

11 Climate Element (added new)

11.1 INTRODUCTION

Benton County is incorporating a Climate Element into its Comprehensive Plan in accordance with the Growth Management Act (GMA) (RCW 36.70A) and House Bill 1181 (2023). This Element establishes goals, objectives, and policies to reduce greenhouse gas (GHG) emissions and to build resilience against climate-related hazards such as drought, wildfire, flooding, and extreme heat. The GMA sets the following goals for climate change and resiliency:

Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice. (RCW 36.70A.070(9)).

The intent of the Climate Element is not only to comply with state requirements, but also to safeguard Benton County's economy, environment, and public health for future generations. Planning for climate resilience allows the County to anticipate risks, strengthen infrastructure, and prepare its communities for changing conditions. At the same time, emissions reduction policies enable the County to contribute to Washington State's targets for carbon neutrality while promoting energy efficiency and innovation.

Another key component of the Climate Element is promoting equitable climate outcomes for community members, as not all climate impacts are experienced equally. Vulnerable populations are defined by HB 1181 as groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, which could be due to adverse socioeconomic factors (e.g., high housing and transportation costs relative to income, limited access to nutritious food and adequate health outcomes and increase vulnerability to the effects of environmental harms).

In alignment with these goals and requirements, the Climate Element addresses key climate issues facing Benton County community members to help build community resilience to climate change impacts. Benton County is also required to include a greenhouse gas (GHG) sub-element.

The issues in the Climate Element are complex and dynamic, and several other elements in the Comprehensive Plan interact with the Climate Element:

- **Land Use Element:** Assesses current and future land uses in Benton County, preserving rural lands and character, communities, natural spaces, and resource lands while meeting community growth and other needs. Land use and specifically land preservation can be used

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to enhance climate resiliency and sequester carbon. See Section 2.2 for specific land use policies.

- **Natural Resources Element:** Protects a variety of environmental landscapes, biodiversity, and ecosystem functions in the county. Healthy functioning ecosystems can provide resiliency against climate impacts and work to mitigate against future climate impacts. Protects and enhances the function of county natural resource lands, bolstering resiliency and future yields. See Sections 2.3 to 2.5 for specific environmental protection policies.
- **Parks and Recreation Element:** Protects and expands parks and open spaces to provide for long-term agriculture and sustainable silviculture as well as great visual and direct access to open spaces for county residents and visitors. Encourages historical and cultural preservation. Open Spaces and parks provide ~~carbon~~ carbon sequestration opportunities and can help mitigate against climate impacts such as extreme health and flooding. See Section 2.9 for related policies.
- **Transportation Element:** Identifies opportunities to enhance transportation system reliability and promotes multi modal transportation development that can reduce GHG emissions. See Section 2.8 for related policies.

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11.2 Regional Approach

Five jurisdictions in the Tri-Cities Region – Benton County and the cities of Pasco, Kennewick, Richland, and West Richland, with the support of the Benton-Franklin Council of Governments – worked together on a regional approach address the new requirements of the GMA and HB 1181. These jurisdictions developed a collaborative regional strategy to address natural hazards related to climate and reduce GHG emissions. By collaborating as a region, Benton County benefitted from strong cross-regional governmental connection, collaboratively identifying areas of regional alignment across a highly interconnected region to address climate vulnerabilities and shared emissions sources. The Tri-Cities Regional Climate Action Plan, which informs and supports this Climate Element, is available through the Benton-Franklin Council of Governments.

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11.3 Climate Resilience Sub-Element

This Climate Resilience Sub-Element summarizes the current and future state of climate impacts, vulnerabilities, and adaptation strategies to increase the region's resilience to climate impacts for its residents, ecosystems, and infrastructure. Steps one through four in Commerce's guidance build the foundation for step five: crafting goals and policies. Goals and policies in the Resilience Sub-Element must meet these requirements:

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- **Requirement 1:** Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns;
- **Requirement 2:** Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration; and

- **Requirement 3:** Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.

The analysis of current and projected climate conditions and vulnerabilities provides insight into local policy options for increasing climate resilience in Benton County. Vulnerabilities and the ability to increase climate resilience vary between urban and rural areas and are reflected in Climate Resilience Sub-Element goals and policies.

11.3.1 Climate Vulnerability Assessment Results

The Climate Vulnerability Assessment (CVA) analyzes historical and potential future impacts of key climate hazards on the people, industries, assets, and infrastructure of the Benton County. The vulnerability assessment utilized existing regional and jurisdiction planning documents, along with national, state, and local data sources—including hazard mitigation plans, comprehensive plans, transportation plans, and shoreline master programs to assess climate vulnerabilities. The CVA includes both regional and jurisdiction levels and utilizes national, state, and local data sources. The sectors identified are **community health and well-being, ecosystems and water resources, built infrastructure, and land use.**

The current and future climate conditions and vulnerabilities were assessed using:

- [Climate Impacts Summary](#)
- [Vulnerability Assessment](#)
- [Tree Canopy Assessment](#)

The purpose of the climate and vulnerability assessments are to:

- [Ensure compliance with Washington Department of Commerce and GMA requirements](#)
- [Inform the Climate Element drafting process by identifying key climate impacts and vulnerabilities](#)
- [Ensure sensitivities, exposures, and adaptive capacities are addressed in the Climate Element Goals and Policies.](#)

Climate vulnerability is the degree to which climate change stressors may harm a system or community (Figure 11.1xx). This assessment used the following definitions of climate exposure, sensitivity, and adaptive capacity to understand climate vulnerabilities in Benton County:

- **Exposure** is the degree to which a system is exposed to climate hazards. For example, low elevation coastal areas are more exposed to sea level rise and coastal flooding compared to higher elevation inland areas.
- **Sensitivity** is the degree to which that system is likely to be affected by climate change. For example, older adults are less able to regulate their body temperatures and are often more physically sensitive to extreme heat than younger people.

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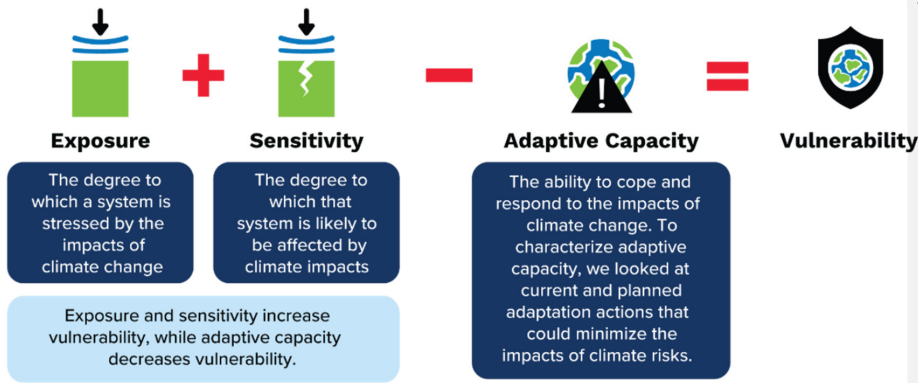
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- **Adaptive capacity** is the ability to moderate the damage of, cope with, or adjust to climate change. For example, access to a vehicle and health insurance increases people's ability to manage health impacts from extreme heat, smoke, and any injuries related to climate hazards.

Figure 11.1XX. Climate Vulnerability Framework



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11.3.2 Climate Impacts and Social Vulnerability

The CVA, assessed past, current, and future climate hazards for the region. The identified hazards (Figure 11.2 Figure XX) are the foundation for the goals and policies in the Benton County Climate Element. The Tri-Cities Region Benton County, currently experiences impacts from several climate hazards, including drought, extreme heat, severe storms, wildfire smoke, and air and water quality issues. The following hazards are expected to become more frequent and severe from climate change:

Table Figure 11.2-XX Key Climate Hazards in Benton County

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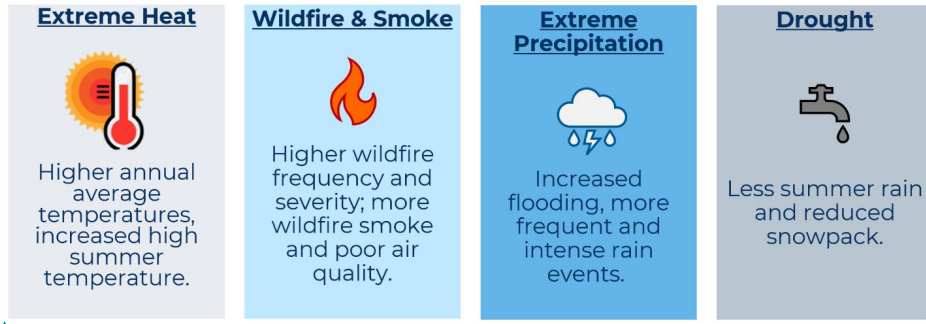
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Benton County is likely to experience more extreme heat and wildfire risk days and variable precipitation by the end of this century. Much of Benton County has high wildfire risk (Figure 11.3 XX).

- **Extreme heat:** Temperatures in Benton County have increased 2.9°F since 1895. Benton County is predicted to experience 34 days over 100°F by 2099, compared to just one days over 100°F in 2000 (Abatzoglou & Brown, 2012).

~~**Wildfire:** Higher summer temperatures greatly increase the risk and severity of fire in Benton County. Benton County has very high fire danger expectations. By 2070, the city can expect 70 high fire danger days per year. Nearly nine in ten (87 percent) of properties in Benton County are at risk of wildfire damage in the next 30 years (First Street Risk Factor, 2025). Models cannot accurately predict wildfire risks beyond 2070, so they have been omitted from the summary table.~~

- **Precipitation and Flood Events:** Benton County can expect a slight increase in annual precipitation. Historical winter precipitation is just under three inches. By 2100, annual winter precipitation is expected to increase by a quarter of an inch. As it increases, so does the potential for flooding that can occur due to sudden rain events and snowmelt. By the end of century, winter precipitation is predicted to be around 4 inches, an increase of nearly 20 percent (Abatzoglou, 2013).
- **Drought:** Benton County can expect a decrease in summer precipitation of around 10 percent (Abatzoglou & Brown, 2012). Additionally, summer streamflows in the region will decrease because of smaller snowpacks and earlier snowmelt, contributing to lower water availability during warm months.

- **Wildfire:** Higher summer temperatures greatly increase the risk and severity of fire in Benton County. Benton County has very high fire danger expectations. By 2070, the city can expect 70 high fire danger days per year. Nearly nine in ten (87 percent) of properties in Benton County are at risk of wildfire damage in the next 30 years (First Street Risk Factor, 2025). Models cannot accurately predict wildfire risks beyond 2070, so they have been omitted from the summary table.

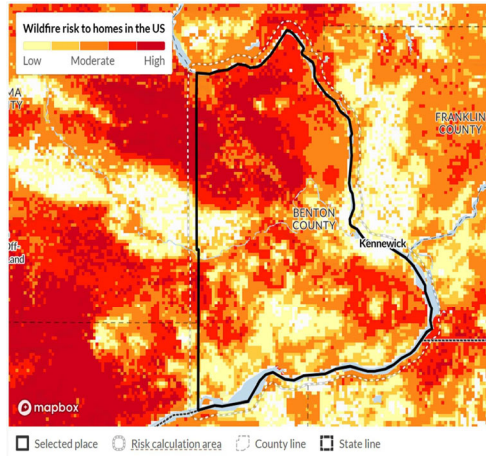


Figure 11.3. Benton County wildfire risk map. wildfirerisk.org; accessed Aug 7, 2025.

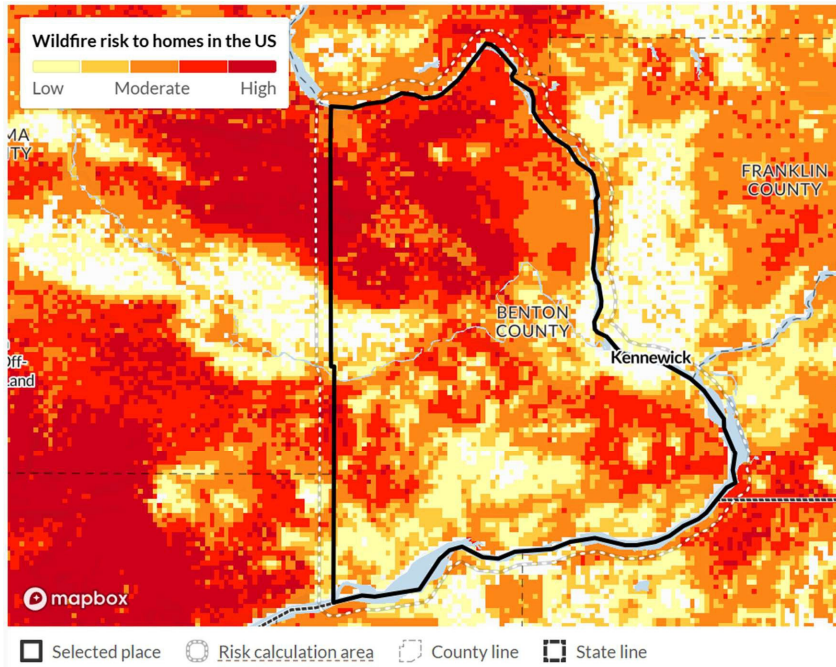
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Residents of Benton County face different degrees of exposure and sensitivity to climate hazards and have different levels of adaptation to reduce climate impacts. Key sensitivities across the region include poor physical health, asthma, diabetes, and COPD. Major exposures to key climate hazards include proximity wildfire risk areas, high summer temperatures, and potential future precipitation. Table 11.1 also summarizes the top three adaptive capacity variables for block groups with low or very low adaptive capacity compared to adaptive capacity in the city or county. In Benton County those groups include those living in poverty, with lack of transit access, and with limited English.

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Table 11.1. Top three variables contributing to vulnerability in groups with very high and high sensitivity and exposure, and very low and low adaptive capacity in Benton County

Figure XX. Benton County wildfire risk map. wildfirerisk.org; accessed 7 August 2025.

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Benton County

<u>Very High / High Sensitivity</u>	<u>Very High / High Exposure</u>	<u>Very Low / Low Adaptive Capacity</u>
<u>COPD</u>	<u>Wildland-Urban Interface</u>	<u>Living in poverty</u>
<u>CHD</u>	<u>Average summer high temperature</u>	<u>Transit access</u>
<u>Poor physical health</u>	<u>Future heavy precipitation</u>	<u>Limited English</u>

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11.3.3 Climate Vulnerability Key Findings

The CVA expands on the identified climate hazards and assesses their impact on the natural and built environments and residents in Benton County. Key findings for regional vulnerabilities are summarized below. Benton County is likely to experience more extreme heat and wildfire risk days and variable precipitation by the end of this century. Much of Benton County has high wildfire risk. Northeastern and southern Benton County have the highest vulnerability to climate hazards (see Figure 11.4-XX). Vulnerabilities include flooding risk to roads, extreme heat impacts to agricultural lands and workers, and residents and communities in high wildfire risk areas. Vulnerabilities unique to rural Benton County include long emergency response times and the quantity of farmland susceptible to climate impacts.

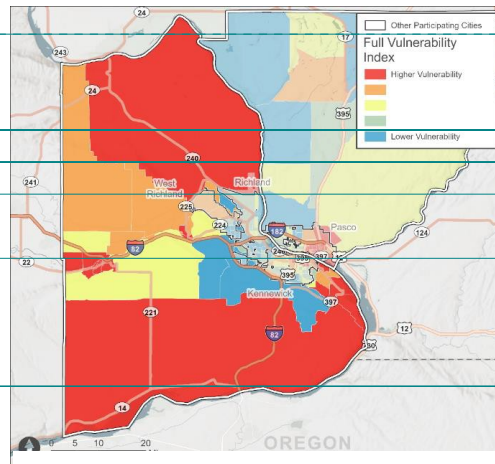


Figure 11.4-XX. Benton County Climate Vulnerability, Map by BERK

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Extreme Heat:

- Buildings that lack adequate insulation, reflective roofing, or cooling systems will be less able to maintain safe indoor temperatures during longer and more intense heat events.
- Warmer temperatures can lead to higher health care costs associated with an increase in emergency room visits.
- Rising air and surface water temperatures are affecting some key species, and threatening access to vital cultural resources.

- Residential development is increasingly expanding into Wildland-Urban Interface (WUI) zones, increasing exposure and sensitivity to wildfire.
- Hotter summers will increase the demand for cooling, affecting homes and businesses that rely on air conditioning. Rising electricity costs could further burden low-income households.

Wildfires and Smoke:

- Wildfires can cause poor air quality which can contribute to respiratory problems, long-term health challenges, and increased healthcare costs. People who work outside are especially at risk of health issues due to extreme heat and poor air quality.
- Increases in the frequency and intensity of wildfires in high-risk areas like Badger Mountain and the Yakima Delta threaten historic sites, trails, and natural areas.

Extreme Precipitation and Flooding:

- Flooding is a risk to public health and can cause injury, death, and property loss and damages.
- Flooding presents a persistent and growing threat to buildings in the region. Since 2005, Benton County has had nine flooding events, two of which were declared federal disasters.
- Flooding can negatively impact agriculture by delaying planting timelines, impacting crops, increasing erosion, and increasing susceptibility to disease.

Drought:

- Reductions in snowfall will decrease the potential for groundwater recharge in aquifers.
- The risk of drought is increasing. Benton County is one of nine counties most vulnerable to drought in Washington.
- Drought can disrupt commerce through the closures of water-centered recreational businesses such as swimming pools and water parks.
- Benton County land is predominantly used for agriculture. Drought can threaten agricultural productivity and food processing, which impacts the people whose livelihoods depend on these industries.

Table 11.2XX Key Climate Risks & Community Vulnerability in Benton County

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Key Climate Risks & Community Vulnerability	
Flooding	Extreme heat
<ul style="list-style-type: none"> • <u>Extreme precipitation and flood can lead to washouts, erosion, slides, and undermining of county roads.</u> • <u>There is an increased flooding risk in spring from heavy rains melting the snowpack.</u> 	<ul style="list-style-type: none"> • <u>Residents in southern Benton County are most vulnerable to extreme heat due to social vulnerability factors including lower incomes and chronic health conditions.</u>
Drought	Wildfire
<ul style="list-style-type: none"> • <u>Benton County's agriculture- centered economy and growing population are vulnerable to drought impacts.</u> • <u>Benton County has experienced a gradual loss of artificial wetlands because of water conservation projects.</u> 	<ul style="list-style-type: none"> • <u>Residential and agricultural burns increase wildfire risk and contribute to poor air quality.</u> • <u>Benton County has a low number of Firewise Communities; there are many property owners within the Wildland-Urban Interface (WUI) that are not aware of the problems and threats they face.</u>
Community Vulnerability & Adaptation	
<ul style="list-style-type: none"> • <u>To further protect culturally important gathering spaces and areas of transport, Benton County incorporated a policy to create and maintain a regional park and trail system that is integrated with city recreational resources.</u> • <u>Rural communities in Benton County face longer emergency response times due to limited infrastructure and distance from services.</u> • <u>Over 63 percent of Benton County is agricultural lands. 94 percent of privately- owned land is in agriculture, over 703,000 acres.</u> 	

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11.4 GHG EMISSIONS REDUCTION SUB-ELEMENT

This Greenhouse Gas (GHG) Emissions Reduction Sub-Element summarizes the current and future state of GHG emissions and vehicle miles traveled (VMT) in the region and presents policies aimed at reducing these emissions and VMT while improving quality of life for residents and visitors. Goals and policies in the GHG Emissions Reduction Sub-Element must meet the following requirements to comply with HB 1181:

- **Requirement 1:** Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington.
- **Requirement 2:** Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and,
- **Requirement 3:** Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

The analysis of current and projected GHG emissions and VMT provides insight into local policy options for reducing emissions in Benton County and the Tri-Cities Region.

- **Reducing energy consumption in new and existing residential, commercial, and industrial buildings** by supporting clean building energy sources and energy efficient building design and retrofits. Local actions for decarbonization and energy efficiency would reduce the Tri-Cities Region's buildings emissions, which made up 39% of 2022 communitywide emissions.
- **Reducing passenger vehicle travel** within the Tri-Cities Region, including through changes to land use, transportation infrastructure (transit, walking, bicycling), and commuting options/modes. A reduction in passenger VMT would reduce the Tri-Cities Region's communitywide on-road emissions from passenger vehicles, which made up 36% of 2022 emissions.
- **Facilitating the transition to electric vehicles** through expansion of reliable EV charging infrastructure and public education on EV options and available incentives/rebates. Local action to transition passenger and freight vehicles to electric would reduce Tri-Cities Region's passenger and freight vehicle on-road emissions, which made up 50% of 2022 communitywide emissions.

11.4.1 Current and Projected Greenhouse Gas Emissions and Vehicle Miles Traveled

Understanding Benton County and the region's current and projected GHG emissions and VMT helps policymakers set goals and create targeted policies to reach those goals.

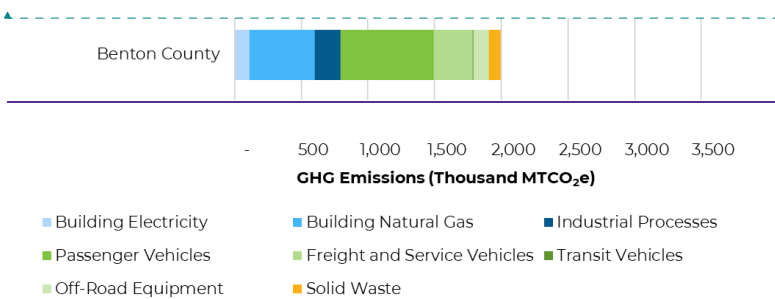
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11.4.2 Greenhouse Gas Emissions

The GHG emissions inventory identifies and quantifies GHG emissions from residents, businesses, and institutions in Benton County for the 2022 calendar year. The inventory includes a variety of emissions sources recommended by established protocols and relevant to local governments, including building energy consumption (electricity and natural gas), industrial processes, on-road and off-road transportation, and solid waste. The inventories serve as a baseline to support target setting, policy development, and future progress tracking. Results from the GHG emissions inventory suggested the largest sources of emissions were from **transportation and building energy use** (See Figure 11.5XX). For most jurisdictions, **on-road passenger vehicles** were the largest source of emissions, followed by **industrial natural gas consumption**.

Figure 11.5XX. Total GHG Emissions in Benton County



Benton County includes all incorporated cities and unincorporated areas within its boundaries (including the cities of Kennewick, Richland, and West Richland, which each have individual report sections below). Findings from this GHG emission inventory suggest that Benton County's residents, businesses, and visitors generated an estimated 1,996,781 MTCO₂e in 2022—or approximately 9.41 MTCO₂e per capita.

In Benton County, **on-road passenger vehicles** contributed the most to 2022 communitywide emissions (35% of total emissions), followed by **on-road freight and service vehicles** (15% of total emissions). The next largest contributors to 2022 emissions were industrial natural gas (13%), commercial natural gas (7%), and off-road equipment (6%). Figure 11.6 Figure 12 shows the breakdown of communitywide GHG by source.

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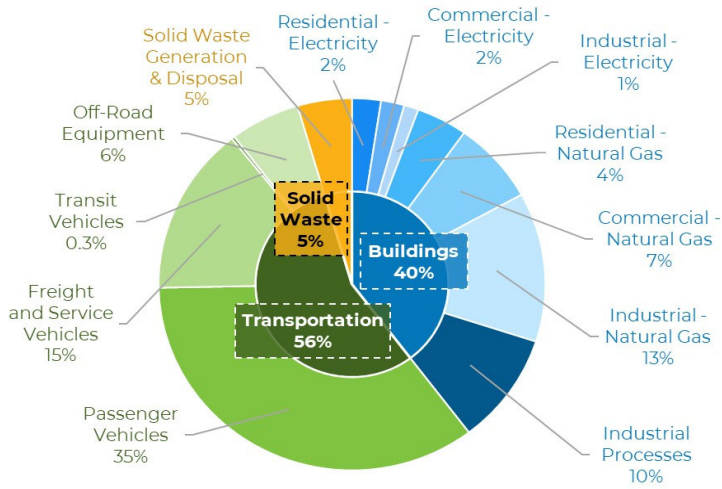
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Figure 11.6XX- Benton County communitywide GHG emissions summary.



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11.4.3 Greenhouse Gas Emissions Forecast

To inform the region's local GHG emission reduction targets and policies, results from the 2022 communitywide GHG inventory were used to forecast future emissions and emission reduction scenarios for the Benton County. Specifically, the analysis forecasted communitywide GHG emissions to 2050 under three scenarios, as summarized in Table 11.3-XX:

Table 11.3. Benton County findings from the emissions forecast and scenario analysis.

The three scenarios are described in more detail below:

Scenario	% Change in GHG Emissions from 2022 Baseline				
	2030	2035	2040	2045	2050
No Action	+14%	+20%	+26%	+32%	+38%
State/Federal Policy	-28%	-36%	-45%	-49%	-48%
Local Action	-33%	-42%	-53%	-81%	-95%

No Action: Without federal, state, or local climate action, Benton County's emissions will grow 38% by 2050 (compared to a 2022 baseline), as depicted by the dotted black line in Figure 11.7-XX.

- **State/Federal Policy:** When considering the anticipated impacts of federal, state, and regional policies, communitywide emissions will decrease 48% by 2050 (compared to a

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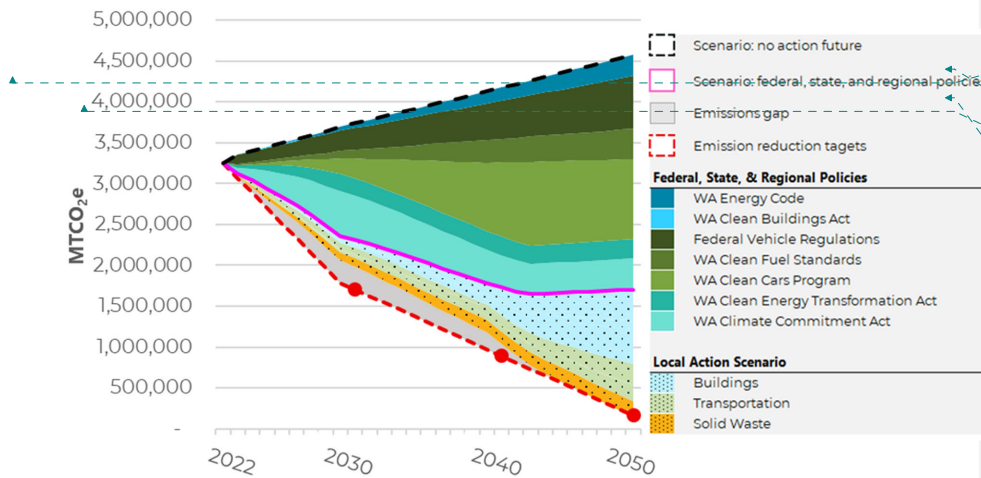
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- 2022 baseline), as depicted by the pink line in Figure 11.7-XX.
- Local Action:** With the implementation of additional local action strategies, communitywide emissions could be reduced by an estimated 95% by 2050 (compared to a 2022 baseline), as shown by the Local Action scenario reductions in Figure 11.7-XX.

Figure 11.7. Benton-County forecast GHG emissions and reductions under three scenarios (MTCO_{2e})



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Table XX. Benton County findings from the emissions forecast and scenario analysis.

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Figure XX. Benton-Franklin Region forecast GHG emissions and reductions under three scenarios (MTCO_{2e})

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11.5 Vehicle Miles Traveled

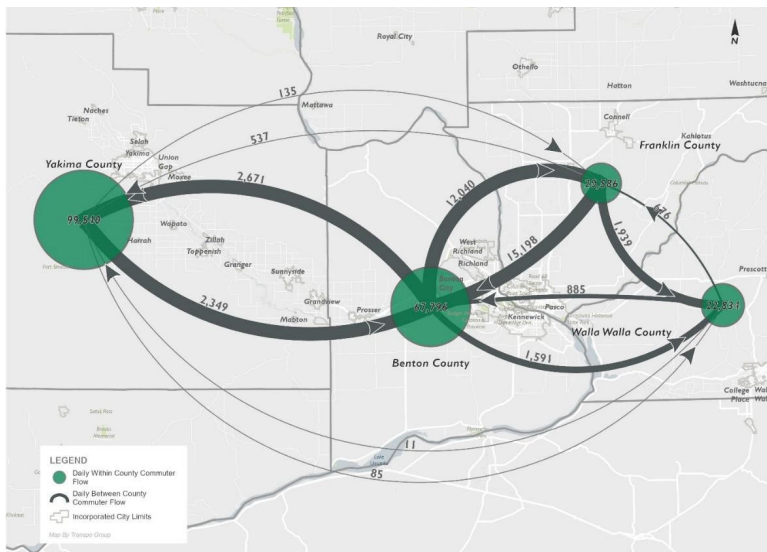
Vehicle miles traveled (VMT) is a transportation metric that calculates the total travel distance of all vehicles in a specific geographic region over a given period. VMT is a key metric in transportation planning because it provides a measure of total travel that can be used to understand changes over time or differences amongst areas.

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The VMT study provides a VMT travel market assessment, analysis, and overview of potential reduction strategies for the Tri-Cities Region, including Benton County. Tri-Cities Region VMT includes travel to neighboring counties, including Yakima County and Walla Walla County (Figure 11.8-XX).

Figure 11.8XX. County Level Daily Commute Trips. Source: Transpo Group, 2025.



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Decreasing VMT per capita (population) contributes to reducing GHG emissions. VMT is a transportation metric that calculates the total travel distance of all vehicles in a specific geographic area over a given period. Table 7 summarizes the per-capita VMT for Benton County.

Table 11.4-XX. Tri-Cities Region base and future annual per-capita residential VMT (1,000s)

Location	Base 2022	Future 2045
Unincorporated Benton County	3.98	3.98

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Benton-Franklin Region	6.52	7.25
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Table 11.4XX shows that VMT increases as the region grows between 2022 and 2045. Per capita VMT without the implementation of reduction strategies will increase by 11% for the region. However, there is no change to VMT in Benton County between 2022 and 2045 due to the limited growth assumed. This limited growth is based upon 2022 population from the Washington State Office of Financial Management (OFM) and the projected population is based on adjusting 2046 Housing for All Planning Tool (HAPT) population projections provided by BERK Consulting to 2045.

While the table above indicates that the per-capita residential VMT growth does not occur in the unincorporated Benton County, Benton County will still work to implement strategies and policies to contribute to the overall VMT reduction targets as proposed in Table 11.5-XX. The VMT target was determined based on coordination with agency staff and reduction strategies implemented through goals and policies in the Climate Element.

Goals and policies related to land use and transportation—including housing and job density, transit-oriented development, transportation management and commute trip reduction, street system connectivity and design, multimodal transportation design and options and parking—all impact VMT.

11.5.1 Regional Targets

Recommended short- and long-term targets for the Tri-Cities Region are presented in Table 11.5-XX below. These targets are based on state requirements, regional and peer jurisdiction context, and quantitative modeling.

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Table 11.5-XX. Proposed GHG emissions and per-capita VMT reduction targets for the Tri-Cities Region.

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Category	2030	2035	2040	2045	2050	Notes
Communitywide GHG Emissions (% below 2022 levels)	36%	50%	64%	82%	95%	<ul style="list-style-type: none"> Short-term (interim) targets are less aggressive than state targets to accommodate slow ramp-up and reflect local action assumptions Long-term (2050) targets align with state targets

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Per-Capita VMT (% below 2022 levels)	1%	2%	3%	4%	5%	• For review
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11.6 Recommended Actions

Table 11.6 ~~XX~~ highlights recommended actions the County can take or support to implement the Climate Element over the next ten years and beyond, as applicable, with several in partnership with other entities.

Table 11.6 Climate Element and GHG Sub-Element Implementation Action Plan

Action	Sector Nexus	Related Goals & Policies	Description / Implementation Steps
<u>Update zoning & development codes for heat, flood, and wildfire resilience</u>	<u>Land Use, Buildings & Energy, Emergency Mgmt</u>	<ul style="list-style-type: none"> • <u>CE-2.2</u> • <u>CE-2.3</u> • <u>CE-2.4</u> • <u>CE-2.6</u> • <u>CE-5.1</u> 	<u>Integrate best-available climate data into site design and building standards; require wildfire-resilient siting/materials in WUI, shaded transit amenities, and passive survivability provisions in critical areas and subdivisions.</u>
<u>Retrofit assistance for vulnerable households (cooling & weatherization)</u>	<u>Buildings & Energy, Public Health</u>	<ul style="list-style-type: none"> • <u>CE-2.1</u> • <u>CE-5.3</u> 	<u>Launch/expand programs for HVAC/heat pumps, window shading, and weatherization; coordinate with utilities for rebates and prioritized outreach to seniors/low-income residents.</u>
<u>Update zoning & development codes for heat, flood, and wildfire resilience</u>	<u>Land Use, Buildings & Energy, Emergency Mgmt</u>	<ul style="list-style-type: none"> • <u>CE-2.2</u> • <u>CE-2.3</u> • <u>CE-2.4</u> • <u>CE-2.6</u> • <u>CE-5.1</u> 	<u>Integrate best-available climate data into site design and building standards; require wildfire-resilient siting/materials in WUI, shaded transit amenities, and passive survivability provisions in critical areas and subdivisions.</u>
<u>Retrofit assistance for vulnerable households</u>	<u>Buildings & Energy, Public Health</u>	<ul style="list-style-type: none"> • <u>CE-2.1</u> • <u>CE-5.3</u> 	<u>Launch/expand programs for HVAC/heat pumps, window shading, and weatherization;</u>

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Action	Sector Nexus	Related Goals & Policies	Description / Implementation Steps
<u>(cooling & weatherization)</u>			<u>coordinate with utilities for rebates and prioritized outreach to seniors/low-income residents.</u>
<u>Transportation resilience & mode shift package</u>	<u>Transportation, Land Use</u>	<ul style="list-style-type: none"> • <u>CE-2.4</u> • <u>CE-2.5</u> 	<u>Implement BFCOG MTP/ATP; add shade/air-quality features at transit stops; prioritize safe multimodal links serving overburdened areas; incorporate TDM in capital programming.</u>
<u>Non-emitting energy infrastructure coordination</u>	<u>Energy, Economic Dev.</u>	<ul style="list-style-type: none"> • <u>CE-2.6</u> 	<u>With TRIDEC Energy Forward Alliance and utilities, identify grid upgrades, microgrids, and reliability nodes supporting essential services and growth centers.</u>
<u>Water-smart codes & conservation standards</u>	<u>Water Resources, Land Use</u>	<ul style="list-style-type: none"> • <u>CE-3.10</u> • <u>CE-3.13</u> 	<u>Update landscape and irrigation standards; encourage drought-tolerant species lists; align subdivision and building permits with high-efficiency fixtures and reuse.</u>
<u>Local drought resilience strategy</u>	<u>Water Resources, Agriculture</u>	<ul style="list-style-type: none"> • <u>CE-3.1</u> • <u>CE-3.14</u> 	<u>Define drought stages, triggers, and actions; coordinate with irrigation districts and Yakima/Columbia Basin planning. Implement Rural Water Supply Program.</u>
<u>Recycled/alternative water program</u>	<u>Water Resources</u>	<ul style="list-style-type: none"> • <u>CE-3.11</u> 	<u>Establish policies/pilots for greywater/industrial reuse with health safeguards and simple approvals.</u>
<u>Native plant lists & green infrastructure toolkit</u>	<u>Water, Ecosystems, Land Use</u>	<ul style="list-style-type: none"> • <u>CE-3.12</u> • <u>CE-3.5</u> 	<u>Publish approved plant palettes and GI details for public/private projects; prioritize heat/flood hotspots.</u>
<u>Wildfire risk reduction in vegetation management</u>	<u>Ecosystems, Emergency Mgmt</u>	<ul style="list-style-type: none"> • <u>CE-3.6</u> 	<u>Expand defensible-space education, roadside fuels management, and utility vegetation management in high-risk corridors.</u>

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Action	Sector Nexus	Related Goals & Policies	Description / Implementation Steps
Protect & expand natural cooling and flood-storage areas	Ecosystems, Water, Health	<ul style="list-style-type: none"> • CE-3.5 	Prioritize riparian shade, park tree canopy, and floodplain reconnection projects in vulnerable areas.
Renewable siting compatibility mapping	Energy, Land Use, Agriculture	<ul style="list-style-type: none"> • CE-3.4 	Identify least-conflict urban/institutional lands for renewables while avoiding sensitive habitat and prime ag.
Conservation tools for working lands	Agriculture, Ecosystems	<ul style="list-style-type: none"> • CE-3.3 	Expand participation in Open Space Taxation, VSP; evaluate TDR/PDR and conservation futures.
Climate-ready ag technical assistance	Agriculture, Economic Dev.	<ul style="list-style-type: none"> • CE-3.1 • CE-3.2 	Provide field days and grants for irrigation efficiency, drought-tolerant varieties, and low-emission equipment.
Critical infrastructure risk inventory & capital plan	Emergency Mgmt, Buildings	<ul style="list-style-type: none"> • CE-5.1 • CE-5.2 	Map exposure for critical facilities; program relocation, elevation, cooling backup, and redundancy.
Cooling/clean-air centers & severe-weather sheltering	Health, Emergency Mgmt	<ul style="list-style-type: none"> • CE-5.3 • CE-5.9 	Establish network of sites with HVAC and filtration; multilingual outreach and transit access.
Wildfire mapping, Firewise, and public outreach	Emergency Mgmt, Ecosystems	<ul style="list-style-type: none"> • CE-5.4 • CE-5.5 	Update hazard maps; expand CERT/LTRG training; promote Firewise.
Regional climate coordination & reporting	Communications, All Sectors	<ul style="list-style-type: none"> • CE-1.1 • CE-1.2 	Maintain shared dashboards and inter-jurisdictional climate workgroup.
VMT		<ul style="list-style-type: none"> • 	See Table 11-5 for VMT goals

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