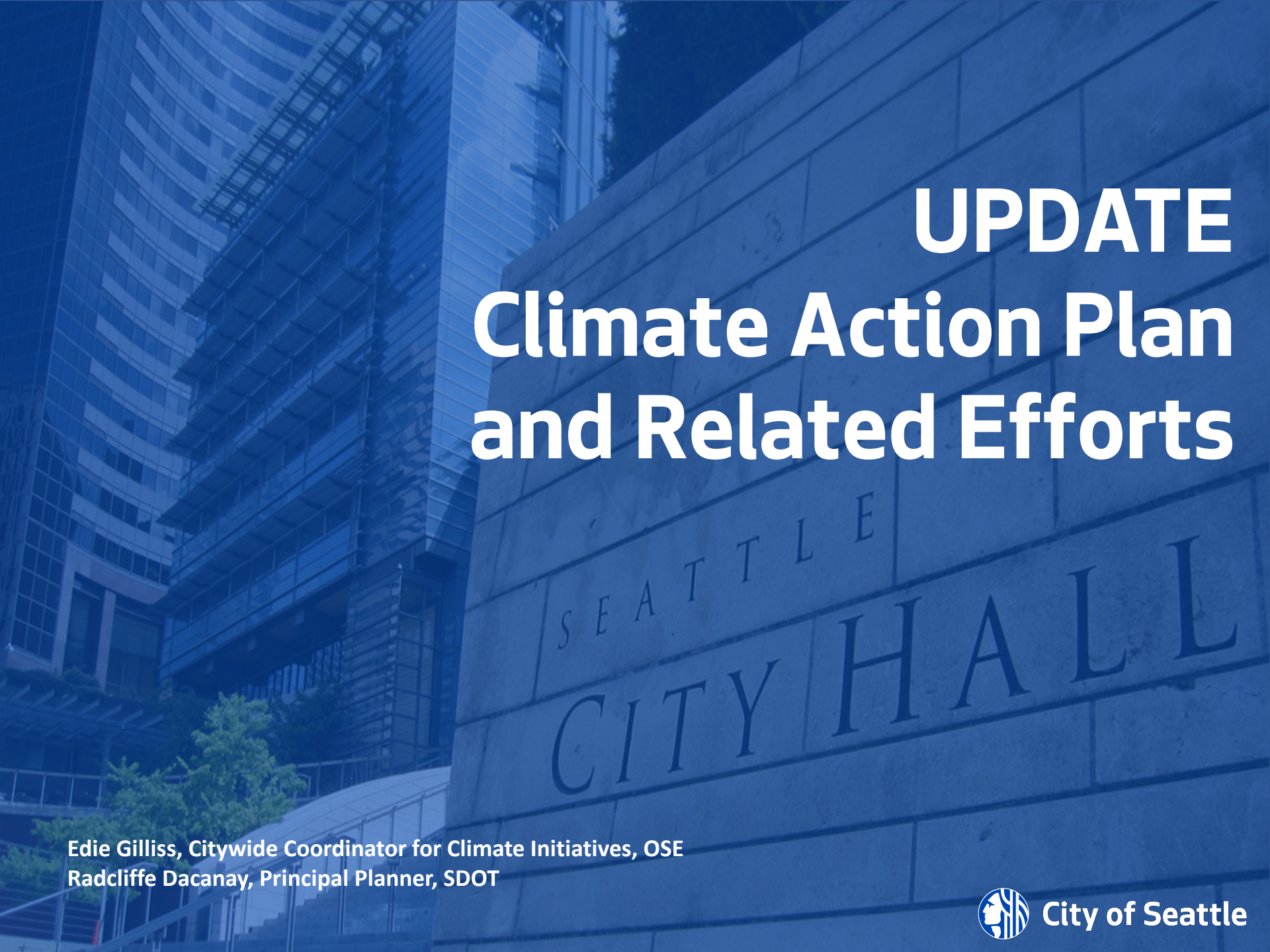
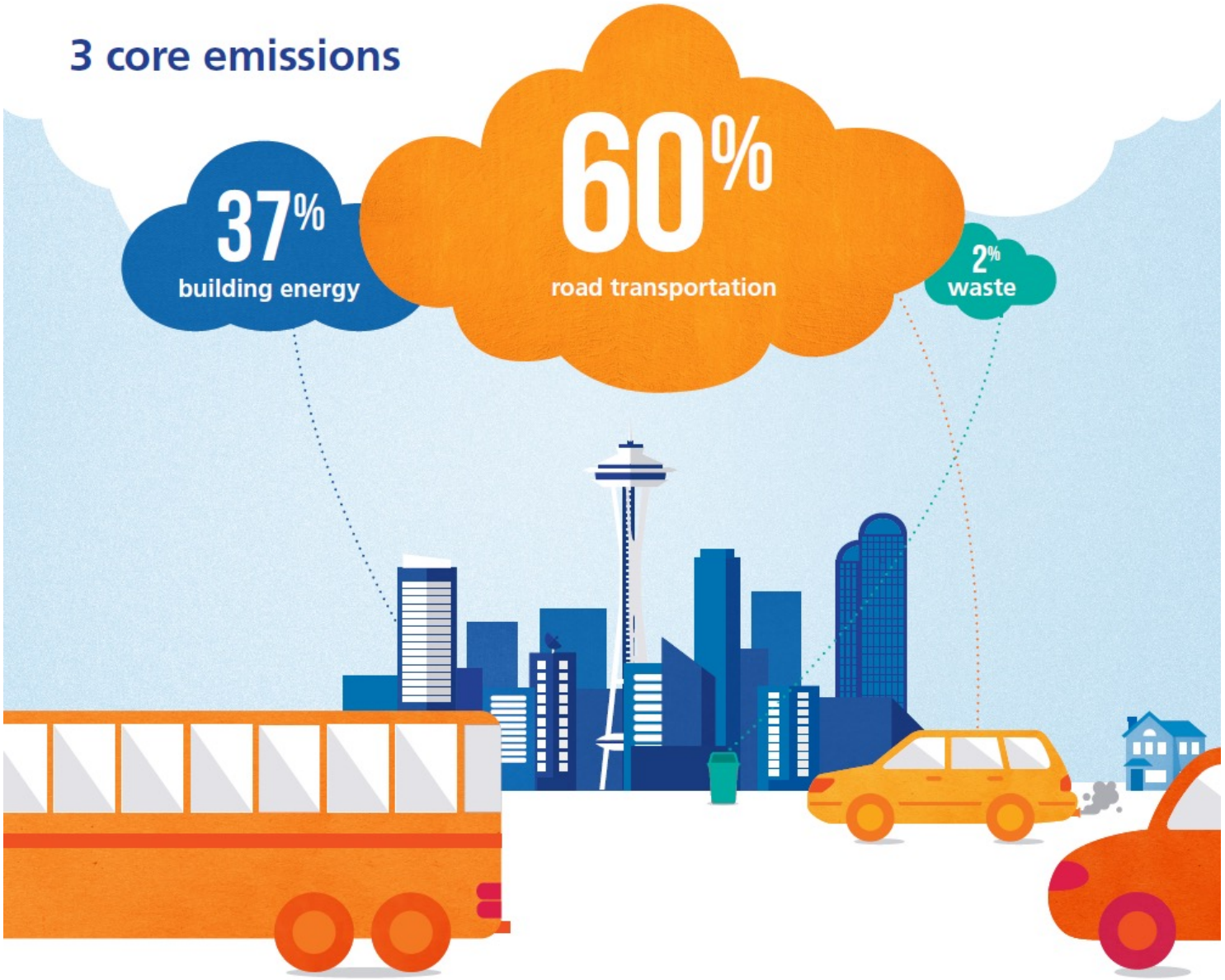


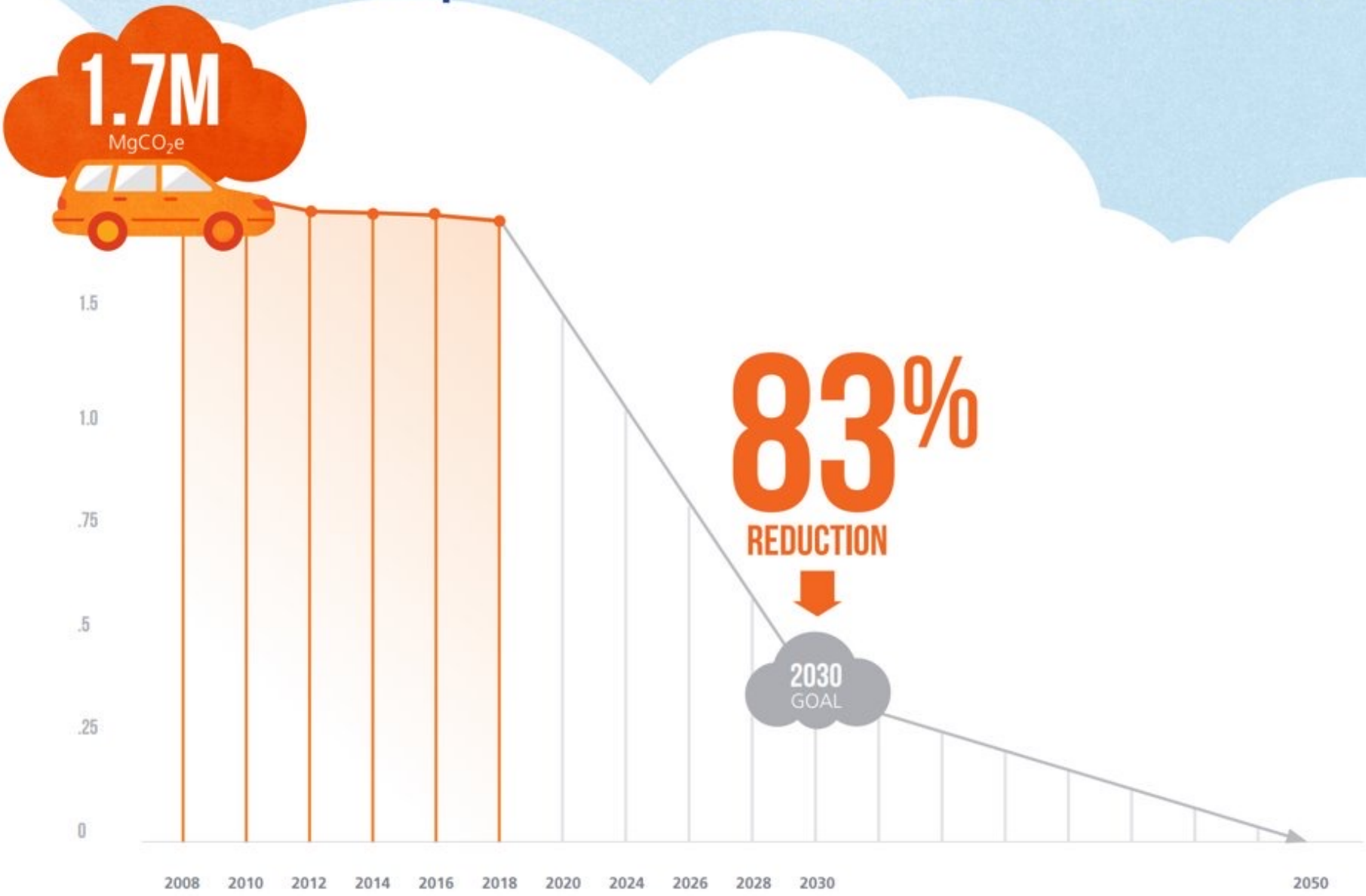
UPDATE
Climate Action Plan and Related Efforts

Edie Gilliss, Citywide Coordinator for Climate Initiatives, OSE
Radcliffe Dacanay, Principal Planner, SDOT

City of Seattle


3 core emissions
37%
building energy
60%
road transportation
2%
waste

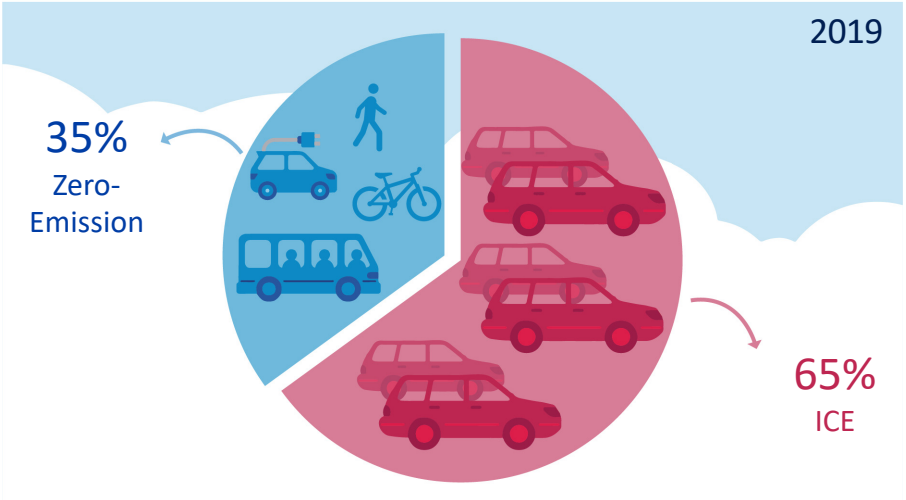
Transportation Emissions Reductions Needed



Most of Seattle's emissions come from the transportation sector, and personal vehicles alone account for 51% of all emissions.

Reducing transportation emissions 83% by 2030 will require a concerted, coordinated effort to shift trips away from single-occupancy vehicles and increase the adoption of electric vehicles.

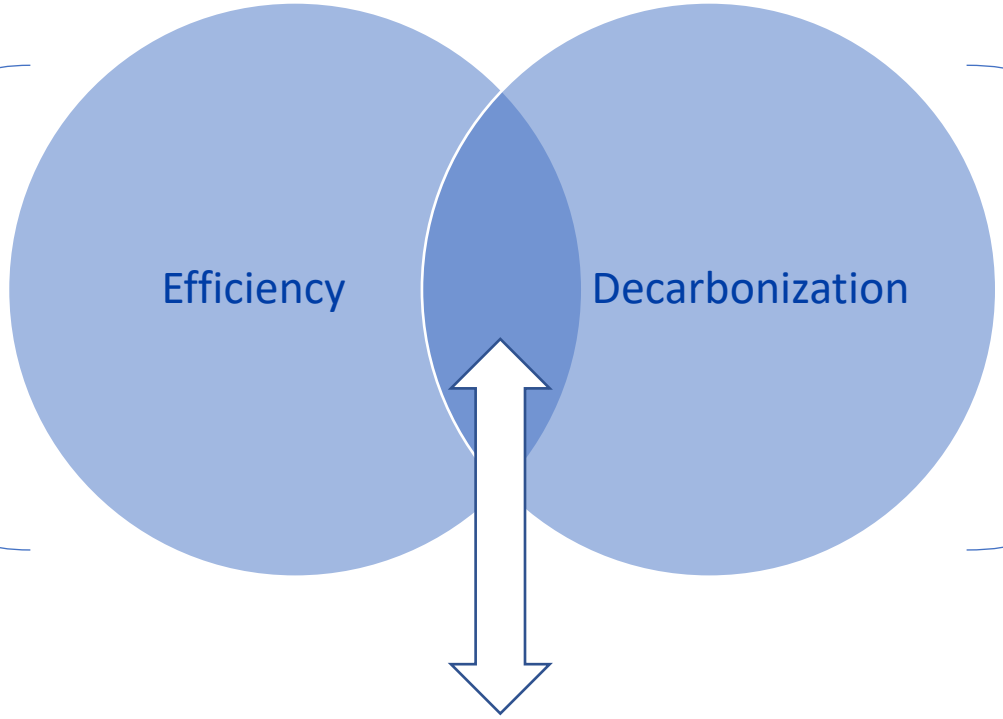
In 2019, 65% of all trips were made in internal combustion engine (ICE) vehicles.



SDOT's goals is for 9 out of every 10 personal trips to be zero emissions by 2030. Transit, walking, biking, and trips in electric vehicles (EVs) accounted for 35% of trips on average weekday (PSRC Household Travel Survey, 2019).

Transportation Pathway for ZERO Carbon by 2050:

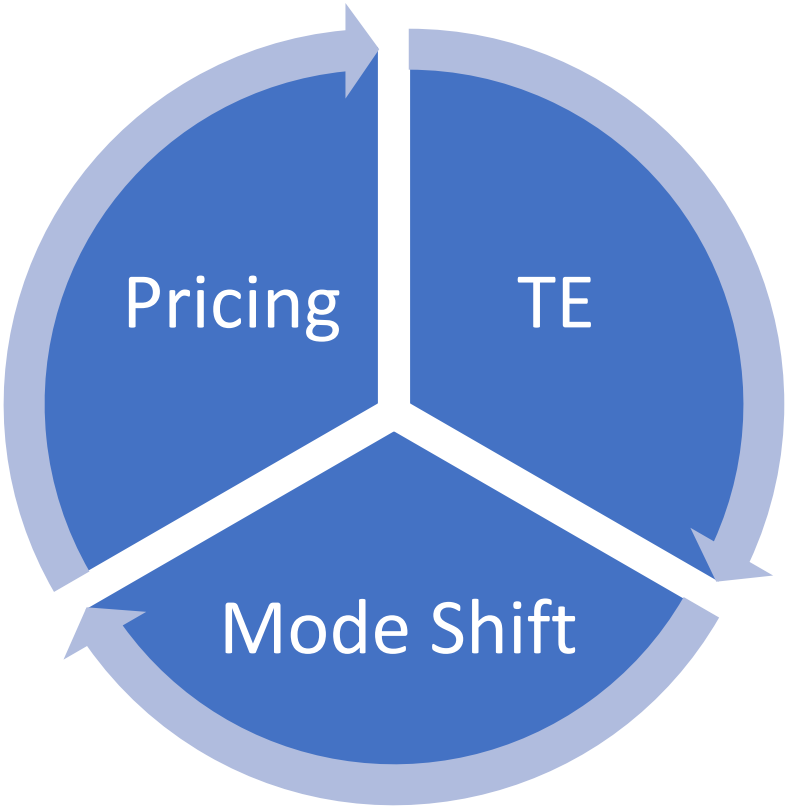
*Reduce VMT
*Transportation Demand Mgmt
*Expand Transit
*Walking/biking
*Increased density
*Road pricing
*Vehicle MPG stds



Removing carbon from transportation energy:
*Electrification (Seattle's TE Blueprint)
*Clean Fuel Std.

Aggressive Efficiency + Aggressive Decarbonization = Carbon Free by 2050

Reducing Seattle's Transportation GHG



Seattle's Clean Transportation Electrification Blueprint

Electrifying Our Transportation System

City of Seattle

2030 North Star Goals

- 100% of shared mobility is electric
- 90% of personal trips are zero emission
- 30% of goods delivery is zero emissions
- 100% of City fleet is fossil fuel free
- 1 or more ‘Green & Healthy’ Streets *(Zero Transportation Emission Areas)*
- Infrastructure required to stay ahead of TE adoption is installed and operational

EV Readiness Ordinance (EVRO)

- Amended land use code in 2019
- Requires 40amp 220v plugs installed in all new off-street parking stalls
- Residential: 20-100% of spaces
- Non-residential: 10% of spaces
- Flexibility for utility upgrades

Public Charging Infrastructure

- Seattle City Light installing 20+ public DCFC
- SDOT permit for curbside chargers (EVCROW)
- Reduced off peak rate to incentivize TNC charging
- Partnering with environmental justice communities to co-plan charger projects

Zero Emission Last Mile Deliveries

- Seattle Neighborhood Delivery Hub
- Nation's 1st ZE last mile delivery pilot
- Microhub- central drop-off/pick up location for goods in common carrier parcel lockers

SDOT TE-Blueprint Commitments

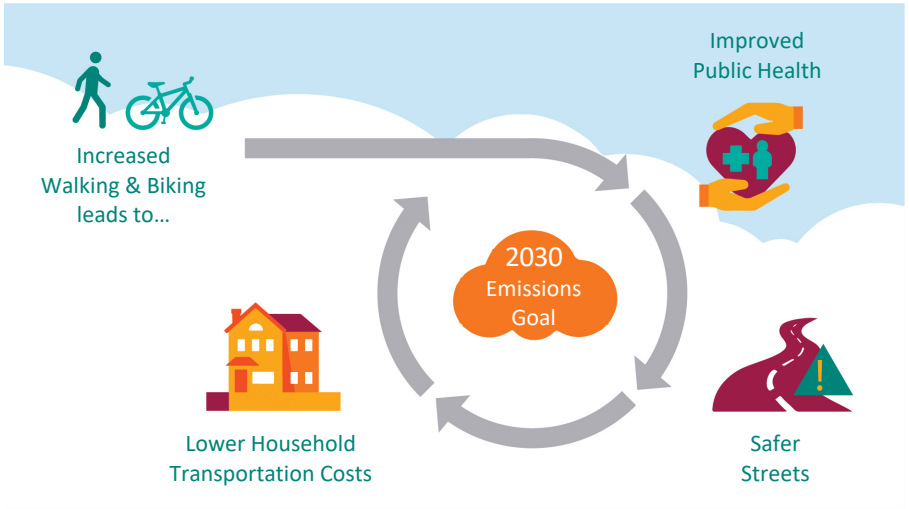
SDOT Commitment	Lead Division	Partners	Due Date
EV Charging in Residential ROW – SDOT Leadership Memo	Transit & Mobility	-SDOT SU -Collaborating with SCL and OSE	March 2021
Green & Health Streets Proposal	Policy & Planning	-SDOT T&M, SU, PDD, TOD -OSE	April 2021
AV/EV Strategy & Shared Mobility Assessment	Transit & Mobility	-OSE, SCL, FAS, CAO	December 2021
E-cargo bike pilot or policy	Transit & Mobility	-SDOT TOD, PDD -OSE	December 2021

SDOT supports other TE Blueprint deliverables including a Citywide grant response team, SCL's TE Infrastructure Master Plan, and coordination efforts with KCM on electric bus charging.

Climate + Congestion Calculator Prototype

- **Provides SDOT a model:** quantifying how our work programs / investments impact VMT and transportation emissions
- **Allows SDOT to toggle combinations of strategies** – at different "intensities" – to achieve necessary GHG reduction
- **Still just a model!** Helpful thought exercise to validate and/or challenge our perceived notions

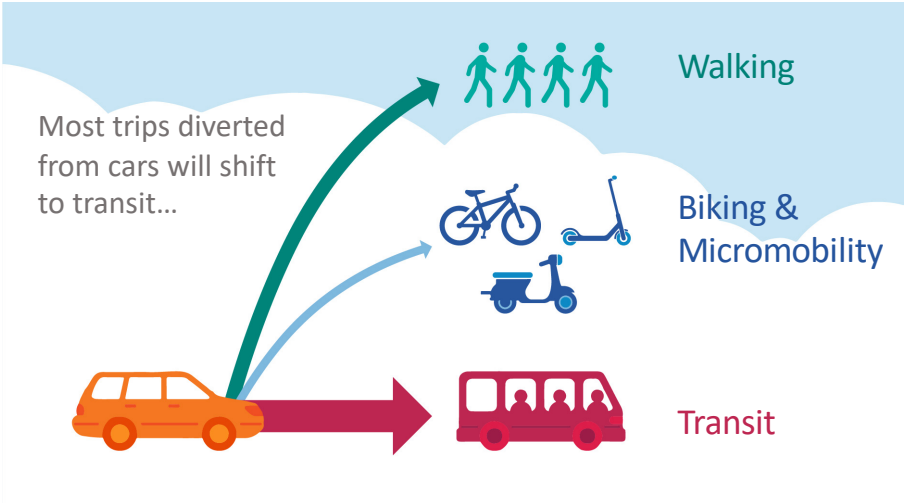
Investing in walking and biking will reduce emissions and deliver a multitude of co-benefits.



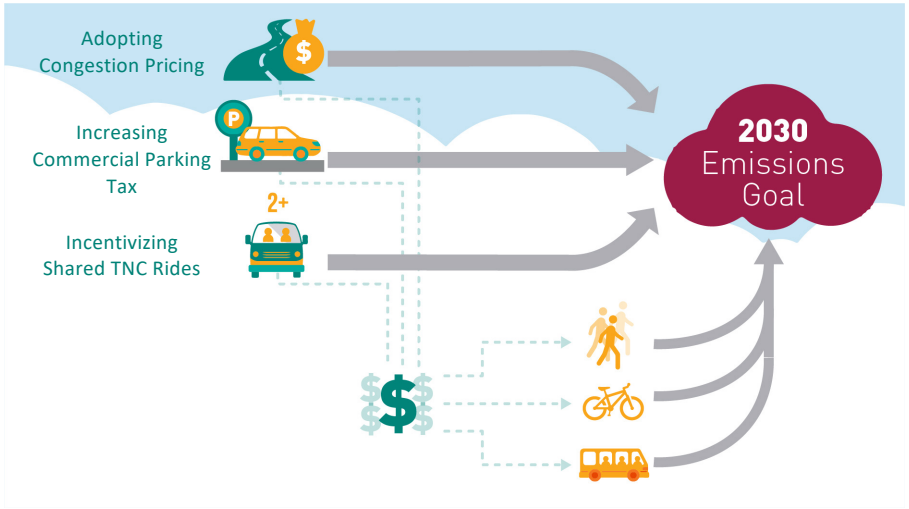
Improvements to encourage more walking and biking are to decrease transportation emissions by 2030 while also improving public health, helping create safer streets, and lowering household transportation costs.

Continued investment in transit will underpin our ability to meet our climate goals.

In addition to generating direct emissions reductions, investments to improve and expand transit will play an outsized role in enabling many other emissions reduction strategies. Most trips diverted away from a car by other strategies are projected to shift to transit.



Adopting equitable road and parking pricing policies would support our efforts to reduce transportation emissions on multiple fronts.



Pricing strategies, including congestion pricing, encouraging shared TNC trips, and gradually increasing the commercial parking tax, could reduce emissions by 2030 and generate millions of dollars to reinvest, spurring further reductions.

SDOT Next Steps

- Deliver 2021 commitments
- Continue cross-departmental collaboration
- Coordinate with other SDOT efforts including:
  - Climate IDT
  - Climate Calculator Project
  - Mode Shift Programs

Q&A