



**Office of the Mayor**  
**City of Seattle**  
Bruce Harrell, Mayor

**Executive Order 2022-07: One Seattle Climate Justice Actions to Reduce Emissions from the Transportation Sector**

*An Executive Order directing City departments to prioritize and expand actions that advance a more equitable transportation system to reduce GHG emissions and support people hardest hit by climate impacts.*

WHEREAS, Seattle is facing a climate emergency, experiencing more severe and frequent heat and smoke events, sea level rise and flooding, and long-term declines in snowpack that feeds our watershed and impacts our City-led electric and water utilities; and

WHEREAS, the impacts of climate events fall disproportionately on Black, Indigenous, and People of Color (BIPOC) communities, immigrants, refugees, people with limited English language proficiency, people with disabilities, and low-income residents, coupled with worsened health effects due to disproportionate exposure to pollution from fossil-fuel powered cars and trucks; and

WHEREAS, smoke-filled air exacerbates the already poor air-quality experienced by many over-burdened communities, workers, and families and thus Seattle must explore carbon-free, low-pollution neighborhoods with concepts like low-emissions zones, eco-districts, resilience districts and super blocks which serve to limit climate emissions, foster pedestrian-oriented streetscapes, and improve health outcomes; and

WHEREAS, transportation accounts for 61% of the City's core greenhouse gas (GHG) emissions and Seattle has a goal to reduce transportation emissions by 82% from 2008 levels by 2030 and to reduce them to net zero by 2050; and

WHEREAS, the Seattle Department of Transportation (SDOT) traffic monitoring in downtown indicates that the emissions have begun to increase in 2022 after a temporary dip due to the pandemic, and traffic volume has steadily been increasing between 2020 and 2022; and

WHEREAS, the City has instituted policies to reduce personal vehicle use and accelerate transportation electrification, including expanding transit funding, implementing new bus-only lanes and bike facilities, requiring EV-ready electrical service, adding public charging facilities for electric vehicles, and upgrading Metro's South Base to support all-electric buses across our region but transportation emissions are still not on track to meet 2030 goals; and

WHEREAS, 70% of right-of-way is currently dedicated to car travel and parking, indicating a need to significantly grow alternative, sustainable modes of transportation, especially for neighborhood trips under a few miles; and

WHEREAS, the City must build trusting community relationships that result in mutually desired outcomes and co-benefits and invest in infrastructure and programs that help residents walk, bike, and use transit instead of driving; and

WHEREAS, the City must incentivize transportation electrification policies and programs that reduce deadly diesel pollution and use equitably designed pricing policy mechanisms to generate a source of progressive revenue to further invest in improving transportation choices, save households and businesses money, and reduce GHG emissions; and

WHEREAS, the **One Seattle Climate Justice Agenda, Green New Deal, and Transportation Equity Framework & Implementation Plan** are centered on partnering with community to ensure those most impacted by systemic racism benefit from City investments and are resourced to thrive in a changing climate and evolving mobility landscape; and

WHEREAS, Seattle's **Transportation Electrification Blueprint** sets forward a path toward a clean and equitable transportation system that makes it possible for Seattle to use Seattle City Light's majority renewable and non-emitting, affordable, and reliable electricity to power everything that moves people, goods, and services; and

WHEREAS, Seattle City Light is partnering with communities to prioritize investments and programs to deliver on the inaugural **Transportation Electrification Strategic Implementation Plan**; and

WHEREAS, the **One Seattle Comprehensive Plan** will determine how the City accommodates housing and job growth over the next 20 years, covering policy areas ranging from land-use and infrastructure to transportation and climate resilience; and

WHEREAS, on October 19, Mayor Harrell joined climate leaders from around the world at the C40 Climate Mayor's Summit in Argentina to show how Seattle has established and advanced the Green New Deal and built a united climate community working toward achieving climate justice; and

WHEREAS, the infrastructure and policy decisions we City leaders make over the next few years will determine our success in reducing emissions, improving air quality, enhancing economic and mobility justice, and building more resilient communities; and

WHEREAS, the City must take bold actions to confront the urgent need to reduce emissions from the transportation sector and prepare and strengthen our communities' resilience to withstand the impacts of the climate crisis; and

**NOW THEREFORE, I, Bruce A. Harrell, Mayor of Seattle, hereby pledge the following climate justice actions to equitably reduce transportation sector GHG emissions, build a green economy, and invest in community resilience to meet the scale of the climate emergency:**

- The Seattle Department of Transportation (SDOT), in partnership with the Office of Sustainability and Environment (OSE), Office of Planning and Community Development (OPCD), Office of Economic Development (OED), Seattle City Light (SCL) and the Mayor's Office, will take the next step in implementing our [C40 Cities commitment to low-emission zones](#). In 2023 this will include convening a community conversation aimed at planning low-pollution

neighborhoods (like low-emissions zones, eco-districts, resilience districts and super blocks) that will align with the goals of the Seattle Transportation Plan and can inform investments in a future transportation funding package to replace the expiring Levy to Move Seattle (2024). Additionally, by Q2 2025, SDOT in partnership with the above-listed departments, will **publish an implementation and funding plan to pilot several low-pollution neighborhoods in the city**, with the goal of having at least three low-pollution neighborhoods in place by Q1 2028.

- SDOT shall work with private-sector partners and others to explore ways to **incentivize zero-emissions freight options at the curb**, including the potential for “green loading zones” and new support for e-cargo bike freight delivery programs that address food and goods delivery. By Q2 2023, SDOT will identify mechanisms to promote the zero-emissions freight transition that advance City policy work to ensure access to new urban goods deliveries at the curb.
- SCL, OSE, FAS, and SDOT, in partnership with transportation network companies (TNC) and taxi stakeholders, the Utilities and Transportation Commission, and community partners, shall develop by Q4 2023, **a proposal that sets a path for TNC and car-share vehicles operating in Seattle to transition to zero-emission by 2030**.
- By Q2 2023, SDOT shall develop a transportation-focused **Climate Emergency Response Framework** to inform policy and investments choices needed to reduce the high proportion of citywide emissions from the transportation sector and to achieve our ambitious climate goals. This work will be used to inform transportation climate strategies and actions in the One Seattle Plan, the Seattle Transportation Plan, and a future transportation funding package.
- Building upon the community advocacy for Free Transit for Youth, the City will host a **Youth Transportation Summit in 2023**, led by the Office of Immigrant and Refugee Affairs (OIRA), SDOT, OSE, Department of Neighborhoods (DON) and other departments, to learn from young people how the pandemic has changed their transportation experiences and center their voices in upcoming climate-responsive transportation investments.
- In Q2 2023, SDOT will update the **Bicycle Master Plan Implementation Plan to include a commitment to make 20 miles of Healthy Streets permanent and in Q3**, SDOT will update the Pedestrian Master Plan Implementation Plan to include a commitment to expand our School Streets program and ensure an all ages and abilities bicycling facility serves every public school.
- SDOT shall, in coordination with FAS, advance a pathway to **zero emissions for the SDOT fleet operations in 2023-24 by leading or co-leading 4-6 pilot projects** that (a) deploy rented or borrowed plug-in vehicles in partnership with vendors to test these vehicles in real-world service delivery functions and (b) test drop-in renewable diesel in city vehicles as a lower carbon substitute for conventional fossil fuels.
- Leading by example, OSE and FAS shall work toward a **100% zero-emission, fossil-fuel free fleet by 2030 as set in EO 2018-02** by (1) ensuring we develop essential electrification infrastructure,

(2) seeking additional funding for fleet electrification, and (3) by Q4 2023, developing department-specific implementation plans that identify fleet conversion targets, timelines, and necessary resources to achieve City goals. All departments with large fleets shall participate in a City Fleet Interdepartmental Team (IDT) to oversee this work.

- By Q3, 2023 OED Key Industries and Workforce Development team, together with workers and employers, staff from OSE and SCL, and informed by the Green New Deal Oversight Board, **will develop a set of strategies and investment recommendations to leverage new and existing workforce development programs and resources to strengthen Seattle’s green economy and ensure BIPOC workers thrive.** Together, OED, OSE, and SCL will leverage workforce development expertise and community relationships to ensure Seattle workers are part of the just transition from fossil to carbon-free fuels.
- **The One Seattle Comprehensive Plan** update for the first time will directly address climate justice and resilience. Building upon years of community conversations, OPCD and SDOT shall explore expanding “complete communities” where most daily needs are met through short trips under 3 miles by walking, biking, or taking transit.
- By Q1 2023, the Transportation Electrification Infrastructure Master Plan will deliver recommendations to increase the efficiency of the EV charging, permitting, and installation process to improve customer experience and encourage the development of future projects; SCL, SDOT, and OSE will be held accountable to implement the recommendations from this plan by providing a dashboard for the Mayor’s Office to review ongoing metrics for permit delivery.
- Building upon City Light’s Fleet Electrification program and OSE’s Heavy Duty Electric Vehicle Incentive Program, OSE, OED and other City Departments will develop, by Q4 2023, a second phase of the programs to **focus on electrification incentives that meet the needs and desires of women and minority business enterprises (WMBEs) and small businesses in environmental justice communities.**
- All City departments with transportation electrification permitting authority (SDOT, SCL, the Seattle Department of Construction and Inspections (SDCI), and Seattle Public Utilities (SPU)) shall **review, assess challenges, and streamline their permit processes for applications** for electric vehicle charging and grid modernization to deliver on Seattle’s ambitious transportation electrification goals.
- SCL shall register as a **credit generator in the [2023 Clean Fuel Program](#)**, so that SCL, FAS, SPU, and other City departments may maximize credit monetization opportunities to electrify and create new clean energy jobs.
- By Q1, 2023 the Office of Intergovernmental Relations (OIR), SDOT, OSE, OED, SPU and SCL shall create a plan to **pursue new and existing Federal and State funding opportunities** to scale-up investments in workforce development, transportation, and climate justice, while also

recommending new local funding and policy approaches to scale-up our climate-responsive investments.

- OIR, OSE, and SCL shall work with the state legislature to seek **increased authority to regulate and fund local climate action** such as changes to local residential energy codes and electric vehicle charging infrastructure and expanding tax preferences for electric end uses such as electric vehicles, bicycles, and scooters.
- SDOT and SCL shall **continue collaborating with King County Metro and other transit agencies to seek state and federal funding to accelerate zero-emission bus and infrastructure deployment**, and to explore electrifying first- and last-mile public transportation options.
- SDOT shall continue to invest in a **network of bus priority lanes** on major arterials through the Seattle Transit Measure and Move Seattle Levy, so that as our city grows, transit is a reliable, effective way to move around the City. In Q2 2023, SDOT will develop a transit performance policy that provides a comprehensive approach to identify and implement transit priority lanes.
- The City shall continue to work with our regional transit agency partners to **capitalize on our transit investments** and leverage its role as a primary means to move people efficiently and expand safe and affordable transit access to more people. To that end:
  - SDOT shall adopt an equity-focused approach to investments in transit service through the Seattle Transit Measure that will be applied to guide investments in future King County Metro transit service changes each year through the life of the measure.
  - By Q4 2023, SDOT shall **conduct community outreach on transit safety issues**, including issues that may be inhibiting transit use in order to inform community-driven projects that improve safety and security for transit riders, in partnership with transit agencies.
- By Q2 2023, SDOT shall complete a review of the **Vision Zero program**, our effort to eliminate death and serious injuries on our streets, including safe pedestrian access to transit facilities on Seattle streets and sidewalks.
- SDOT, OED, and other City Departments shall explore increasingly innovative means to partner with dedicated private sector organizations to take advantage of the Seattle business community's long-running commitment to sustainability and innovation to maximize the impact from the global exposure during the **2026 FIFA World Cup**.
- City departments will evaluate opportunities for open street events that are car-free, expanding the pedestrian wayfinding system, Seamless Seattle, to help visitors and residents choose active transportation options, and will work with King County Metro and Sound Transit to consider opportunities for transit fare integration and modernization to respond to the expected influx of visitors for World Cup events.

December 7, 2022

- OSE, with support from all contributing departments, will provide an **annual report to the Mayor's Office on the progress made towards executing the directives** outlined in this executive order.

Inquiries regarding this Executive Order should be directed to Director of Policy, Dan Eder at [Dan.Eder@seattle.gov](mailto:Dan.Eder@seattle.gov)

Dated this 7th day of December, 2022.

A handwritten signature in black ink that reads "Bruce A. Harrell". The signature is written in a cursive style with a large, looped initial "B".

Bruce A. Harrell  
Mayor of Seattle