting where final action is taken and would require, upon request of an individual, to provide an opportunity for remote oral comment for that individual when feasible. The last version of the bill can be found [here](#) and a summary can be found [here](#).

FEMA Reimbursement: Prior to the beginning of the legislative session, the City was concerned that the state would alter the FEMA reimbursement percentage. On January 21, President Biden issued an executive order that directed FEMA to fully reimburse state and local governments for previously approved costs related to COVID-19 – a City that otherwise paid the local cost-sharing contribution is eligible for full reimbursement under this executive order. This executive order rendered any state legislative action unnecessary.

Mental Health and Human Services

Moving to Community-Based Behavioral Health: Several years ago, the state made the decision to move to a community-based behavioral health treatment system that integrates related health care services in treating patients. The state continues to fund this approach, making several operating and capital investments:

- \$138.6 million to continue to implement the community-based behavioral health treatment system.
- \$71.4 million for community-based behavioral health services facilities competitive grant program, including:
 - o \$11.6 million for six enhanced, long-term placement facilities
 - o \$10 million for enhanced, long-term placement residential care facilities for adults with dementia
 - o \$2 million for one withdrawal management and stabilization facility
 - o \$2 million for one crisis triage and stabilization facility
 - o \$12 million for two 16-bed crisis triage and stabilization facilities in King county
 - o \$2 million for two mental health peer respite centers
 - o \$18 million for developing bed capacity for 90-day or 180-day civil commitments
 - o \$2.4 million for behavioral grants to address regional needs
 - o \$9.4 million for three intensive, long-term placement behavioral health treatment centers

Co-Responder/Mental Health Field Response Funding: There are several pots of funding available for co-responder/diversion programs:

- Mental Health Field Response Grants: \$10 million, with \$7 million for *Trueblood* phase one and phase two regions.
- Law Enforcement Diversion Grants: ([HB 1767](#)) Previously, \$2.4 million was appropriated to the Washington Association of Sheriffs and Police Chiefs to implement a diversion grant program. This year, \$2 million was instead allocated to the Health Care Authority to implement a memorandum of understanding with the Criminal Justice Training Commission to provide funding for community grants.
- Behavioral Health & Suicide Prevention Grants: The Washington Association of Sheriffs and Police Chiefs was appropriated \$814,000 for three pilot programs.

Funding for Opioid Epidemic/Substance Abuse Treatment: In the middle of the legislative session, the Washington State Supreme Court ruled in the *Blake* decision that the statute stating that the possession of controlled substances is illegal is unconstitutional. The Legislature responded by approving [Senate Bill 5476](#), which re-criminalized the possession of controlled substances, making it a misdemeanor rather than a felony until July 1, 2023. Notably, misdemeanors are handled through municipal/district court, rather than superior court. It is possible, if not likely, that there will be a shift in costs from superior court to municipal/district court. [Click here](#) to view AWC's summary of this issue.

For such violations, law enforcement officers can confiscate the controlled substances but must offer a referral to available assessment and services in lieu of jail booking and referral to the prosecutor. If law enforcement records indicate that a person has previously been diverted to referral for assessment and services at least twice, the officer may then arrest. Prosecutors are not precluded from exercising discretion to divert or decline to file charges when referred drug possession cases, and are encouraged to divert such cases for assessment, treatment, or other services. Unlike previous drafts, there are no provisions that contain legalized personal use amounts, nor a reduction from a misdemeanor to a civil infraction at a later date.

The Washington State Health Care Authority (HCA) is charged with establishing a recovery services advisory committee to create a substance use recovery services plan. The purpose of the plan is to implement measures to assist those with a substance use disorder in accessing outreach, treatment, and recovery support services that are low-barrier, person-centered, informed by people with lived experience, and culturally and linguistically appropriate. Additionally, the committee must make recommendations regarding the appropriate criminal legal system response, if any, to possession of controlled substances. It must also make recommendations regarding the collection and reporting of data that identifies the number of people law enforcement officers and prosecutors engage with regarding drug possession, and the design of a mechanism for referring people with a substance use disorder, or who display problematic behaviors

resulting from substance use, to supportive services. A final plan is due to the Legislature by December 1, 2022.

The HCA will also establish several other plans and programs, including:

- A comprehensive statewide substance misuse prevention plan. As a part of this plan, the HCA must administer a competitive grant process for existing local community efforts to prevent substance misuse. The plan must be completed by January 1, 2024.
- A grant program to provide treatment for low-income individuals with substance use disorder who are not eligible for Medicaid. Grant distribution must begin by March 1, 2022.
- A grant-based homeless outreach stabilization transition program. Grant distribution must begin by March 1, 2022.
- Funding for behavioral health administration services organizations to establish recovery navigator programs. These programs will provide community-based outreach, intake, assessment, connection to services, and, as needed, long-term intensive case management and recovery coaching services to individuals with substance use disorders.
- An expanded recovery support services program that increases regional access to recovery services for substance use disorder such as housing, employment training, recovery coaching, and legal support.

By July 1, 2022, the Criminal Justice Training Commission must develop new training for law enforcement officers on how to manage interactions with people they encounter with substance use disorders, including referral to treatment and recovery services. The training will be incorporated into the curriculum at the Basic Law Enforcement Academy.

In addition to the \$83.5 million in the state's budget to help the state and counties manage the legal impacts of the *Blake* decision, **an additional** \$88.4 million is provided to help establish the new programs outlined above. Of that \$88.4 million, \$4.5 million will go to the Administrative Office of the Courts to help enhance municipal and district therapeutic courts. There are no direct appropriations to cities to offset the costs of diversion and prosecution. The final bill can be found [here](#) and a summary can be found [here](#).

Environment

Culvert, Fish & Habitat Funding: The 2021 Legislature made significant investments in fish barrier removal, appropriating \$1.1 billion using a watershed approach which should support removal of state, but also local culverts. Additionally, \$26.8 million was appropriated to the Fish Barrier Removal Board to continue to identify projects and \$400,000 was provided to the Department of Fish and Wildlife to contract with AWC to inventory and assess city owned culverts.

Stormwater Funding: The 2021 Legislature appropriated \$75 million in stormwater assistance funds. This is \$25 million more than was appropriated last biennium.

Planning

Multifamily Property Tax Exemption: [Senate Bill 5287](#), sponsored by Sen. Mona Das (D-Kent), makes changes to state law regarding the multifamily property tax exemption program, and sunsets the entire program on December 31, 2026 – at which time, no new exemptions may be issued.

Under current law, jurisdictions may offer the multifamily property tax exemption for either 8-years for market-rate housing, or 12-years for low-income housing. The bill as approved by the Legislature allows local governments to extend existing 8-year and 12-year exemptions that are set to expire. If a project is in the final 18 months of expiration may apply to the local government that granted the initial exemption for an extension. The local government may grant an extension for 12-years, if locally adopted requirements affordability are met, and if the taxpayer commits to rent or sell 20% of the housing units to low-income households.

Once the extension is granted, an MFTE applicant must provide notice to tenants of rent-restricted units at the end of the 10th and 11th year of the 12-year exemption and must provide tenant relocation assistance equal to one month's rent at the time of the expiration. If a local ordinance requires affordability requirements to remain in place after the expiration of the exemption, relocation assistance must be provided at the time that any additional affordability requirements no longer apply.

To calculate median family income, city and metropolitan statistical area family median income may be used in addition to county family median income. References to high-cost areas are removed from the program. This will change how some jurisdictions calculate what qualifies as low-income in the program. An owner of a property receiving an exemption must file additional information with the city or county including unit size, annual income, and household size. All cities and counties that issue certificates of tax exemption must report annually by April 1st of each year. Reporting requirements expire January 1, 2058. A local jurisdiction may adopt a prevailing wage requirement or other additional contractual requirements.

The Department of Commerce must establish a program to audit or review that the owner or operator of each property receiving a tax exemption under the MFTE program is offering the number of units at rents as committed to in the approved application and that tenants are being properly screened to be qualified for income-restricted units. If a property is found to be out of compliance with program requirements, Commerce must notify the city or county and the city or county must impose a sliding scale penalty not to exceed an amount calculated by subtracting the amount of rents that would have been collected had the owner or operator complied with their commitments from the amount of rents that the owner or operator actually collected. A finding of continued noncompliance in a subsequent audit must result in cancellation of the exemption. Properties owned or operated by a nonprofit and properties receiving an exemption from a city or county that operates an independent audit or review program are not subject to the audit or review program administered by Commerce.

The bill also creates a new 20-year tax exemption is created for properties that sell or rent 25 percent of the units to non-profit organizations or local government partners that

assure permanently affordable homeownership. Permanently affordable homeownership units must be sold to households earning no more than 80 percent of the average median income for the city or local jurisdiction in which the unit is located. The final bill can be found [here](#) and a summary can be found [here](#).

Early Learning Impact Fees: [House Bill 1331](#), sponsored by Rep. Kirsten Harris-Talley (D-Seattle), allows a jurisdiction to exempt early learning facilities from impact fees without backfilling them with public funds in certain situations. A local government can exempt an early learning facility from up to 80 percent of impact fees without the local government being required to pay the impact fees from public funds other than impact fees. A local government can also exempt an early learning facility from 100 percent of impact fees without being required to pay the fee from public funds other than the impact fee account if the local government requires a developer to record a covenant requiring 25% of the children and families using the early learning facility qualify for state subsidized childcare. The bill also limits a local government from imposing an impact fee on an early learning facility that is greater than that imposed on a commercial retail or office development that generates a similar number, volume, type, and duration of vehicle trips. The final bill can be found [here](#) and a summary can be found [here](#).

GMA Interim Work: While the Legislature considered half a dozen bills reforming the Growth Management Act (GMA), those bills did not pass into law. Instead, the Operating Budget directs three interim actions to occur this next interim:

- In lieu of the passage of [House Bill 1117](#), the Office of Financial Management is directed to report to the Legislature on how to incorporate a net ecological grain standard into state land use, development, and environmental laws. A report is due by December 1, 2022 (page 81 of the 2021-23 Operating Budget).
- In lieu of the passage of [House Bill 1099](#), the Department of Commerce is directed to create optional model climate elements for cities to consider.
- The Department of Commerce is directed to convene a task force to make recommendations regarding needed reforms to the state growth policy framework, including the growth management act, state environmental policy act, and other statutes related to growth, change, economic development, housing, social equity, and environmental conservation (page 64 of the 2021-23 Operating Budget).

Infrastructure

Public Works Assistance Account (PWAA): The Public Works Assistance Account was appropriated \$129 million, which is the largest amount appropriated to the Account in recent history.

Preservation & Maintenance of Local Roads: The need for state and local preservation and maintenance was a significant topic of conversation during the 2021 Legislative Session. Cities will continue to advocate that any future transportation revenue package includes additional funding and tools to support this growing problem. Additionally, the

2021 Legislature appropriated \$224 million to the Transportation Improvement Board (TIB).

Park & Recreation Funding: The 2021 Legislature appropriated \$100 million to Washington Wildlife and Recreation Program (WWRP), and \$11.2 million to Youth Athletic Facilities.

Alternative Public Works Contracting: [Senate Bill 5032](#), sponsored by Sen. Bob Hasegawa (D-Seattle), reauthorizes alternative public works contracting procedures for another ten years. Additionally, the Capital Projects Advisory Review Board (CPARB)'s member is modified to add members. CPARB is tasked with developing and recommending to the Legislature policies to encourage competition and further enhance equitable participation in disadvantaged business enterprises in capital construction. Design-build is authorized for parking garages and pre-engineered metal buildings. Changes are made to general contractor/construction manager (GM/CM) contracting and job order contracting. Once signed, the bill will become effective immediately. The final bill can be found [here](#) and a summary can be found [here](#).

Public Safety

Basic Law Enforcement Academy (BLEA) Funding: BLEA is Washington's mandated training academy for all city and county entry-level peace officers in the state. Currently, BLEA has enough funding to provide 10 classes per year, serving 300 students. \$3 million is appropriated to the Criminal Justice Training Commission for five additional BLEA classes in 2022 and 2023. A total of 15 classes per year will be held which will provide training to an additional 150 students annually.

Other Bills of Interest:

Childcare Affordability: [Senate Bill 5237](#), "[The Fair Start for Kids Act](#)," aims to make child care more affordable for families, stabilize and expand the diverse child care workforce, support the expansion of child care, and strengthen prevention and intervention services. The final bill can be found [here](#) and a summary can be found [here](#). \$298 million in state and federal funds were allocated to fund this account.

Redmond Supports the Association of Washington Cities and Sound Cities Association

Redmond closely coordinates with the Association of Washington Cities on legislative efforts. To review legislative materials from the Association of Washington Cities regarding the 2021 Legislative Session, please utilize the links below:

- [AWC End of Session Webinar](#)
- [AWC End of Session PowerPoint](#)
- [AWC Budget Matrix](#)
- [AWC Legislative Priorities & Outcomes](#)

2022 Draft State Legislative Agenda

Nina Rivkin, Chief Policy Advisor
Briahna Murray, State Lobbyist
Marian Dacca, State Lobbyist

October 12, 2021

Purpose

- Overview of upcoming 2022 Legislative Session
- Overview and Development of City Legislative Program
- Review Draft 2022 State Legislative Agenda
- Feedback & Discussion



Overview of Upcoming 2022 Legislative Session

- Short, 60-day session
- Second year of the two-year biennium
- Focus on supplemental budgets
- Policy Bills
 - Legislation that did not pass in 2021 carries over 2022
 - New policy bills can be introduced
- Legislative positions on the ballot in November 2022
- Legislators seeking re-election will have new district boundaries due to redistricting



Overview of City's Legislative Program

Process and Program

- Mayor recommends and Council adopts state legislative agenda
- Agenda guides city lobbying and advocacy efforts
- State lobbyist leads strategy and interactions with the Legislature
- Weekly reports throughout session



Overview of City's Legislative Program

2021 Agenda Development

- Hyper-focused
 - Limited number of top priorities
 - Support/oppose/monitor list
- Funding requests focus on capital and transportation
- Focus on city-specific issues and effective use of political capital
- Viable proposals that take advantage of the current political environment

2022 Legislative Agenda Development

- Update to remove successes from 2021
- Update to remain relevant for 2022



Senior and Community Center 2021 Top Priority Issue

- City secured \$1.25 million for the Senior and Community Center in the 2021 Capital Budget due to strong support from the 45th and 48th Legislative Delegation
- Modification from 2021: removed request for funding from 2022 Legislative Agenda



City of Redmond 2022 Top Priority Issues

- 148th Bicycle and Pedestrian Overpass Funding
- Affordable Housing and Preventing Homelessness
- Environmental Sustainability
- Social and Criminal Justice Reform
- Fiscal Sustainability
- Local Control



148th Bicycle and Pedestrian Overpass

- \$27 million state transportation funding request
 - Bicycle/pedestrian path over SR 520
 - Connections to light rail, TOD, employers
- Transportation revenue is needed to fund new projects
- Modification from 2021: revised transportation project to remove street improvements at 24th street (thru lane and turn lane)



Affordable Housing & Preventing Homelessness

- Top priority for several years
- Continue support for items that increase affordable housing
 - Funding
 - Local option tools
 - Policies, programs and assistance to ensure residents remain housed as eviction moratoria ends
- Modifications from 2021: none



Environmental Sustainability

- Continue support for items that decarbonize the economy
 - Electric vehicle adoption and infrastructure
 - Reducing the waste stream
 - Wildfire risk reduction and protection
- Redmond declared climate emergency
- Modifications from 2021: add the City declared a Climate Emergency; add wildfire risk reduction and protection



Social and Criminal Justice Reform

- In 2021, a packages of 12 bills passed into law
- Continue support for systemic reforms that are timely, reasonable, and effective
- Modifications from 2021: update to remove specifically mentioned reforms the City supported that have passed into law; add language to support building upon policies that passed during 2021



Fiscal Sustainability

- Encourages the state:
 - Reform tax system to provide a progressive, equitable, stable, and reliable revenue
 - Protect and enhance state shared revenues
 - Authorize flexibility with existing revenues
- Modification from 2021: remove request for COVID replacement revenue because the city received a direct appropriation of ARPA funds

Local Control

- Continue to defend local control
- Modifications from 2021: none



Support/Oppose Issues

- General Government
 - *Public Records, Open Public Meetings Act*
- Mental Health and Human Services
 - *Human Services Programs and Funding, Mental Health Response Funding*
- Environment
 - *Culvert, Fish and Stormwater Funding*
- Planning
 - *Growth Management Act and Implementation*
- Infrastructure
 - *Public Works Assistance Account, Preservation and Maintenance of Local Roads, Parks and Recreation Funding*
- Public Safety
 - *Basic Law Enforcement Academy Funding*



Feedback & Discussion

| **Thank you!**





Memorandum

Date: 10/12/2021
Meeting of: City Council Study Session

File No. SS 21-078
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Executive	Lisa Maher	425-556-2427
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DEPARTMENT STAFF:

Executive	Jenny Lybeck	Sustainability Program Manager
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TITLE:

Draft City of Redmond Operations Zero Carbon Strategy

OVERVIEW STATEMENT:

Staff will review the findings of the draft City of Redmond Operations Zero Carbon Strategy (Attachment A) and seek feedback on next steps. The draft Strategy outlines an ambitious approach to reduce emissions and shift operations to a low carbon future. It includes a baseline greenhouse gas (GHG) inventory and a technical analysis of the actions necessary to work towards carbon neutrality by 2030.

The draft Zero Carbon Strategy approach maximizes climate benefits, increases accountability, encourages cost savings, improves health, and demonstrates leadership. It directly supports implementation of the Environmental Sustainability Action Plan (ESAP), Action C3.4, and the 2020 Climate Emergency Declaration (plan development objective).

The draft Strategy quantifies a path to reduce GHG emissions by 75% by 2030 through direct actions such as fleet and facility electrification, investments in clean energy, energy efficiency upgrades, and more. Remaining emissions in 2030 stem from the City's vehicle fleet and employee commuting. Technology advances and offsets will be necessary to meet the Strategy goals.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Climate Emergency Declaration, Community Strategic Plan, Environmental Sustainability Action Plan
- **Required:**
N/A

- **Council Request:**
With the adoption of the Climate Emergency Declaration, Council requested the development of a strategy that outlines a path to achieve the Declaration goals.
- **Other Key Facts:**
Council adopted a Climate Emergency Declaration, which was integrated into the ESAP and identifies the goal of carbon neutrality for city operations by 2030.

OUTCOMES:

- GHG emission reductions
- Leadership in climate and sustainability work

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:

Baseline budget

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

Budget Offer 000220

Budget Priority:

Healthy and Sustainable

Other budget impacts or additional costs: ☒ Yes ☐ No ☐ N/A

If yes, explain:

An implementation cost analysis was not part of the Zero Carbon Strategy development. While many actions will have long-term cost savings, an expedited transition to carbon neutrality will likely be more capital intensive. Staff are exploring funding options to support the goals and objectives of the draft Zero Carbon Strategy for consideration in the 2023-2024 budget, as well as grant funding.

Funding source(s):

General Fund

Budget/Funding Constraints:

N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/6/2020	Business Meeting	Approve
9/21/2021	Committee of the Whole - Finance, Administration, and Communications	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
11/1/2021	Business Meeting	Approve

Time Constraints:

Council adoption of the draft Zero Carbon Strategy will set the stage for the proposed 2023-2024 biennial budget.

ANTICIPATED RESULT IF NOT APPROVED:

If the draft Zero Carbon Strategy is not adopted, the City will move forward incrementally to advance the Strategy goals.

ATTACHMENTS:

Attachment A: Draft City of Redmond Operations Zero Carbon Strategy

Attachment B: Presentation

City of Redmond Operations Zero Carbon Strategy

DRAFT - September 2021



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Executive Summary

The City of Redmond Operations Zero Carbon Strategy (Zero Carbon Strategy or Strategy) is the City's approach to reduce emissions and shift City operations to a low carbon future. The foundation of the Strategy is a technical analysis that estimates the greenhouse gas reduction benefits of the actions that guide the City's path towards carbon neutrality.

Achieving carbon neutrality will not be easy and will require significant changes in the way the City does business. We will need to significantly lower building and vehicle energy use, energy sources will need to shift entirely from fossil fuels like gasoline and natural gas to renewables like solar and wind power, and investments will be needed in lower-carbon energy, vehicles, and building infrastructure. Against this backdrop, technology is still rapidly evolving to support the need for a low carbon future.

The Zero Carbon Strategy is driven by the vision of the Climate Emergency Declaration and the Environmental Sustainability Action Plan (ESAP), calling on the City to lead on climate action and reduce greenhouse gas (GHG) emissions to net-zero by 2030. Both the draft Zero Carbon Strategy and the community-wide ESAP are guided by leading science that shows our climate is rapidly changing, and now is the time for bold climate action.

To limit warming to 1.5°C, global human-caused greenhouse gas emissions must decline by 45 percent by 2030 and reach net-zero (carbon neutrality) around 2050. IPCC, *Global Warming of 1.5°C*

Strategy Development

While the ESAP guides the City's efforts to enhance *community-wide* sustainability and GHG reductions, the Zero Carbon Strategy focuses on GHG reductions from *government operations*. The Zero Carbon Strategy is a technical analysis and strategy to systematically reduce GHG emission from sectors within municipal operations such as government facilities, fleet, and electricity.

The Zero Carbon Strategy includes municipal actions identified in the ESAP and adds new actions that are referenced as *New* in the tables below. The actions were then modeled and visualized in a "wedge analysis" to understand the potential GHG reduction benefits. The Strategy included considerations of resources, facility and fleet strategic planning, and technology maturity. For instance, medium and heavy-duty electric vehicle technology will need to advance to support the City's goals.

Collectively, the actions outlined in this Strategy reduce emissions by an estimated 75% over the next nine years, making a path to carbon neutrality. Remaining emissions in 2030 stem largely from the City's vehicle fleet and employee commuting. Carbon offset/capture programs will be a critical step in achieving carbon neutrality.

Reduction Pathway

The City has a long history and commitment to climate action. This strategy builds on that work and identifies new opportunities to accelerate the transition to zero net emissions. The overarching strategies for achieving cost-effective, long-term emissions reductions for the City of Redmond include:



Transition to clean electricity.

Phasing out fossil fuel-sourced electricity will be important for achieving emissions reductions in both buildings and fleet.



Reduce employee commute and City operational VMT & idling

Reducing the number of single-occupancy vehicle trips for commuting and reducing idling time will be important.



Convert fleet vehicles and new buildings to **all-electric** while also improving **energy efficiency**.

As the electricity fuel mix becomes increasingly renewable, the shift from fossil fuels such as natural gas and gasoline to electricity will be increasingly impactful.



Continue to transition to **zero waste and sustainable consumption**.

While solid waste only makes up a small proportion of the city's overall emissions, the upstream emissions impacts of material consumption are substantial and should not be overlooked.



Increase **tree canopy cover and offsets**.

Carbon sequestration and offset projects will be essential to helping reach 2030 goals as the City transitions its infrastructure and vehicles to run on clean electricity.

Implementation

Many of the actions within the Zero Carbon Strategy are already underway or part of the City's existing business practices. Additional actions will be integrated into the 2023-2024 budget planning efforts to ensure phasing is aligned with staff capacity and budget resources.

An element of implementation will also include ongoing monitoring, evaluation, and reporting to transparently track progress towards goals and targets. Consistent with the ESAP, the City will leverage two key mechanisms to monitor progress:

1. Monthly updates
2. Annual progress and evaluation reports, and
3. Biennial GHG inventory updates

The evaluation cycle and metric tracking will be used to determine if the actions identified are moving the City quickly enough towards goals, or if additional strategies or phasing need to be considered.

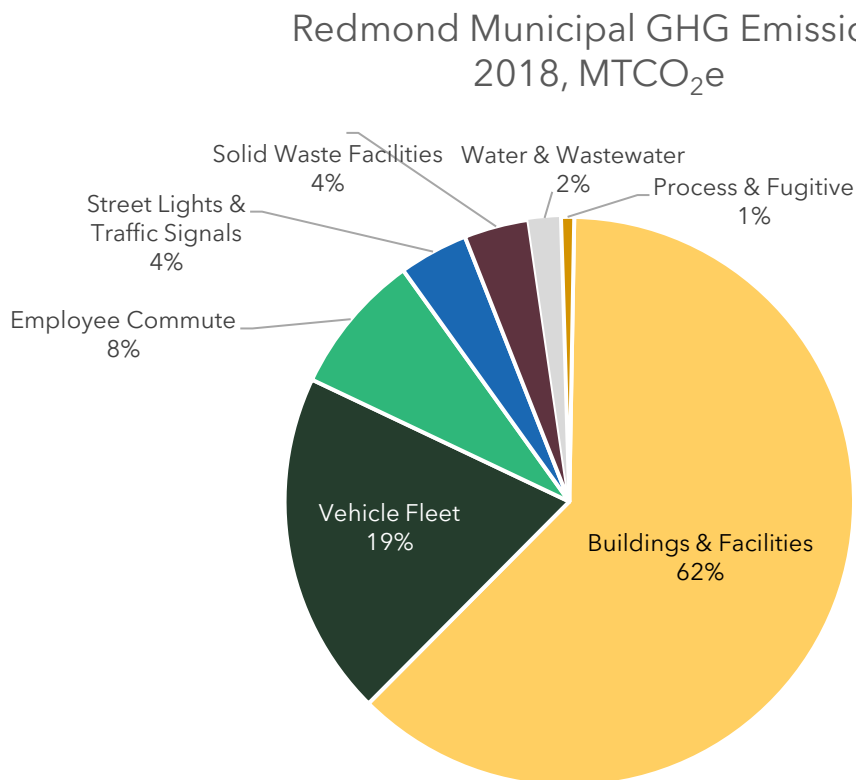
Introduction

This document estimates variables and outcomes associated with identified municipal-level actions in the Environmental Sustainability Action Plan (ESAP) and new actions to support the City's transition to carbon neutrality by 2030. These estimations are often visualized in a "wedge analysis" that depicts a high-level estimate of how much the actions will collectively contribute towards meeting the city's municipal goals and targets.

This document is organized into the following strategies:

1. Cleaner Electricity
2. Reduce Municipal Building Energy Demand
3. Building Fuel Switching
4. Reduce City Fleet Vehicle Miles Traveled
5. Increase City Fleet Vehicle Fuel Efficiency
6. Reduce Employee Commute Emissions
7. Improve Solid Waste & Materials Management
8. Increase Tree Canopy Cover and Offsets

The strategies represent key "levers" for reducing Redmond's municipal GHG emissions. For reference, the following chart provides a breakdown of Redmond's current municipal GHG emissions sources:



1

¹ Process & Fugitive emissions include emissions from energy generation and transmission loss and refrigerant leakage from building heating and cooling equipment.

Methodology

Actions in the Zero Carbon Strategy were broadly classified and modeled into “impact strategies.” The strategies represent variables related to key sustainability indicators. For example, actions that reduce building energy demand were classified under a “Reduced Municipal Building Energy Demand” strategy. These strategies represent key areas for reducing GHGs from municipal operations.

Detailed outcomes from the impact analysis are provided in each of the focus area sections below.

This analysis assessed the following four primary scenarios:

- 1. Business-As-Usual (BAU):** An estimate of how the metric would change over time without the influence of external or internal policies or programs. Anticipated City employee growth is the key driver of business-as-usual projections for municipal operations.
- 2. External Factors:** The influence of policies external to the City of Redmond—such as state renewable portfolio standards—on the City of Redmond’s projected environmental trends. These are denoted in **gray** in the wedge graphics.
- 3. Current ESAP Actions:** The estimated impact of municipal-relevant actions included in the ESAP and the additional actions that will be needed for the City to meet carbon neutrality in its municipal operations. These are denoted in color in the wedge graphics.

The analysis was conducted to 2030—the target year for municipal operations to attain carbon neutrality.

Findings Summary

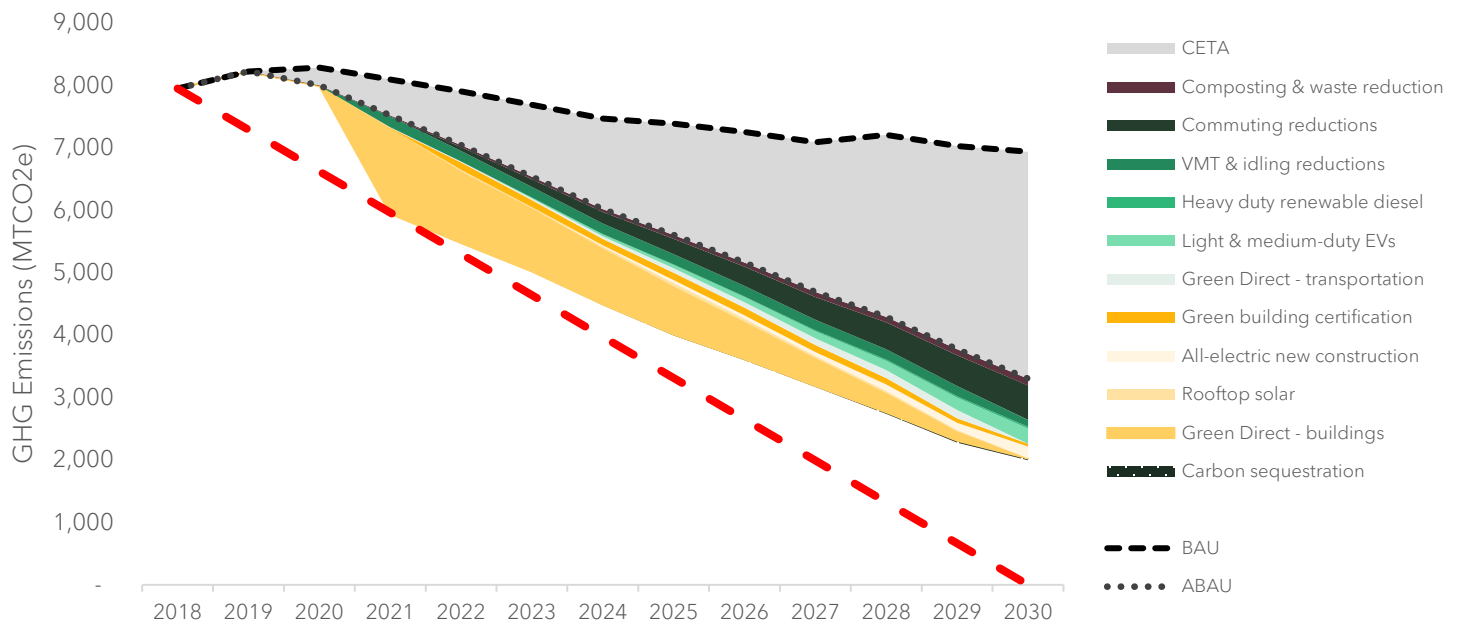
Overall Emissions

Based on outcomes of this analysis, we recommend the following overarching approach for achieving cost-effective, long-term emissions reductions for the City of Redmond:

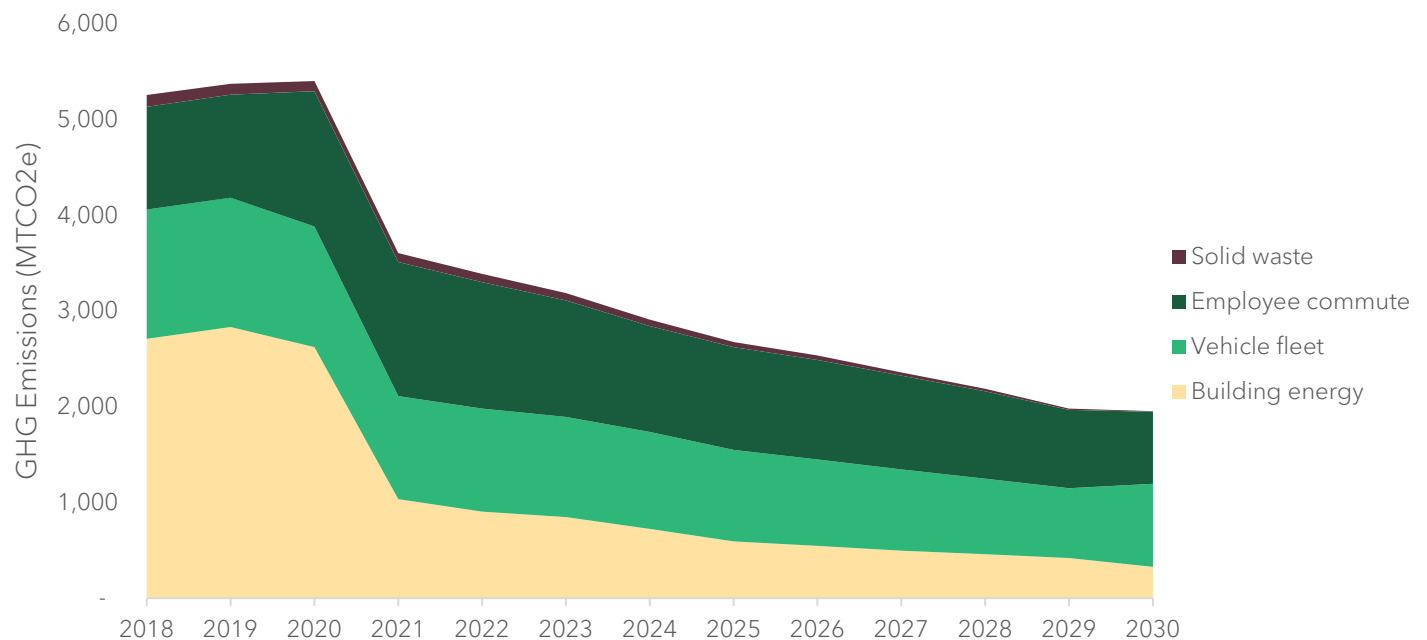
Approach	Description	Strategy Area	Cumulative Estimated Savings by 2030 (MTCO ₂ e)
1 Transition to clean electricity as soon as possible.	Phasing out fossil fuel-sourced electricity will be crucial for achieving near-term emissions reductions in both the building and transportation sectors. This is especially true for Redmond, which has a significant proportion of emissions from building electricity. The continuation and increase in the Green Direct program will significant.	1	6,705 (Green Direct used for buildings) + 690 (Green Direct used for vehicles)
2 Reduce employee commute and City operational VMT & idling.	Reducing employee commute through telework options and employee transportation outreach and education will be critical as many of the vehicles driven by employees are gasoline-powered. Reducing the number of single-occupancy vehicles (SOV) used for commuting to work can substantially reduce emissions. Adopting idle reduction strategies can also reduce police and heavy-duty vehicle emissions.	4, 6	2,751 (Commuting reductions) + 1,615 (Fleet VMT and idling reductions)
3 As the electricity fuel mix gets cleaner, convert fleet vehicles and new buildings to all-electric while also improving energy efficiency.	As the electricity fuel mix becomes increasingly renewable, the shift from fossil fuels such as natural gas and gasoline to electricity will be increasingly impactful. Transitioning the municipal fleet and space and water heating in new construction to all-electric will amplify the impact of the Green Direct subscription. Energy efficiency improvements will also be critical for reducing emissions in existing buildings and larger fleet vehicles.	2, 3, 5	589 (All-electric new construction) + 913 (Green building certification) + 1,175 (Light and medium duty EVs) + 113 (Heavy-duty renewable diesel)
4 Increase tree canopy cover and offsets.	While the City is taking actions to reduce emissions, they are not at the scale required to meet carbon neutrality by 2030. Carbon sequestration and offset projects will be essential to helping reach 2030 goals as the City transitions its infrastructure and vehicles to run on clean electricity.	8	146

MUNICIPAL GHG EMISSIONS (MTCO ₂ e)		
	2025	2030
BAU	5,603	3,303
Target	3,313 (42% reduction)	0 (100% reduction)
With Municipal Actions	3,966 (50% reduction)	1,918 (76% reduction)

Current and proposed identified actions are estimated to result in a 75% net GHG emission reduction by 2030:



Remaining emissions in 2030 stem largely from the City's vehicle fleet and employee commuting:



Buildings & Energy

Key Municipal Actions:

- Continue and increase Green Direct subscription.
- Require all new municipal owned buildings to be all-electric and constructed to a minimum certification level.
- Energy efficiency improvements of existing buildings through financing/grants (including an internal revolving fund), energy/water conservation retrofits, implementation of Facilities Strategy Maintenance Plan, and Resource Conservation Management Plan.
- Achieve ENERGY STAR or equivalent recognition for existing buildings.

Key Assumptions:

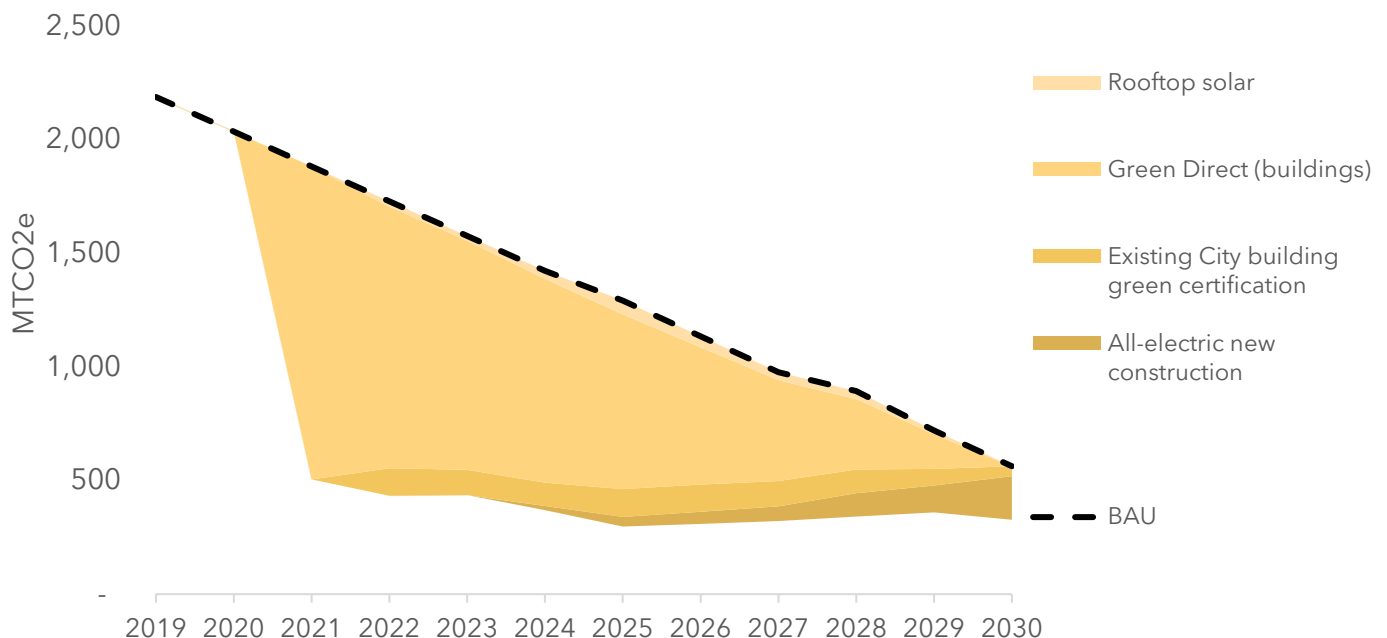
- Puget Sound Energy achieves 100% net carbon neutral electricity by 2030.
- Thirty percent (30%) energy use reduction in existing municipal buildings.

Key Findings:

- Significant and rapid near-term reductions in energy emissions through Green Direct.
- Building electrification and efficiency are essential to further reduce energy emissions.

MUNICIPAL BUILDING EMISSIONS (MTCO ₂ E)		
	2025	2030
BAU	1,291	563
With Municipal Actions	298 (86% reduction)	327 (84% reduction)

Building Energy Wedge Analysis



Transportation

Key Municipal Actions:

- Comprehensive transportation outreach and education.
- Telecommuting and alternative work schedules.
- Police and heavy-duty idling management.
- Convert municipal fleet to electric and require all new passenger vehicle purchases to be fully electric.
- Complete a municipal EV charging infrastructure strategy to fuel new EVs.

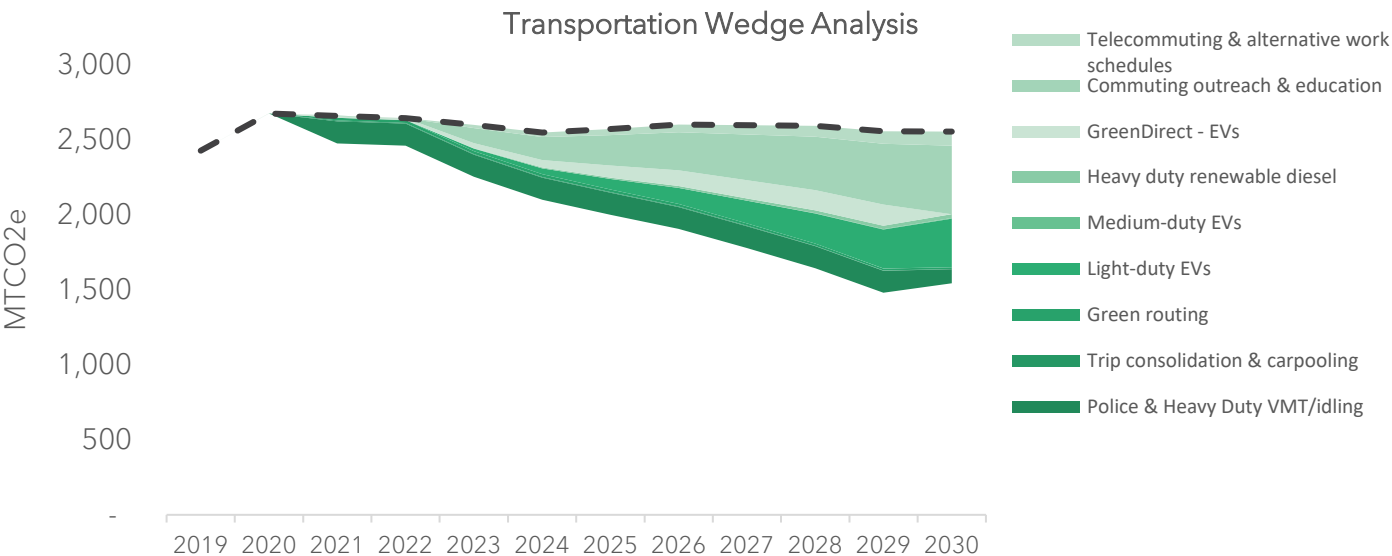
Key Assumptions:

- 35% reduction in VMT among employees due to transportation outreach and education.
- 20% reduction in commute-related GHG emissions for a given week through telecommuting and alternate work schedules.
- Idling management technology installed on police vehicles and heavy-duty vehicles.
- 25% of police vehicles are replaced with EVs by 2030.
- Assume that no new electric vehicles will be purchased until 2023 to allow ramp up in charging infrastructure.
- 43% of fleet passenger vehicles will be replaced with EVs by 2030.

Key Findings:

- Actions that reduce employee commuting such as through commuting outreach and education and telecommuting result in the greatest reduction in transportation emissions.

MUNICIPAL TRANSPORTATION EMISSIONS (MTCO ₂ E)		
	2025	2030
BAU	2,573	2,555
With Municipal Actions	2,002 (18% reduction)	1,544 (36% reduction)



Waste

Key Municipal Actions:

- Reduce City organic waste.
- Increase and enforce City waste diversion.

Key Assumptions:

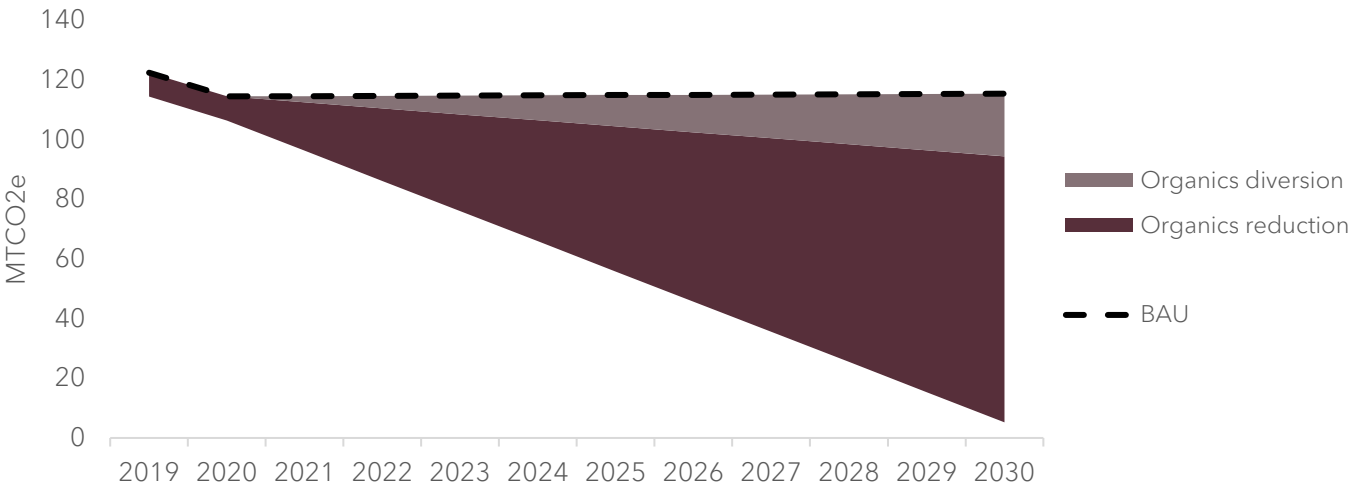
- 80% organics diversion rate by 2030 and reduce organic waste by 50% by 2030.
- Redmond will conduct waste characterization studies to monitor progress towards this goal.

Key Findings:

- Organic waste diversion and reduction will significantly reduce waste emissions.

MUNICIPAL ENERGY EMISSIONS (MTCO ₂ E)		
	2025	2030
BAU	115	115
With Municipal Actions	56 (54% reduction)	5 (96% reduction)

Solid Waste Wedge Analysis



Analysis Assumptions and Details

Strategy #1: Cleaner Electricity

Overview: Reductions in GHG emissions from the built environment and energy sectors will require a transition to clean, renewable energy. Electricity consumption accounts for over 60% of Redmond’s municipal GHG emissions, so making progress toward more renewable electricity sources is an essential component of the clean energy transition. In 2021, Redmond transitioned 100% of its electricity accounts to Puget Sound Energy’s (PSE) Green Direct program which provides dedicated renewable energy resources for program customers. Similarly, new WA State legislation will be very impactful in facilitating this transition: State Bill 5116 calls for 100% carbon-free electricity by 2045 for all electricity utilities in Washington state². Actions in this strategy include efforts to incorporate additional renewable electricity—including from rooftop solar—into City of Redmond’s electricity fuel mix.

Strategy/Phasing:

- While PSE makes the transition to renewable electricity, City of Redmond can increase the use of local renewable energy. Options include:
 - Continue participation in PSE’s [Green Direct](#) program.
 - On-site renewable energy projects on municipal buildings, facilities, and lands.
 - Purchase of renewable energy credits (RECs).

Overarching Assumption(s):

- Redmond’s electricity will be 100% renewable through PSE’s Green Direct program starting in March 2021.
- PSE’s electricity mix will be carbon neutral by 2030 and 100% carbon-free by 2045 to maintain compliance with the Clean Energy Transformation Act.³

² <http://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Senate%20Passed%20Legislature/5116-S2.PL.pdf?q=20200226093506>

³ <https://www.pse.com/press-release/details/pse-sets-beyond-net-zero-carbon-goal>

Actions:

#	Action	Description	Status	Impact	Assumption
ESAP B3.1	Increase on-site renewable energy generation	Expand on-site solar generation on new municipal buildings. ⁴	Ongoing	Low	<ul style="list-style-type: none"> Solar installations upon construction of all new PV-suitable buildings. Likely new PV-suitable buildings that are planned to be built by 2030 include: Community Center, MOC complex, and Fire Stations 11, 12, and 18. 65,700 kWh of on-site solar electricity generation annually per rooftop solar installation.⁵ This totals to 394,200 kWh of on-site solar electricity generated annually by 2030. Assumes multi-site aggregation net metering.⁶
ESAP B3.2	Cross-departmental task force	Develop a cross-departmental task force, which works to address challenges related to land use code in siting renewable energy and other sustainability facilities in the city.	Mid-Term		<i>No impact; supporting action for onsite renewable energy</i>

⁴ The community-wide environmental sustainability action plan has an action that introduces requirements for new construction to be all-electric, with solar- and EV-ready infrastructure.

⁵ <https://www.google.com/get/sunroof/building/47.67814600000001/-122.1247356/#?f=buy&b=500>.

⁶ <https://www.pse.com/green-options/Renewable-Energy-Programs/distributed-renewables>.

#	Action	Description	Status	Impact	Assumption
NEW ZCS1	Continue Green Direct Subscription	Continue subscription in PSE's Green Direct Program.	Ongoing	High	<ul style="list-style-type: none"> 100% of the City's electricity is procured through PSE's Green Direct program as of March 1, 2021 (approximately 10 million kWh annually). Prior to March 2021, the City purchased 1.3 million kWh annually through PSE's Green Direct program.

Assumption Summary:

Variable	2020 Value	2030 Value
PSE electricity renewable portfolio (%)	41%	100%
City Green Direct purchases (kWh)	1.3 million	10,815,939
City on-site solar generation (kWh)	21,600 ⁷	390,000

⁷ 20.5 kW existing solar system installation on City Hall with an average monthly output of ~1,800 kWh between 2017-2018.

Strategy #2: Reduce Building Energy Demand

Overview: Reductions in building GHG emissions will also require a reduction in energy demand. Washington State’s energy code (adopted by the State Building Code Council) is designed to help achieve the goal of net zero GHG **new buildings** by the year 2031.⁸ Further, King County and the King County-Cities Climate Collaborative (K4C) share a target to reduce energy use in all **existing buildings** 25% below 2012 levels by 2030.⁹ Actions in this strategy include energy efficiency retrofits at municipal facilities. The City’s energy consumption is expected to increase from more than 10 million kWh annually to approximately 11.4 million kWh by 2030 due to the addition of new infrastructure, further reinforcing the need for and importance of energy conservation.

Strategy/Phasing:

- Reductions in building energy demand will provide **near-term emission reductions** and **facilitate the ability for PSE to meet electricity demand** with cleaner fuel mixes (e.g., reduces the need for dirtier “peaker” plants).
- Installing energy-efficient technologies into new construction will be less expensive than retrofitting later.

Overarching Assumption(s):

- Implementation of WA State building code for new buildings: 70% reduction in new building energy use by 2030.¹⁰

Actions:

#	Action	Description	Status	Impact	Assumptions
ESAP B2.1	Financing for energy efficiency	Assess various options for financing and grants to energy efficiency projects for municipal buildings.	Ongoing	Medium	Existing City buildings: <ul style="list-style-type: none">• Approximately 30% energy use reduction in the existing municipal building portfolio that require investment by 2030 as identified by the Facilities Strategic Management Plan (FSMP).¹¹
ESAP B2.2	Energy and water retrofits	Continue to implement energy and water conservation retrofits and operational improvements	Ongoing		

⁸ <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27A.020>

⁹ https://your.kingcounty.gov/dnrp/climate/documents/2015_King_County_SCAP-Full_Plan.pdf

¹⁰ <https://www.natlawreview.com/article/new-washington-legislation-drives-energy-conservation-commercial-buildings>. Assumed compared to current levels.

¹¹ Energy use reduction dependent on building type. See building fuel switching assumptions for more detail.

#	Action	Description	Status	Impact	Assumptions
		for municipal facilities, streetlights and traffic signals.			<ul style="list-style-type: none"> Excludes leased facilities where the City does not occupy or pay utilities.
ESAP B2.3	Facilities Strategic Maintenance Plan	Coordinate and implement recommendations from the Facilities Strategic Maintenance Plan that support sustainability. Evaluate option for an internal Revolving Fund as a dedicated source of capital, funded by savings from energy efficiency upgrades or other funding mechanisms.	Ongoing		
ESAP B2.4	Resource Conservation Management Plan	Develop a Resource Conservation Management Plan and general government policy to guide energy efficiency investments, operations, and behaviors in City facilities.	Near-Term		
ESAP B2.5	Information technology improvements	Implement solutions to reduce energy demand from the City's IT infrastructure.	Ongoing		<i>De minimis</i> (considered too minor to explicitly model)
ESAP B2.6	New City building green certification	Develop a policy that requires all new municipal owned buildings to be constructed to a minimum certification level, such as Living Building Challenge, or Gold level as defined by the U.S. Green	Near-Term		Certification reduces total site energy use intensity (EUI) by 30% when compared to existing buildings of the same type. ¹²

¹² LEED Gold buildings have 20% lower GHG emissions than average buildings. Source:

<https://www.sciencedirect.com/science/article/pii/S037877881300529X#tbl0005>

LEED buildings on average use 18-39% less energy per floor area than their convention counterparts. Source:

<https://www.sciencedirect.com/science/article/abs/pii/S0378778809000693>

#	Action	Description	Status	Impact	Assumptions
		Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) for New Construction.			
ESAP B2.7	Existing City building green certification	Implement updates needed for existing City buildings to achieve ENERGY STAR or equivalent recognition. Continue to track progress in a platform such as EPA Portfolio Manager.	Ongoing		Certification reduces energy consumption from existing buildings by approximately 30% when compared to buildings of the same type. ¹³
ESAP B2.8	Embodied and operational carbon	Introduce a policy or program to address embodied and operational carbon in municipal operations.	Mid-Term	N/A	N/A (not in municipal inventory)
NEW ZCS2	Net zero energy use at new municipal buildings	Require that new municipal buildings built between 2025-2030 will have net zero energy use, where possible given facility attributes.	Ongoing	Low	<ul style="list-style-type: none"> Solar installation size will be the same regardless of rooftop space on new PV-suitable municipal buildings.¹⁴ Possible new PV-suitable municipal buildings built between 2025-2030 include: Community Center, Fire Station 11, 12, 18, MOC Complex.

¹³ LEED Gold buildings have 20% lower GHG emissions than average buildings. Source:

<https://www.sciencedirect.com/science/article/pii/S037877881300529X#tbl0005>

LEED buildings on average use 18-39% less energy per floor area than their convention counterparts. Source:

<https://www.sciencedirect.com/science/article/abs/pii/S0378778809000693>

¹⁴ Assumes each new PV-suitable building will have a 60 kW solar installation that will generate approximately 65,700 kWh annually.

Strategy #3: Building Fuel Switching

Overview: While the energy sector transitions to clean, renewable energy, Redmond can work proactively to shift from fossil fuel energy sources to the clean electricity grid.

Strategy/Phasing:

- According to projected trends in PSE's electricity fuel mix, switching from natural gas to electricity-based space and water heating will be **most beneficial starting in 2030** when the utility expects to have a carbon neutral electricity mix. Local actions to increase renewable electricity consumption in municipal operations—such as rooftop solar and green power purchasing programs—will expedite this timeframe.
- Due to the relatively long lifetimes of buildings and equipment, actions now **set the stage for a quick and easy transition from natural gas to electricity** will help ensure deep and longer-term emission reductions. Because new construction and major renovations will likely have longer than a 10-year lifespan (i.e., past 2030), it is more economical to eliminate natural gas use in these new municipal construction projects than to retrofit them later.
- For existing buildings, the City can begin **replacing existing natural gas equipment with electric** at the end of the equipment's life.

Actions:

#	Action	Description	Status	Impact	Assumptions
ESAP B3.4	Green building training	Educate City planning and permitting staff on codes and approaches for incentivizing decarbonization, such as through electric heat pumps. Update permitting process if needed to quickly review and flag decarbonization projects.	Near-Term	Medium	<i>No direct impact - supporting action for municipal building decarbonization</i>
NEW ZCS3	Electric new municipal building construction	Construct all new municipal buildings and major renovations to be all-electric, including for heating. ¹⁵	Ongoing	Medium	<ul style="list-style-type: none"> • All new municipal buildings will be all-electric. New municipal buildings planned for construction before 2030 include: Community Center, FS

¹⁵ The community-wide environmental sustainability action plan includes an action that prohibits hookups of natural gas in new developments and buildings under a phase-in schedule that considers technological feasibility and pair with a list of exemptions.

#	Action	Description	Status	Impact	Assumptions
					Fire Station 11, 12, 13, and 18, MOC). ¹⁶ <ul style="list-style-type: none"> Site EUI for all-electric buildings will be a 30% reduction compared to the baseline Site Energy Use Intensity (EUI).¹⁷
NEW ZCS4	Existing building efficiency and electrification upgrades	Require all newly installed equipment to be energy efficient and all-electric and adopt a policy for large buildings to develop a decarbonization plan to become all-electric and meet established efficiency standards by 2030.	Near-Term	Medium	Existing buildings will have a mixed electric and energy efficiency target based on building type: ¹⁸ <p>Public Order and Safety Buildings¹⁹</p> <ul style="list-style-type: none"> Post-Action Site EUI: 66 kBTU/SF <ul style="list-style-type: none"> 35 kBTU/SF non-electric EUI 31 kBTU/SF electric EUI 47% electric <p>Public Assembly Buildings²⁰</p> <ul style="list-style-type: none"> Post-Action Site EUI: 34 kBTU/SF <ul style="list-style-type: none"> 21 kBTU/SF non-electric EUI 13 kBTU/SF electric EUI 38% electric <p>Service Buildings</p>

¹⁶ Fire Station 14 and 16 recently underwent seismic upgrades which will push their replacement beyond 2030, so it is assumed that they just undergo energy efficiency upgrades prior to 2030.

¹⁷ [BldgEngy Targets 2017-03-30 FINAL.pdf \(seattle.gov\)](#).

¹⁸ Based on Seattle's performance targets by 2035. Source: Performance Standards for Existing Buildings Performance Targets and Metrics 2019 Memo. Includes the 30% reduction in total site EUI from actions B2.1-B2.4.

¹⁹ MOC Building 01 PW Operations has a higher-than-normal site EUI, so we assume this is just reduced by 30%.

²⁰ Assume a 30% reduction in electric EUI for City Hall because it only has a maintenance contract, but there is a full renovation planned for 2033.

#	Action	Description	Status	Impact	Assumptions
					<ul style="list-style-type: none"> Post-Action Site EUI: 43 kBTU/SF <ul style="list-style-type: none"> 25 kBTU/SF non-electric EUI 18 kBTU/SF electric EUI 42% electric

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Strategy #4: Reduce Fleet Vehicle Miles Traveled (VMT)

Overview: Reductions in GHG emissions from the City fleet will require a transition to clean, low-/zero-emission vehicles while simultaneously reducing the number vehicle miles traveled (VMT). Vehicle fleet related emissions accounts for nearly 20% of Redmond's 2018 municipal GHG emissions, so making progress toward reducing fleet vehicle miles while providing essential municipal services is essential to meeting the City's GHG emissions reduction goal.

Strategy/Phasing:

- Vehicle emissions stem from a combination of fuel efficiency, the carbon content of the fuel, and VMT. Gains in the first two areas may be potentially offset by losses in the third (VMT). Transitioning to all electric vehicles may not be possible for certain vehicle-types, therefore, it's important that while City of Redmond integrates EVs into its fleet, the City must simultaneously reduce vehicle miles traveled in non-electric vehicles.
- Implementing idling management efforts in fleet vehicles will be an important first step as the City further electrifies its fleet. Idling management technology and strategies already exists and can be applied immediately to high-idling vehicles (e.g., police vehicles), prior to electrification.
- The City of Redmond can utilize a suite of opportunities to reduce VMT (i.e., carpooling, trip consolidation, virtual meetings).

Actions:

#	Action	Description	Status	Impact	Assumption(s)
ESAP T3.1 (amended)	Police and Heavy-Duty VMT/idling.	Identify and implement opportunities for reducing VMT and idling, especially from <i>police vehicles and heavy-duty vehicles</i> .	Mid-Term	High	<ul style="list-style-type: none">• Idling management technology can save 345 gallons of fuel annually, per vehicle.• By 2025<ul style="list-style-type: none">◦ Assumes all 31 police vehicles and 50% of heavy-duty vehicles (total of 15 vehicles) adopt this technology - equivalent to 15,870

					gallons of fuel saved annually. ²¹
NEW ZCS5	Trip consolidation and carpooling	Provide an incentive to City staff to encourage trip consolidation, virtual meetings, and carpooling for scheduled trips (e.g., from City Hall to MOC).	Ongoing	Medium	<ul style="list-style-type: none"> Prioritization of virtual meetings during scheduled workday travel will reduce VMT by: <ul style="list-style-type: none"> 1% per year These actions do not apply to buses, fire trucks, fuel tankers, plow trucks, off-road vehicles, and equipment.
NEW ZCS6	Green routing	Evaluate all scheduled trips made in fleet vehicles and pre-plan for the "greenest" route (i.e., using real-time GPS programming and selecting the most efficient route). ²²	Near-Term	Medium	<ul style="list-style-type: none"> Green routing will reduce total fleet fuel consumption 2% per year.²³

²¹ Vermont Clean Cities Coalition (VTCCC) and the City of Burlington recently partnered with the police department to pilot the IdleRight Fuel Management System technology. the city's data showed the device not only reduced tailpipe emissions but was capable of saving 345 gallons of fuel and decreasing operating costs by about \$811 per vehicle annually. Source: <https://afdc.energy.gov/case/3076>

²² NREL recently developed a tool to calculate and measure "green routing". <https://www.nrel.gov/transportation/route-energy-prediction-model.html>

²³ A study using a large-scale, high resolution data set from the California Household Travel Survey indicates that 31% of actual routes have fuel savings potential, and among these routes the cumulative fuel savings could reach 12%. Alternately calculating the potential fuel savings relative to the full set of actual routes (including those that already follow the greenest route recommendation), the potential savings relative to the overall estimated fuel consumption would be 4.5%. Given that not all City of Redmond vehicle trips are scheduled, a more conservative (i.e., 2%) will be applied. Source: [Green Routing Fuel-Saving Opportunity Assessment: A Case Study Using Large-Scale, Real-World Travel Data \(nrel.gov\)](https://www.nrel.gov/transportation/green-routing-fuel-saving-opportunity-assessment-a-case-study-using-large-scale-real-world-travel-data.html)

Strategy #5: Increase Fleet Vehicle Fuel Efficiency

Overview:

Reductions in GHG emissions from the transportation sector will require a transition to clean, low-/zero-emission vehicles while simultaneously enhancing community mobility through increased access to alternatives modes of transportation and decreasing community-wide vehicle miles traveled (VMT). Fleet vehicle related emissions accounts for nearly 20% of Redmond's municipal GHG emissions, so making progress toward more efficient and lower-carbon vehicles will be critical. Currently, Redmond's vehicle fleet consists of 332 vehicles, with 98% of vehicles powered by fossil fuels and only five fully electric vehicles. A majority (50%) of Redmond's vehicle fleet is passenger vehicles, with the next two largest vehicle types being medium-duty trucks and equipment (approximately 20% each).

Strategy/Phasing:

- Due to their long lifetimes of vehicles, taking action now to transition to EVs in the **municipal fleet** will be important for achieving 2030 goals.
- Transitioning **small passenger vehicles** will be important in the very short term, with transition of **trucks and other heavy-duty equipment** increasingly important between 2025 and 2030.
- With the limited market for medium-duty electric vehicles, electrification rate will remain lower through 2025 and then experience and accelerated ramp up to 2030.
- To rapidly electrify the fleet, the City must develop and maintain a robust **EV charging infrastructure network**. Ensuring sufficient **EV infrastructure** in the near-term will also help reduce range anxiety and increase buy-in from employees in the short-term.

Actions:

#	Action	Description	Status	Impact	Assumption(s)
ESAP T4.1	Municipal fleet conversion	Implement the Green Fleet Purchasing Policy that commits to replacing municipal vehicles with alternative fuel/low-carbon vehicles in a manner that minimizes greenhouse gas emissions and	Ongoing	High	25 total vehicles are replaced annually (approximately 6% of fleet). <ul style="list-style-type: none">• The number of vehicles replaced annually will need to be increased through time to address electrification needs (e.g., accelerated medium-duty electrification after 2025). Starting in 2023:

		considers life-cycle economics.			
NEW ZCS7	EV Purchasing Policy	Include in the Green Fleet Purchasing Policy that all new light duty vehicles must be full electric.	Near-Term	High	<p>Light Duty (Gasoline):</p> <ul style="list-style-type: none"> Assumes 9 of the 25 total vehicles replaced annually are passenger vehicles. It is assumed that no electric vehicles will be purchased until 2023. This equates to 63 of 167 (37%) passenger vehicles are replaced with EVs by 2030.²⁴ <p>Medium Duty (half gasoline/half diesel):</p> <ul style="list-style-type: none"> Assumes no electric vehicles purchased until 2025. After 2025, the EV adoption rate linearly scales up from 5 to 8 vehicles annually until 2030.²⁵ This equates to approximately 37 medium duty vehicles being replaced by 2030. <p>Heavy-Duty and Equipment (Diesel):</p> <ul style="list-style-type: none"> All heavy-duty vehicles and equipment will utilize renewable diesel [86 diesel vehicles and equipment by 2030]. Each vehicle replaced with renewable diesel will see a 20% reduction in GHG emissions equivalent to that associated with switching to biodiesel in ClearPath.²⁶

²⁴ Starting in 2023, assumes 9 of the 25 total vehicles replaced annually are passenger vehicles. This equates to 63 passenger vehicles replaced over the next seven years. We'll need to phase this action in a bit later due to lack of charging infrastructure – starting in 2023/2024. Need time to scale up electrical transmission and EV charging infrastructure.

²⁵ Assuming the City begins purchasing electric medium-duty vehicles starting in 2025, this equates to 37 medium-duty vehicles are replaced with zero emissions vehicles over the next five years.

²⁶ Based on EIA article stating that renewable diesel emissions reductions are comparable to that of biodiesel (<https://www.eia.gov/todayinenergy/detail.php?id=37472>).

NEW ZCS8	Fleet Use Prioritization	Prioritize EV fleet vehicles for highest uses.	Long-Term	High	In addition to the above assumption, 25% of police vehicles are replaced with EVs by 2030. ²⁷
ESAP T4.3	Emission standards for contractors	Develop and incorporate contractor fuel emission reduction standards into bids and contracts to ensure construction contractors doing work on the city's behalf are using fuel efficient and low polluting vehicles and equipment when feasible and practicable.	Mid-Term	N/A	N/A (not a part of the municipal GHG inventory)
NEW ZCS9	EV Charging	Develop a policy that requires all major City planning efforts, major renovations, remodels or new construction to evaluate the need for electric vehicle charging and incorporate into the project and/or construction. Complete a municipal EV charging infrastructure strategy to understand EV infrastructure needs,	Near-Term	High	Based on the assumptions above, Redmond is projected to have approximately 100 new EVs in its fleet; requiring approximately 75 EV chargers by 2030. ²⁸ The specific number of chargers will be dependent on vehicle battery capacity, use, and location of chargers in proximity to parking spaces.

²⁷ Police vehicles are one of the most frequently used and replaced vehicles in the fleet; electrifying police vehicles addresses the need to prioritize high-use vehicles. Includes cruisers, which are predominantly SUVs.

²⁸ The City of Seattle currently operates 165 battery electric and plug-in hybrid vehicles and has 250 EV chargers to support their fleet. This is equivalent to a 1:1.5 ratio of EV's to EV chargers. Given the size of Redmond's operations, we are estimating a more conservative approach, using a 1:1 ratio of EVs to EV chargers. Final estimates were rounded from 190 to 200 to support future growth. Source: <https://www.seattle.gov/Documents/Departments/FAS/FleetManagement/Fleet-Electrification.pdf>. Assumes one port per charger.

		placement of chargers, and budget to guide the City's efforts.			
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Strategy #6: Reduce Employee Commute Emissions

Overview:

Emissions reductions associated with the travel of employees to and from work in personal vehicles will require a transition to clean, low-/zero-emission vehicles while simultaneously enhancing community mobility and decreasing vehicle miles traveled (VMT). Employee commute related emissions accounts for approximately 8% of Redmond's municipal GHG emissions, so making progress toward reducing commuting miles and increasing equitable access to goods and services are essential to effective climate action. Local governments can often influence these emissions through various programs (e.g., carpools, telecommute options, flex schedule options) despite not having direct control over how employees commute to and from work.

Strategy/Phasing:

- Vehicle emissions are driven by combination of fuel efficiency, the carbon content of the fuel, and VMT. Gains in the first two areas may be potentially offset by losses in the third (VMT). It's important that while City of Redmond supports EV's, they simultaneously reduce vehicle miles traveled by promoting non-SOV modes like transit, walking, biking, and ridesharing amongst employees.
- Maintaining strong telecommuting practices as the City transitions to a post-COVID economy will be an effective strategy to quickly realize emission reductions. The behavioral and technological changes associated with a hybrid telecommuting workplace have been established and the associated GHG reductions will be easier to maintain with this approach.
- Redmond is preparing for the opening of the Link Light Rail and therefore should partner with transit agencies to maintain and enhance multimodal transit services and related facilities, including better first/last mile access to transit.

Overarching Assumptions:

- Drive alone rate and work schedules obtained from Redmond City Hall CTR Survey.

Actions:

#	Action	Description	Status	Impact	Assumption(s)
ESAP T1.11	Comprehensive transportation	Continue employee education and outreach programs and	Ongoing	High	By 2030:

	outreach and education	materials for transportation initiatives related to reducing emissions and community mobility. Promote alternative non-SOV incentive programs.			<ul style="list-style-type: none"> • 20% increase in non-drive alone rate. • 35% reduction in VMT among employees—equivalent to 35% reduction in vehicle fleet fuel use.²⁹
ESAP T4.2	Telecommuting and alternative work schedules	Expand telecommute and flexible schedules for City employees and encourage Redmond businesses to adopt.	Ongoing	High	<p>Alternate Work Schedules as of Q3 2021:</p> <ul style="list-style-type: none"> • 86 employees work 4/10 schedule • 44 employees work 9/80 schedule <p>Prior to the COVID-19 pandemic, 1% of Redmond employees telecommuted (i.e., 99% of employee VMT is used for commuting).</p> <ul style="list-style-type: none"> • Of the 711 employees, we assume 390 have the ability to telecommute consistently (55%). If each of the 390 employees telecommute once per week, this would reduce their commute-related GHG emissions by 20% for that week.³⁰ • In total, this would reduce annual employee commuting emissions by 11%.
ESAP T1.10	Active mobility infrastructure investments	Identify and implement pedestrian and bicycle infrastructure investments that promote connectivity, safety, and mobility for all.	Ongoing	Low	<i>Supporting Action</i>

²⁹ According to a literature review commissioned by the University of California Berkley and the State of California Public Transportation Account, carsharing appears to have reduced annual VMT overall between 26-42% among those who have participated. The associate GHG impacts varied, depending on whether or not carsharing was one-way or roundtrip. On average, carsharing trips reduces 10% of GHG emissions per household in the Seattle area. Source: http://innovativemobility.org/wp-content/uploads/2016/07/Impactsofcar2go_FiveCities_2016.pdf

³⁰ Greenhouse Gas Emission Reductions from Teleworking. San Diego County. 2020. <https://www.sandiegocounty.gov/content/sdc/sustainability/cap.html>

ESAP T1.8	Increase new mobility options	Encourage and foster the use of new mobility options, such as bike share, electric bike and scooters, and ride hailing.	Ongoing	Low	<i>Supporting Action</i>
NEW ZCS10	Employee EV Purchasing	Explore opportunities to allow employees to purchase electric vehicles through the City's fleet purchasing contract.	Near-Term	Medium	<i>Supporting Action</i>

Assumption Summary:

Variable	2015-2016	2017-2019	2020
Employee Counts	663 FTE	711 FTE	652 FTE

Strategy #7: Improve Waste and Materials Management

Overview: While solid waste related emissions account for only 4% of Redmond’s municipal GHG emissions, many of the actions in this strategy offer environmental, economic, and social co-benefits. Upstream lifecycle impacts of goods and services we buy can be significant—especially for carbon-intensive products such as red meat. Furthermore, actions such as rescuing edible food from the landfill and redistributing to food donation programs not only reduces methane emissions but helps to address hunger in local communities.

Strategy/Phasing:

- **Expand incentives, education, and outreach** initially to ensure all employees understand what can be recycled and methods for doing so.
- Phase in mandatory separation and recycling requirements to ensure achievement of target diversion rates.

Overarching Assumptions:

- Cedar Hills Landfill will reach current permitted capacity in 2028.³¹
- Redmond’s Climate Emergency Declaration establishes a target of zero waste of resources by 2030.

Actions:

#	Action	Description	Status	Impact	Assumption(s)
ESAP M3.1	Increase City waste diversion	Provide composting and recycling at all City buildings and for all municipal operations, including specialized items.	Ongoing	Low	GHG emissions will only come from organic materials. No GHG emissions reductions from plastics recycling.
NEW ZCS11	Enforce City waste diversion	Introduce and enforce a policy requiring composting of all organics waste.	Mid-Term		Assume 80% organics diversion rate to help

³¹ <https://your.kingcounty.gov/dnrp/library/solid-waste/about/planning/2019-comp-plan.pdf>

					reach zero-waste goal by 2030 ³²³³
ESAP M3.3	Reduce City waste	Reduce the total tonnage of waste that is produced by the City and identify opportunities for otherwise wasted edible food by cafeteria vendors to be recovered by food banks.	Mid-Term	Medium	Reduce organic waste generation by 50% of 2015 levels by 2030 according to HB1114. ³⁴
ESAP M3.2	Increase use of electronic documents	Enhance systems for electronic documentation and file sharing.	Ongoing	Low	<i>Negligible impact on emissions.</i>
ESAP M3.4	Green purchasing/procurement	Develop and enforce green City purchasing procedures and policies, including for green cleaning materials and support of end-use markets for recycled materials.	Near-Term	Low	<i>No Impact.</i>
ESAP M3.5	Fleet hazardous waste	Set a policy/goal for hazardous waste generated by the city's Purchasing and Fleet divisions (separate) to be zero or near zero.	Long-Term	Low	<i>No impact; hazardous waste does not reduce GHG emissions.</i>

³² See commercial sector section of [Organic materials management in King County - LinkUp program - King County Solid Waste Division](https://www.kingcounty.gov/~media/depts/dnrp/solid-waste/about/documents/waste-characterization-study-2019.ashx?la=en). Redmond would need to increase average commercial capture rate from 17% to 80%. Redmond would also need to conduct waste characterization studies to monitor progress towards this goal. Organics make up approximately 39.5% of nonresidential waste in King County. <https://www.kingcounty.gov/~media/depts/dnrp/solid-waste/about/documents/waste-characterization-study-2019.ashx?la=en>

³³ <https://www.redmond.gov/DocumentCenter/View/15318/Climate-Emergency-Declaration-October-2020>

³⁴ <https://app.leg.wa.gov/billssummary?BillNumber=1114&Year=2019>. House Bill 1114 sets a goal of reducing food waste by 50 percent below 2015 levels by 2030.

Strategy #8: Increase Tree Canopy Cover and Offsets

Overview: Tree canopy coverage refers to the amount of area that is covered by tree foliage and the City of Redmond is currently at 38.1% tree canopy (as of 2017). Increasing the tree canopy will provide multiple environmental benefits including water, air, and habitat improvements. In 2019, the City adopted a community-wide goal of 40% tree canopy by 2050. This goal represents a 200-acre increase in canopy from 2019.

Strategy/Phasing:

- Maintenance and prevented loss of existing tree canopy is the essential first step needed to hit Redmond's community-wide 40% tree canopy target.

Assumptions:

- Emissions will continue to be produced through 2030, carbon offset/capture programs will be a critical step in achieving carbon neutrality.
 - The number of offsets required will ultimately depend on the remaining emissions produced each year.

Actions:

#	Action	Description	Status	Impact	Assumption(s)
ESAP N1.6	Urban forestry department/dedicated staff/ arborist	Hire a person/team at the City to implement the goals and strategies associated with increasing canopy cover across the city and to update the 20 yr plan. This team/person can be the lead on finding community partners and funding to increase community outreach, adoption of policies/goals and education.	Mid-Term	Low	<ul style="list-style-type: none">• The City planted four acres of trees during the 2019 - 2020 budget. Assumes consistent rate of planting to 2030 (2 acres/year which was 700-800 trees).• Assume 150 western white pine, 150 sitka spruce, 150 douglas fir, 30 Oregon white oak, 30 pacific dogwood, 30 cascara, 30 serviceberry, 30 shore pine, 70 western hemlock,
ESAP N3.13	Assess health of city owned ROW trees	Assess the health of natural systems for parks and ROW trees (urban forests will be part of 20 yr plan). Develop goals, risk tolerances, and restoration strategies to manage tree species and canopy cover.	Mid-Term		

ESAP N4.1	Increase City-Led Planting	City led planting involves canopy enhancement projects on City-owned land, such as parks, rights-of-way, and stream restoration corridors within contiguous boundaries.	Ongoing		70 western redcedar trees are planted annually. ³⁵
ESAP N4.6	City Acquisition of Lands	Evaluate acquisition of forest parcels, especially in neighborhoods or zones with less canopy, to preserve urban forest cover. As more infrastructure ages and land use changes, consider acquisition of non-forest parcels for a "tree bank."	Mid-Term		
TCSP B.1	Strategy B.1 from Redmond Tree Canopy Strategic Plan.	Continue program to allow residents to plant trees on park property (via donation) for memorials.	Ongoing		
TCSP B.2	Strategy B.2 from Redmond Tree Canopy Strategic Plan	Increase Canopy on city property by planting open space areas in parks consistent with park master plans, street trees, riparian and restoration plantings	Ongoing		
TCSP B.3	Strategy B.3 from Redmond Tree Canopy Strategic Plan	Maintain and develop partnerships (Strategy F) to assist in city planting.	Ongoing		
NEW ZCS12	Local Carbon Offset/Capture Opportunities	Develop a portfolio of local and regional carbon offset/capture initiatives to meet the City's commitment to carbon neutrality. If local projects are insufficient, obtain high-quality carbon	Mid-Term		

³⁵ The annual carbon sequestration is estimated using the i-Tree tool (<https://planting.itreetools.org/>). Assume that 1 gallon is equivalent to 1/5 inch diameter at breast height (<https://hort.ifas.ufl.edu/woody/root-ball-dimension-chart.shtml>).

		offsets and CO2 Removal Certificates (CORCs). ^{36,37}			
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³⁶ Emissions will continue to be produced through 2030, carbon offset/capture programs will be a critical step in achieving carbon neutrality. The number of offsets required will ultimately depend on the remaining emissions produced each year. Potential carbon offset/capture projects may include nature-based initiatives on City lands and open spaces that remove carbon dioxide from the atmosphere and store it in biomass and soils. These could include urban forestry projects in areas of the City that lack canopy and are vulnerable to the impacts of heat, or regenerative practices on riparian or degraded lands.

³⁷ Offsets and RECs can be purchased through brokers in a voluntary, open market. Several brokerage firms and online auction platforms facilitate these purchases: [Forterra's Evergreen Carbon Capture](#), 3Degrees, Bonneville Environmental Foundation (BEF), [PSE's Carbon Balance Program](#). For a full list of certified RECs and carbon offset brokers, visit www.green-e.org/certified-resources and www.green-e.org/certified-resources/carbon-offsets.

The City of Redmond assures that no person shall, on the grounds of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. For more information about Title VI, please visit redmond.gov/TitleVI.

无歧视声明可在本市的网址 redmond.gov/TitleVI 上查阅 | El aviso contra la discriminación está disponible en redmond.gov/TitleVI.



Draft

City of Redmond Operations

Zero Carbon Strategy

October 12, 2021

Jenny Lybeck, Sustainability Program Manager





Meeting Agenda

- **Why** we're developing a Zero Carbon Strategy
- **How** we developed the Strategy
- **What** is included in the Strategy
- **Questions** and **next steps**

Background

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ESAP

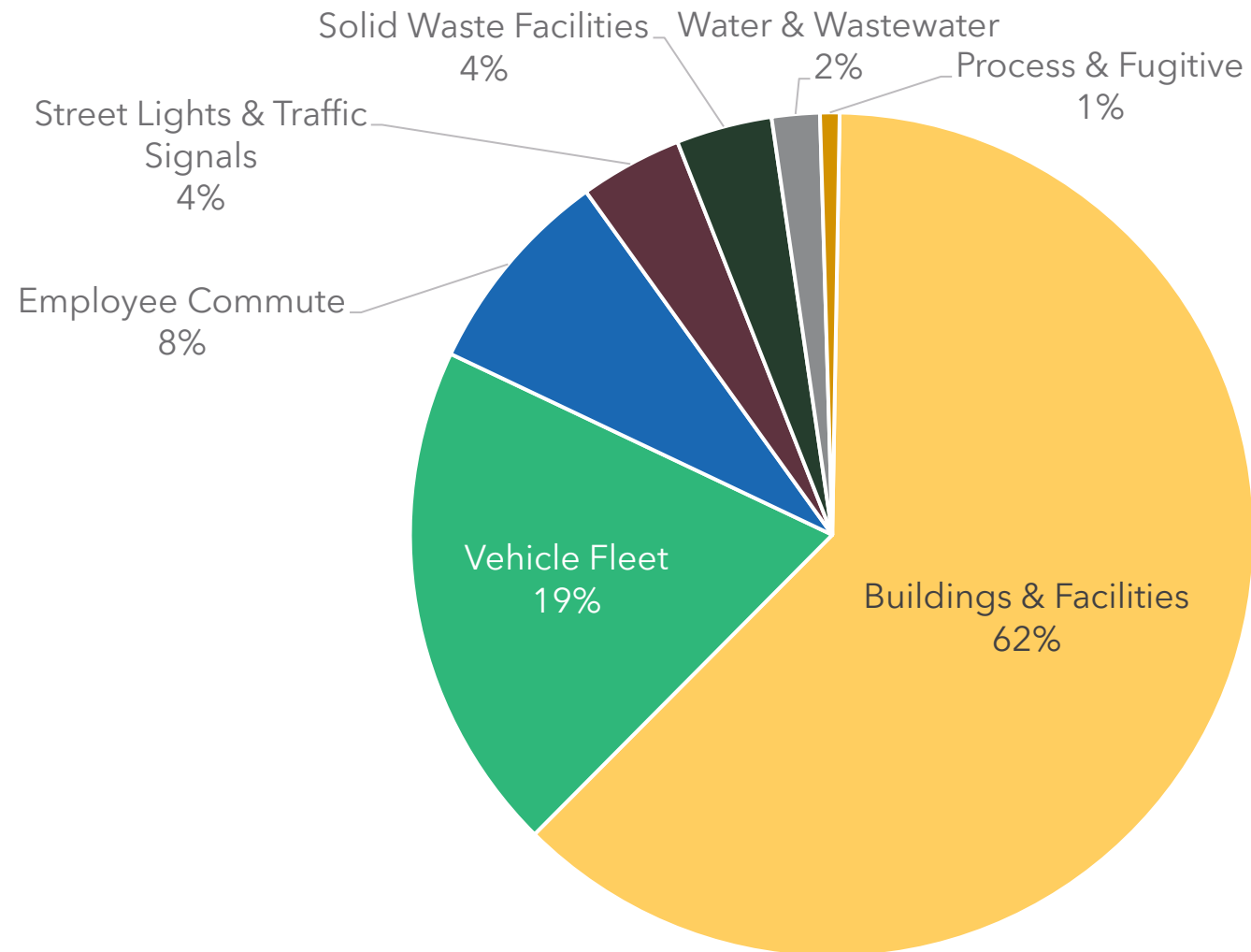
Climate
Emergency
Declaration

“

Global net human-caused emissions of carbon dioxide (CO₂) would need to fall by about 45 percent from 2010 levels by 2030, reaching 'net zero' around 2050. – *IPCC, Global Warming of 1.5C*

”

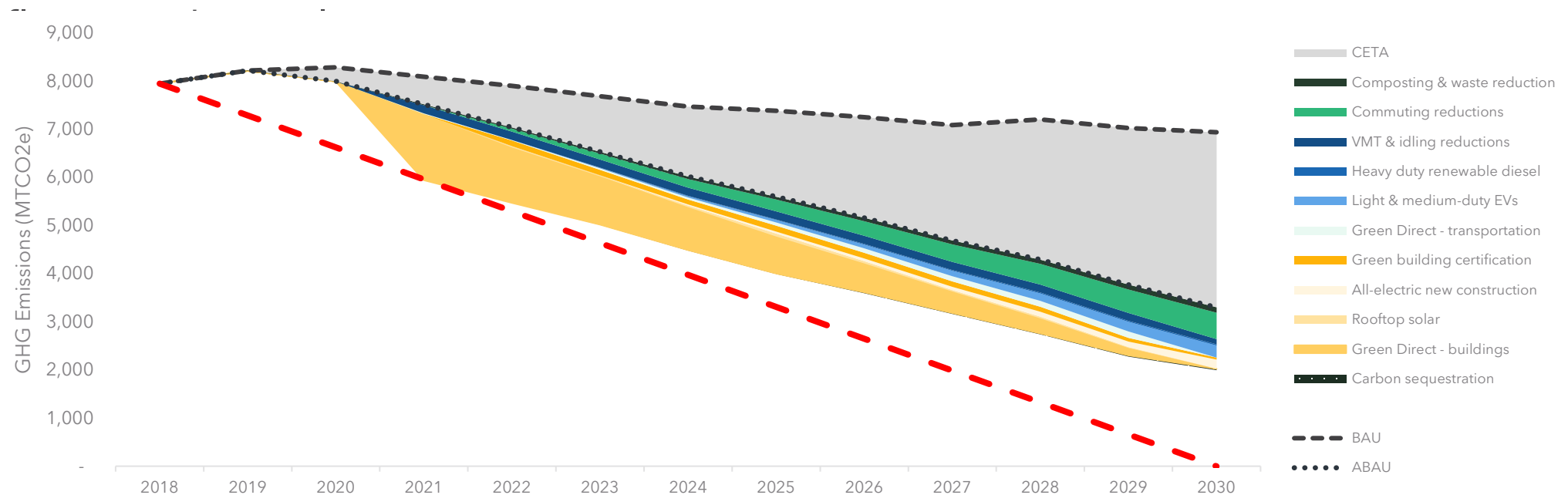
2018 Municipal Emissions



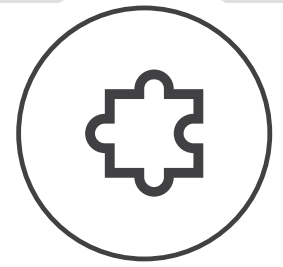


Impact Analysis

- Includes 27 actions from ESAP, 3 actions from the Tree Canopy Strategic Plan, and 12 new actions
- Estimated to directly reduce greenhouse gas emission 75% by 2030 over 2018 baseline
- Majority of remaining emissions in 2030 from the City's vehicle



Strategy



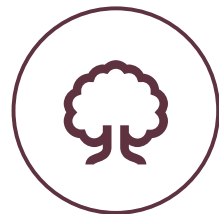
Transition to clean electricity & reduce energy consumption



Reduce fleet & employee commute vehicle miles



Electrify new facilities and vehicle fleet



Increase tree canopy, offsets, & reduce waste

Clean Electricity & Energy Conservation



Clean Electricity

- Continue Green Direct participation
 - *Target: 100% clean electricity by 2030*
- Solar installation on all new PV-suitable buildings

Energy Conservation

- Reduce building energy demand
 - *Target: 30% energy reduction in existing building portfolio by 2030*
- Green Building policy for City operations, including net zero energy use where possible (conservation + on site renewables)



Reduce **Vehicle Miles Traveled**

Fleet VMT Reductions

- Virtual meetings, trip consolidation
- Idling management technology for police and heavy-duty vehicles

Employee Commute

- Education and outreach to promote carpooling, light rail, biking
 - *Target: 35% reduction in employee commute VMT*
- Telecommuting and alternate work schedules



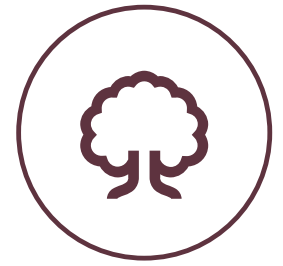
Electrify Facilities & Fleet

Facilities

- All new municipal buildings to be all-electric

Fleet

- Install EV charging infrastructure to support electrification
- Green Fleet Policy – new light duty vehicles must be electric
 - *Target: 63 passenger vehicles are EVs by 2030*
 - *Target: 37 medium duty vehicles are EVs by 2030*
 - *Target: All heavy-duty vehicles and equipment run on renewable diesel*



Carbon Sequestration

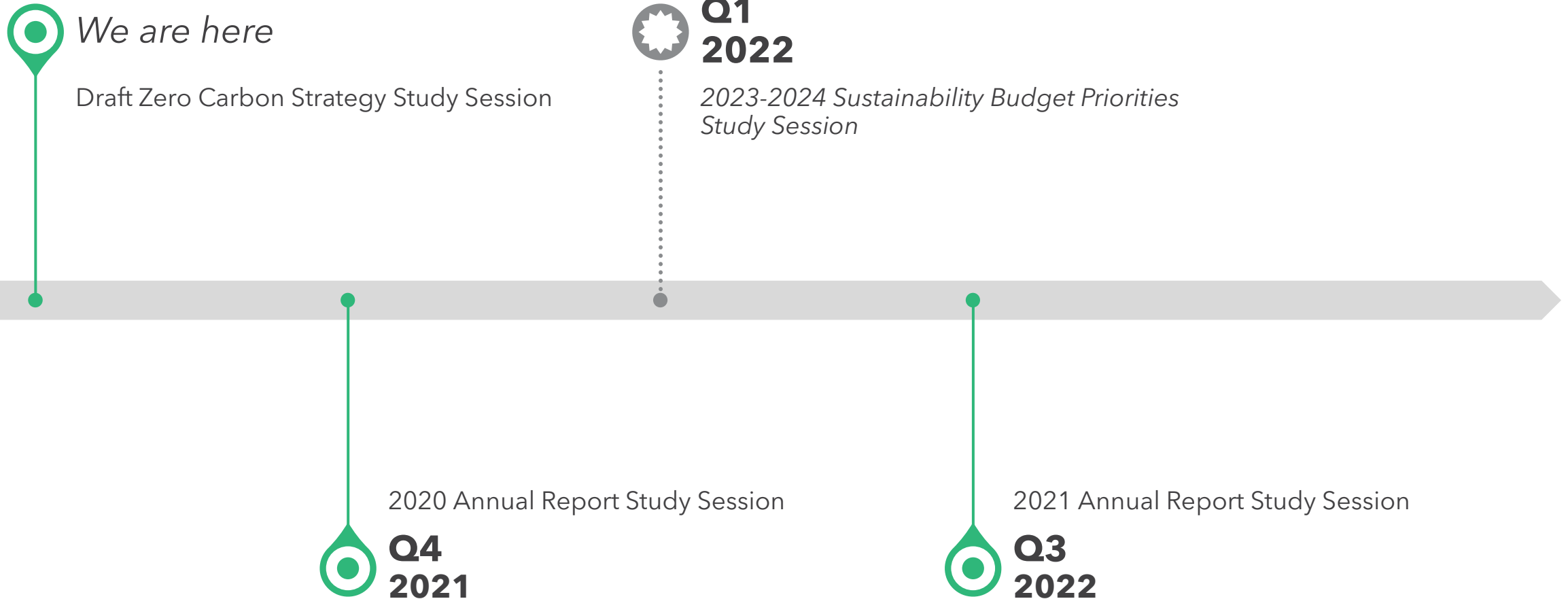
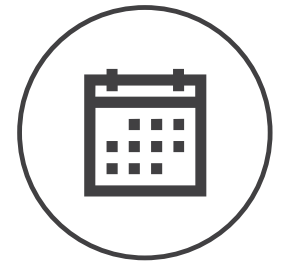
Waste Reduction

- Reduce organic waste generation 50%
- Compost 80% of remaining organic material

Carbon Sequestration

- Plant 2 acres of trees annually
- Purchase offsets for remaining emissions

Milestones



Thank You

Any Questions?

Jenny Lybeck, jlybeck@redmond.gov





Memorandum

Date: 10/12/2021
Meeting of: City Council Study Session

File No. SS 21-079
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Executive	Malisa Files	425-556-2166
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DEPARTMENT STAFF:

N/A	N/A	N/A
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TITLE:

Council Committees of the Whole Restructuring Options

OVERVIEW STATEMENT:

The Council had asked that staff look at options to reconfigure Committees of the Whole. Committees of the Whole were established under the Redmond Municipal Code (RMC) Chapter 2.08.010 and are further defined in RMC 2.32. Staff recommends changing Committees of the Whole to align with the City's four budget priorities. However, other options are described in Attachment A.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
N/A
- **Required:**
Committees of the Whole are governed by the Redmond Municipal Code Chapters 2.08.010 and 2.32.
- **Council Request:**
Council requested staff to look at options to reconfigure the Committees of the Whole earlier this year.
- **Other Key Facts:**
Committees of the Whole have been revised over time to ensure attention is paid to significant discussion topics. The last revision to the Committees of the Whole structure occurred in the Finance, Administration, and Communications Committee to add *Communications* to the title of the committee to emphasize the importance of communication topics to the City.

OUTCOMES:

Per the RMC, Committees of the Whole “shall function to inform and educate the Council on existing city programs and issues and provide an opportunity to explore the implications of policy alternatives as part of the policy development process.” The current Committees of the Whole structure includes both department and functional elements. The Committees structure has worked well in the past; however, it does not align with the City’s budget priorities and does not emphasize the major initiatives in the Community Strategic Plan (CSP). Several options for restructuring the Committees of the Whole can be found in Attachment A. These options include:

- Align Committees of the Whole with the City’s four budget priorities (recommended).
- Align Committees of the Whole with the City’s department structure.
- Keep Committees of the Whole as currently structured.

To restructure the Committees of the Whole, an ordinance, revising RMC 2.32.020 (see Attachment B) would need to be approved by Council.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:
N/A

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:
N/A

Funding source(s):
N/A

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
11/1/2021	Special Meeting	Approve

Time Constraints:

There are no time constraints on changing the Committees of the Whole structure.

ANTICIPATED RESULT IF NOT APPROVED:

Committees of the Whole will continue to function as they are currently organized until Council decides to change the structure.

ATTACHMENTS:

Attachment A: Options for New Committees of the Whole Structure

Attachment B: Redmond Municipal Code Chapter 2.32.020

Attachment C: Committees of the Whole Restructuring Presentation

Attachment A

Option 1: Align Committees of the Whole with budget priorities

Committees of the Whole	Agenda Item Examples
Healthy and Sustainable	Environmental Sustainability Urban Forestry Stormwater/Wastewater Management Community Recreation Parks, Trails and Open Space
Safe and Resilient	Fire Operations Construction Inspection Police Operations Criminal Justice Street and Traffic Safety
Strategic and Responsive	Diversity, Equity and Inclusion (DEI) Finance Programs Human Resources Programs Communications Fleet Management
Vibrant and Connected	Housing and Human Services Capital Investment Development Services Arts and Community Events Economic Development

Pros:

- Aligns Committees of the Whole with resource allocations through the budget.
- Provides a specific home for programs that are currently not easily identifiable in the committee structure
- Moves away from department silos
- Provides consistency with the Community Strategic Plan

Cons

- Directors/staff would need to work with multiple committees
- Initially some confusion about which subjects are covered by the different committees

Option 2

Align Committees of the Whole with Department Structure

Committees of the Whole	Agenda Item Examples
Police and Fire	Police Operations Jail Services Fire Operations Fire Prevention/Inspection
Executive, Finance and Human Resources	Diversity, Equity and Inclusion (DEI) Environmental Sustainability Budget Monthly Financial Reports Personnel Manual Changes Communications
Public Works and Planning	Development Services Utility Management Transportation Projects/Planning Human Services Public Works Maintenance and Operations
Parks and Technology	Parks Projects/Planning Facility Operations Recreational Programs Big Four Technology Projects Cyber Security

Pros:

- Provides departmental/functional alignment
- Department Directors would attend one Committee meeting related to their department programs
- Is consistent with the City's accounting structure

Cons

- Does not align with the City's budget or Community Strategic Plan
- Initiatives spanning multiple departments would need to be categorized under one department
- May be confusing where programs reside unless there is familiarity with department functions
- Maintains department silos

Option 3
Maintain Current Committee of the Whole Structure

Committees of the Whole	Agenda Item Examples
Parks and Human Services	Human Service Grant Allocations Homelessness Advocacy Recreations Programs Arts and Events
Planning and Public Works	Development Services Utility Management Transportation Projects/Planning Human Services Public Works Maintenance and Operations
Public Safety (Environmental Sustainability)	Fire Operations Police Operations <i>Added: Environmental Sustainability</i>
Finance, Administration and Communications	Monthly Financial Report Communications Update Big Four Technology Projects Personnel Manual Changes

Pros:

- The current structure is familiar
- Provides some departmental/functional alignment

Cons

- Does not align with the City's budget or Community Strategic Plan
- May be confusing where some of the City's major initiatives reside

Attachment B

Redmond Municipal Code

2.32.020 Function and Purpose

A. The committee of the whole shall function to inform and educate the Council on existing city programs and issues, and to provide an opportunity to explore the implications of policy alternatives as part of the policy development process. The committee shall review items put before it by the City administration and shall take up matters referred to it for study by a majority of the council. The committee shall have no power or authority to commit the City or to take any binding action on their part. The committee shall be concerned primarily with policy matters and matters vested in the legislative body of the City and shall not become involved in the administration of the City government and city interests. In general, the purpose of the committee shall be to review matters within the following subject areas:

1. *Finance, Administration, and Communications.* the Review, Analysis and Recommendation of Policies Governing the Function and Operation of Municipal Government Through its Departments, Boards, and Appointive Officers; Personnel Management Policies, Including Salary and Compensation Plans, Working Conditions and Employment Benefits; Maintenance of Public Records and Documents; Communications, Public Relations and Information; Inventory and Control of Municipally-Owned Property; Comprehensive Municipal Insurance Coverage; and, Generally, Policy Areas Dealing with Public Administration; Financial Policy; Analysis of and Advice on the Budget Process, Proposed Budgets and Other Financial Programs with Respect to Overall city Policy; Council Rules and Procedures, Matters Relating to Conflict of Interest, Questions and code of Ethics for Public Officials; Campaign Practices and Expenditures; and, Generally, Matters Relating to the Conduct of Municipal Affairs, its Rules and Ethics;
2. *Public Safety.* the Review, Analysis and Recommendation of Policies Affecting law Enforcement and fire Protection; Animal Control; Civil Defense; and Public Health and Safety;
3. *Planning and Public Works.* the Review, Analysis and Recommendation of Policies Governing Comprehensive and Coordinated land use Planning and Management; Energy; Subdivisions and Plats; Preservation and Protection of Greenbelts, Floodplains, Shorelines and Natural Amenities; Annexation and area Planning; and, Generally, the Supervision and Control of the Development and land use Process; Street and Right-of-way Improvements, Maintenance and Operation; Public Utilities, Including Storm Drainage, Sanitary Sewers, Water, Coordination with Special Purpose Districts and Other Municipal Utilities, and Supervision over Privately-Owned Public Utilities; Public Buildings and Improvements; Construction and Building Codes and Regulations; and, Generally, Projects and Facilities Within the area of Public Works;
4. *Parks and Human Services.* the Review, Analysis and Recommendation of Policies Regarding Parks Facilities and Recreational Programs; Coordination of Education Programs and Facilities; Programs and Facilities for Senior Citizens, Underprivileged and Handicapped

Persons, Minorities and low-Income Families; and, Generally, Areas Involving the Preservation, Protection and Advancement of Human Concerns; and

5. *Regional Affairs*. Review and Discussion of Issues Affecting Redmond in a Regional Context, and in Relation to Other Municipal, County, Regional, State and Federal Governments and Agencies. (Ord. 2917 § 3 (part), 2018: Ord. 2829 § 2 (part), 2016: Ord. 1817 § 1 (part), 1994: Ord. 1573 § 3, 1990; Ord. 1506 § § 1, 2, 1989; Ord. 1304 § 1, 1986: Ord. 1232 § 1 (part), 1985: Ord. 1172 § § 1, 2, 1984; Ord. 1054 § 1, 1982: Ord. 635 § 2, 1974).

Committee of the Whole Restructuring

October 4, 2021

Malisa Files, COO



Committees of the Whole



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RMC 2.32

..."shall function to inform and educate Council on existing city programs and issues and provide an opportunity to explore the implications of policy alternatives as part of the policy development process."

Policy

Programs

Issues

Options

.....

1. Budget priorities
2. Department structure
3. Keep current structure





Align With Budget Priorities

Committees/Departments	Agenda Item Examples
Healthy and Sustainable	Environmental Sustainability Urban Forestry
Safe and Resilient	Fire Operations Police Operations
Strategic and Responsive	Diversity, Equity and Inclusion (DEI) Finance/HR Programs
Vibrant and Connected	Capital Investment Delivery Development Services

Topics would align with offers in each of the budget priorities



Pros and Cons

Pros

- Aligns with budget offers
- Provides a home for programs not specifically called out in the current structure
- No department silos
- Consistency with Community Strategic Plan

Cons

- Directors/staff would be responsible for multiple committees
- Initial confusion of what items go to what committee



Align With Department Structure

Committees/Departments	Agenda Item Examples
Police and Fire	Police Operations Fire Operations
Exec, Finance and Human Resources	Environmental Sustainability Communications
PW and Planning	Development Services Utility Management
Parks and Technology	Recreation Programs Big 4 Technology Projects

Topics would align with departmental functions



Pros and Cons

Pros

- Provides departmental/functional alignment
- Department Directors responsible for one committee
- Consistent with City's accounting structure

Cons

- No alignment with budget or CSP
- Confusion where to place programs spanning multiple departments
- Need knowledge of departmental programs
- Maintains department silos



Keep Current Structure

Committees/Departments	Agenda Item Examples
Parks and Human Services	Arts and Events Homelessness Advocacy
Planning and PW	Development Services Capital Investment Delivery
Public Safety (<i>Environmental Sustainability</i>)	Police Operations Fire Operations (<i>added: Environmental Sustainability</i>)
Finance, Admin and Communications	Monthly Financial Report Personnel Manual Changes

Topics would align with Committee needs



Pros and Cons

Pros

- Current structure is familiar
- Provides some departmental/functional alignment

Cons

- No alignment with budget or CSP
- Number of topics in each Committee are out of balance
- Confusion over where some major initiatives reside

Recommendation

.....

Align the Committees of the Whole with the budget priorities

Next Step:

- Amend RMC 2.32 (11/1)
- Structure in place 1/1/2022



Questions?

mfiles@redmond.gov





City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/12/2021
Meeting of: City Council Study Session

File No. SPC 21-097
Type: Verbal Report

Ombuds/Committee Reports



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/12/2021
Meeting of: City Council Study Session

File No. SS 21-080
Type: Study Session

Council Talk Time