



City of Seattle

One Seattle Transportation and Climate Justice Executive Order

2023 Progress Report

Office of the Mayor
City of Seattle, Mayor Bruce Harrell

January 2024



“We recognize the inherent link between our infrastructure, transportation systems, climate, and community wellbeing – meeting the scale of the climate crisis and fulfilling our commitment to strong and healthy communities requires addressing them together. In this Transportation and Climate Justice Executive Order, we are bridging ambitious policy ideas with our collaborative One Seattle approach to advance a climate justice agenda grounded in equity and the requisite action necessary to build a healthy, sustainable, thriving Seattle today and for future generations.”

- Mayor Bruce Harrell

Executive Summary

Mayor Bruce Harrell's One Seattle approach is built on the belief that we can accomplish more when we work together. Environmental stewardship is a pillar of the One Seattle approach and departments are working together to take on our city's toughest challenges and protect our beautiful city.

Together we can expand workforce opportunities and improve the health of Seattle residents and workers – by improving air quality and making streets safer.

In December 2022, Seattle Mayor Bruce Harrell signed the [One Seattle Transportation and Climate Justice Executive Order](#) introducing 23 climate justice actions. These actions aim to equitably accelerate emission reductions in the transportation sector, build a green economy,

and invest in community resilience to meet the scale of the climate emergency. As of January 2024, [the City has completed seven of the 23 actions](#) introduced in the Executive Order and are in progress on the remaining 15 actions with significant progress made in 2023.

Below is an overview of the progress related to the December 2022 Transportation and Climate Justice Executive Order. The status of each action is displayed to show where the City has made progress in 2023. In addition, there are several progress highlights that share additional details on the impact of the Executive Order. This is not comprehensive for all actions but is meant to demonstrate some of the impact to date.

Transportation and Climate Justice

Executive Order Progress



ACTION 1: CREATE LOW POLLUTION NEIGHBORHOODS

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, has taken the next step in implementing our C40 Cities commitment to low-emission zones. In 2023 this included convening a community conversation aimed at planning low-pollution neighborhoods

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 departments listed above, will publish an implementation and funding plan to pilot several low-pollution neighborhoods in the city, with the goal to have at least three low-pollution neighborhoods in place by Q1 2028.

PROGRESS HIGHLIGHTS

The City of Seattle received a [\\$1.2 million grant](#) by the U.S. Department of Transportation to plan for low-pollution neighborhoods that will reduce transportation emissions in our communities. The grant funding will be used to establish a vision for low-pollution neighborhoods, develop a toolkit, identify potential project areas, and define projects and programs for an implementation and funding plan.

This grant will help create a holistic approach to mitigating climate change by:

- Making walking, biking, and transit the preferred option for more trips
- Accelerating transportation electrification
- Advancing community climate readiness and resiliency
- Achieving a measurable decrease in transportation-related air pollution and health disparities



**ACTION 2:
INCENTIVES FOR
ZERO EMISSIONS
FREIGHT**

SDOT worked 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. SDOT identified mechanisms to promote the zero-emissions freight transition that advance City policy work to ensure access to new urban goods deliveries at the curb.

**PROGRESS
HIGHLIGHTS**



To advance this work, the Mayor is partnering with C40 Cities, a global network of mayors working to confront the climate crisis. In March, the City completed the C40 [Zero Emission Freight report](#), which created recommendations for how the City can pursue zero emission delivery actions for commercial vehicle load zones and electric cargo bikes. This C40 partnership includes drafting legislation to advance zero emission freight options and creating an advisory group of urban goods delivery freight companies. These relationships will help inform future program designs, including potential projects in 2024 to encourage e-cargo bike delivery in Seattle.

The City of Seattle is part of the region’s largest cluster of freight-related jobs and activities. The Port of Tacoma and Seattle have approximately 4,000 diesel trucks creating some of the heaviest pollution in Washington despite these trucks driving very short distances. The City of Seattle is taking action to reverse these trends and plan for a more sustainable future.



**ACTION 3:
PATH TOWARDS
ZERO-EMISSION
RIDE SHARE
VEHICLES AND
TRANSPORTATION
NETWORK**

SCL, OSE, FAS, and SDOT, in partnership with transportation network companies (TNC) and taxi stakeholders, the Utilities and Transportation Commission, and community partners, developed a proposal in that sets a path

for TNC and car-share vehicles operating in Seattle to transition to zero-emission by 2030.



ACTION 4:
DEVELOP A CLIMATE CHANGE RESPONSE FRAMEWORK FOR TRANSPORTATION

SDOT developed a transportation-focused [Climate Change Response Framework](#) to inform policy and investment 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.

PROGRESS HIGHLIGHTS

The [Climate Change Response Framework \(2023\)](#) is a vision for reducing transportation emissions and making it easier for Seattleites to choose more efficient, shared, and sustainable travel options. The City is accelerating its work to scale up and innovate zero emission options for all Seattleites to access every day.

“Most emissions in Seattle come from short trips under three miles ... We are working with communities to design our streets and provide programs to make it easy and safe to take transit, bike, roll or walk these short distance trips much more often.” - Climate Change Response Framework



ACTION 5:
MAYOR HARRELL'S YOUTH TRANSPORTATION AND CLIMATE SUMMIT

Building upon the community advocacy for Free Transit for Youth, the City hosted 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.

PROGRESS HIGHLIGHTS

In December 2023, Mayor Harrell convened a [Youth Transportation Summit](#), a free event for young adults ages 14-24. This inaugural event gathered insights from young people across Seattle on how the pandemic changed their transportation experience by creating a Youth Climate & Transportation Action Plan. Over 60 young people attended this full day event and delivered their feedback directly to the Mayor, who is looking to leverage youth ideas to build on the momentum of the statewide implementation of free youth transit.





ACTION 6:
COMMITMENT
TO PERMANENT
HEALTHY STREETS
& EXPANSION OF
SCHOOL STREETS
PROGRAM

In Q2 2023, SDOT updated the Bicycle Master Plan Implementation Plan to include a commitment to make 20 miles of Healthy Streets permanent and in Q3, SDOT updated 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.

PROGRESS
HIGHLIGHTS

In 2023, over 13 miles of permanent [Healthy Streets](#) have been completed or are in design, offering safe ways for Seattleites to travel in their neighborhoods. Healthy Streets are closed to pass through traffic, but open to people walking, rolling, biking, and playing — improving community and individual health. Healthy Streets are chosen using a Race and Social Equity Index to identify neighborhoods to focus on. The following neighborhood now include permanent Healthy Streets:

- Aurora-Licton Springs
- Lake City- Cedar Park and Olympic Hills
- Wallingford
- Othello/Rainier Beach
- Georgetown
- South Park

In addition 13 schools are participating in [SDOT's School Streets program](#) to encourage families to walk or bike to school and to provide a safer school environment by reducing traffic congestion.



IN PROGRESS

**ACTION 7:
PATHWAY TO
ZERO-EMISSION
SDOT FLEET**

SDOT, in coordination with FAS, advanced 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.

**PROGRESS
HIGHLIGHTS**

The SDOT in partnership with FAS, SPU, SCL, SPL, SPD and SPR held the first Citywide Electric Vehicles & Equipment Showcase Event on October 10, showcasing its commitment to fully electrifying its fleet by 2030. There are over nine ongoing pilot programs including street sweepers, forklifts, semi-trucks, and more that the team is being trained on and testing, while also looking to bring permanently into the City's fleet infrastructure. In addition, SDOT is making investments in charging infrastructure, electrical updates, and department implementation strategies. More will be rolled out in 2024.



IN PROGRESS

**ACTION 8:
WORKING
TOWARDS A 100%
ZERO-EMISSION,
FOSSIL-FUEL FREE
FLEET**

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)

develop 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.



**ACTION 9:
INVESTMENT
INTO EQUITABLE
TRAINING
PATHWAYS AND
WORKFORCE
DEVELOPMENT**

The 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.

**PROGRESS
HIGHLIGHTS**

OED has worked in close collaboration with OSE, SCL, and FAS to develop a suite of recommended actions and investments to strengthen existing training pathways, create new training pathways where applicable, and ensure said pathways to economic prosperity are equitable and accessible to BIPOC communities, youth, and transitioning fossil fuel workers. These recommendations were then enhanced through a stakeholder feedback process that engaged labor, business, and training organizations, as well as the Green New Deal Oversight Board. Department Directors are to be briefed in early January 2024 for final feedback on the recommended actions and investments.



**ACTION 10:
ONE SEATTLE
COMPREHENSIVE
PLAN**

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.

**PROGRESS
HIGHLIGHTS**

The One Seattle Comprehensive Plan will directly address climate justice through land use/growth strategies and transportation and mobility access. This integration is critical to ensuring that the 25% of Americans who face significant barriers to mobility are not disregarded and the City’s long-term planning centers their needs.



**ACTION 11:
PATHWAY TO
INCREASING THE
EFFICIENCY OF
EV CHARGING,
PERMITTING AND
INSTALLATION**

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.

**PROGRESS
HIGHLIGHTS**

As the number one source of climate pollution in Seattle, zero emissions transportation solutions play a key role in mitigating the local effect of climate change. Seattle City Light led an interdepartmental team consisting of SDOT, SDCI, and OSE to prepare for EV adoption by streamlining the process for the installation of EV charging infrastructure. This report is completed and outlines several recommendations for the City to adopt.



**ACTION 12:
ELECTRIFICATION
INCENTIVES FOR
WOMEN, MINORITY,
AND SMALL
BUSINESSES**

Building upon City Light’s Fleet Electrification program and OSE’s Heavy Duty Electric Vehicle Incentive Program, OSE, OED and other City Departments are developing, 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.



ACTION 13:
**STREAMLINING
PERMITTING FOR
ELECTRIC VEHICLE
CHARGING**

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.

**PROGRESS
HIGHLIGHTS**

SCL and SDOT partnered in 2022-2023 to launch a Level 2 Curbside EV Charging Pilot, aimed at providing EV charging to residents who do not have access to off-street parking.

Working with residents and neighborhoods, the City has chosen 31 new EV charging sites with two initial demonstration sites. The first two demo sites are installed and operational and are experiencing high utilization. The demo site located at Estelita’s Library hosts WA state’s first ADA accessible electric car share, permitted by SDOT. The installation for the rest of the sites should be completed by early 2024.



**ACTION 14:
MAXIMIZING
CREDIT
MONETIZATION
OPPORTUNITIES TO
CREATE NEW CLEAN
ENERGY JOBS**

SCL registered as a credit generator in the 2023 Clean Fuel Program, so that SCL, SDOT, FAS, SPU, and other City departments may maximize credit

monetization opportunities to electrify and create new clean energy jobs.



**ACTION 15:
SCALING UP
CLIMATE-
RESPONSIVE
INVESTMENTS**

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.



**ACTION 16:
FUNDING LOCAL
CLIMATE ACTION**

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.



**ACTION 17:
ACCELERATION
TOWARDS ZERO-
EMISSION BUS AND
INFRASTRUCTURE
DEPLOYMENT**

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.

**PROGRESS
HIGHLIGHTS**

In 2020, King County council unanimously voted to approve the conversion of all metro buses and county vehicles to be electric by 2035. Seattle City Light continues to support Metro in their bus electrification efforts.

“Our goal is to encourage the use of electric vehicles for as many trips as possible...We are leading by example with our own fleet electrification and by partnering with other City departments, organizations, and communities to install charging infrastructure and offer innovative and equitable incentives.” - Seattle Department of Transportation



**ACTION 18:
INVESTMENT OF
BUS PRIORITY
LANES FOR
RELIABLE
TRANSPORTATION**

SDOT continues 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. SDOT developed a transit performance policy that provides a comprehensive approach to identify and implement transit priority lanes.

**PROGRESS
HIGHLIGHTS**

The City knows that public transportation is a crucial element of equitable mobility. Slow or unreliable transit services can exacerbate inequalities for those relying on transit. The City is continuing to invest in transit priority corridors and bus priority lanes on major arterials throughout Seattle. Through three public outreach and engagement sessions, the City is hearing that reliability and frequency are top challenges for transit riders.

In 2024, SDOT plans to move forward with a northbound only lane on Rainier Ave South from South Walden to South Grand funded by the Seattle Transit Measure (STM). STM funding will also support installation of northbound bus lanes on Aurora between Roy and Halladay. The levy-funded route 40 Transit-Plus Multimodal Corridor project will install Freight and Bus Lane pilot projects on Westlake Ave North.



**ACTION 19:
EXPANSION OF
AFFORDABLE
TRANSIT ACCESS**

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 adopted 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.

- SDOT conducted 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.



**ACTION 20:
VISION ZERO
PROGRAM FOR
PEDESTRIAN
SAFETY**

SDOT completed 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.

**PROGRESS
HIGHLIGHTS**

The City conducted a top-to-bottom [review of Vision Zero efforts](#) to help us better understand why serious injuries and deaths on Seattle streets are on the rise, and to identify opportunities to reduce harm while creating a culture of care and dignity for all travelers. The review considers the effects the pandemic had on streets locally and nationally, uses data analysis to show where to focus investments and what actions to take, identifies internal challenges holding us back, and makes 12 recommendations.



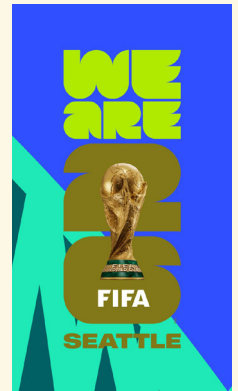
**ACTION 21:
INNOVATION
PUBLIC-PRIVATE
PARTNERSHIPS**

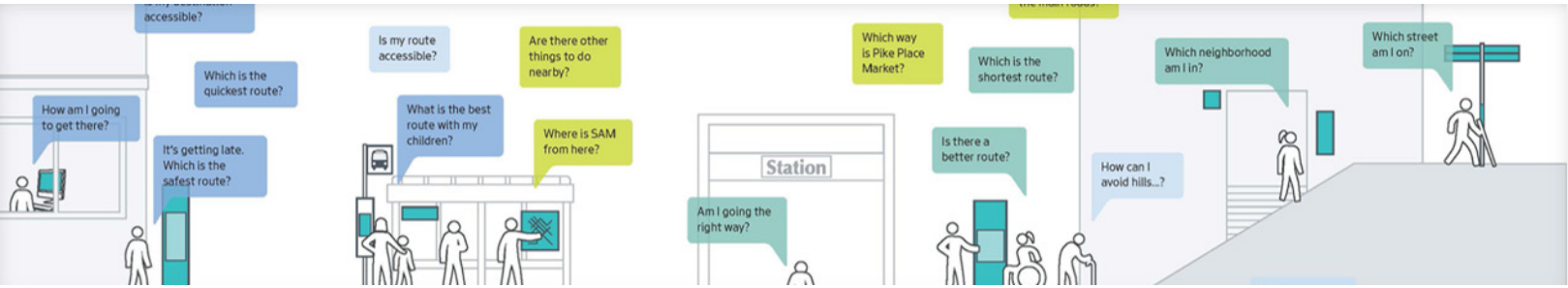
SDOT, OED, and other City Departments shall explore increasingly innovative means to partner with dedicated private sector organizations to take advantage of the Seattle business

community's long-running commitment to sustainability and innovation to maximize the impact from the global exposure during the 2026 FIFA World Cup.

**PROGRESS
HIGHLIGHTS**

The City of Seattle is working closely with FIFA representatives and Seattle community leaders, including climate change organizations like C40 Cities to determine what the City can do leading up to the 2026 FIFA World Cup. This includes exploring key strategies like federal funding to create legacy infrastructure for pedestrian events areas and pursuing carbon and waste reduction strategies.





**ACTION 22:
CREATE
OPPORTUNITIES
FOR OPEN
STREET/CAR-FREE
EVENTS**

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.

**PROGRESS
HIGHLIGHTS**

SDOT has a grant to expand Seamless Seattle pedestrian wayfinding around major downtown destinations in advance of the World Cup in 2026. This phase of the wayfinding project will expand the wayfinding system across downtown, supporting walking journeys between transit stops and major destinations (stadiums, waterfront, arena, convention center) and making walking and rolling around downtown a more convenient and comfortable choice for tourists.

King County Metro and Sound Transit have some efforts underway to support fare integration and modernization. SDOT is supportive of these opportunities.



**ACTION 23:
PROGRESS
ACCOUNTABILITY**

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



What to expect in 2024

Looking to 2024, the City will continue to focus its priorities around climate and transportation justice. Some of the areas of focus will be:

- Support Seattle residents and workers in switching to electric vehicles (EV).
- Maximizing State and Federal funding to transition the entire City transportation system off of fossil fuels and onto renewable sources.
- Expanding access to EVs and EV charging as well as other zero emission transportation services for businesses, especially small and women and minority-owned business.
- Expanding the green economy by supporting the climate workforce.

If you want to learn more about these efforts follow the [Office of the Mayor](#) and the [Office of Sustainability and Environment](#) as they post updates about their work.



**Thank you to the departments who
contributed to the development
of this report.**

Department of Finance and Administrative Services (FAS)

Department of Neighborhoods (DON)

Mayor's Office (MO)

Office of Economic Development (OED)

Office of Intergovernmental Relations (OIR)

Office of Planning and Community Development (OPCD)

Office of Sustainability and Environment (OSE)

Seattle City Light (SCL)

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Transportation (SDOT)

Seattle Public Utilities (SPU)