



**City of Seattle**

# **One Seattle Transportation and Climate Justice Executive Order**

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## **2024 Progress Report**

Office of the Mayor  
City of Seattle, Mayor Bruce Harrell

January 2025

## Forward

As we reflect on the advancements made under Mayor Bruce Harrell's One Seattle Transportation and Climate Justice Executive Order, I am proud to share this 2024 Progress Report, which details our collective efforts toward building a sustainable and equitable future for Seattle. In 2023, we embarked on this journey by launching transformative programs aimed at reducing climate emissions, improving public safety, and enhancing transportation equity. These early efforts paved the way for the significant advancements we've seen this year. From expanding zero-emission infrastructure to moving forward collaborative efforts to design new low-pollution neighborhoods and prioritizing equitable workforce development, our work reflects the innovative and inclusive spirit that drives Seattle forward.

This progress would not have been possible without the tireless collaboration of city departments, working as One Seattle with

community advocates and private-sector partners. By centering equity and amplifying the voices of historically underserved communities, we are ensuring that our transition to a sustainable future benefits all Seattle residents. As we look ahead to 2025, we remain committed to building on the progress from the past two years, accelerating our efforts, and addressing the challenges that lie ahead. Let this report serve as both a demonstration of what we can achieve together and a call to action to deepen our shared commitment to a resilient, thriving, and equitable Seattle.



**Jessyn Farrell, Director  
Office of Sustainability and Environment**

## Executive Summary

Mayor Bruce Harrell's One Seattle vision is founded on the belief that collaboration leads to greater success. At its core, environmental stewardship is a cornerstone of this approach, uniting city departments to tackle Seattle's most pressing challenges and preserve the beauty of our community. By working together, we can expand workforce opportunities, enhance the health of our residents and workers, improve air quality, and make our streets safer for everyone.

In December 2022, Seattle Mayor Bruce Harrell signed the One Seattle Transportation and Climate Justice Executive Order ([EO 2022-07](#)), introducing 23 transformative actions to advance climate justice. These initiatives are designed to equitably accelerate emission reductions in the transportation

sector, foster a thriving green economy, and strengthen community resilience—meeting the urgent demands of the climate crisis with bold and inclusive solutions. As of January 2025, the City completed 8 of the 23 actions introduced in the Executive Order and has made significant progress on the 15 remaining actions.

The following provides an overview of progress on the December 2022 *Transportation and Climate Justice Executive Order*. Each action's status is detailed, showcasing the City's advancements through 2024. Additionally, key progress highlights are included to offer a closer look at the Executive Order's impact. While not exhaustive, this summary aims to illustrate the significant strides made to date.

# Transportation and Climate Justice

## Executive Order Progress



### **ACTION 1:** **CREATE AT LEAST** **3 LOW POLLUTION** **NEIGHBORHOODS** **BY 2028**

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.

### **PROGRESS** **HIGHLIGHTS**

In 2023, the City of Seattle received a [\\$1.2 million grant from the U.S. Department of Transportation](#) to plan for low-pollution neighborhoods which will result in the reduction of transportation emissions in our communities. These funds, offered through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program, will 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.

In 2024, City staff devoted their time to the obligation and procurement process for the RAISE grant, with the work to develop the Low-Pollution Neighborhood Implementation and Funding Plan kicking off in early 2025 with anticipated delivery in December 2025.

The City also worked to identify seven initial focus areas—South Park, Georgetown, Lake City, Chinatown/International District, Columbia City, Capitol Hill, and Beacon Hill—based on several critical factors. These areas were prioritized because they:

1. have higher populations of vulnerable communities that have historically borne disproportionate harm from pollution and extreme weather events,
2. experience the higher rates of serious and fatal traffic collisions, and
3. include residents who are heavily transit-dependent or have low levels of car ownership.



## **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 drive this initiative forward, Mayor Bruce Harrell partnered with C40 Cities, a global network of mayors committed to tackling the climate crisis. In 2023, the City finalized the C40 Zero Emission Freight report, which provided actionable recommendations for implementing zero-emission delivery solutions, including commercial vehicle load zones and electric cargo bikes. Building on this progress, the City has continued collaborating with C40 to develop a comprehensive marketing plan, which will be launched following City Council approval of the cargo bike legislation.



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

The Department of Finance and Administrative Services (FAS), SCL, OSE, and SDOT, in partnership with transportation network companies (TNC) and taxi stakeholders, the Utilities and

Transportation Commission, and community partners, developed a proposal that sets a path for TNC and car-share vehicles operating in Seattle to transition to zero-emission by 2030.

### **PROGRESS HIGHLIGHTS**

SDOT is collaborating with Zipcar, a long-standing car-share provider in Seattle, to develop a program supporting the electrification of Zipcar’s fleet. This initiative brings together SDOT, SCL, and Zipcar to create a seamless solution for curbside electric vehicle (EV) charging. Under the proposal, SCL would install a “make-ready” curbside EV charging infrastructure, as permitted by SDOT. Zipcar would then install, own, and maintain the charging units at these locations. Vacated Zipcar spaces could be transitioned into a public EV charging station operated by SCL. Ten locations across the city have been identified based on high equity index scores and this proposal has the potential to add up to 20 EVs to Zipcar’s Seattle fleet.

SDOT has partnered with ZEV Co-Op to establish two electric car-sharing locations in the Central District and near the downtown Waterfront. ZEV Co-Op’s mission is to make sustainable transportation accessible to everyone, focusing on underserved communities through its cooperative model. This EV car-sharing program aligns with SDOT’s commitment to equitable and environmentally friendly transit solutions.



**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 [Seattle Transportation Plan](#), guided by the [Climate Change Response Framework](#), was completed and [unanimously voted to adopt](#) by the Seattle City Council plan. The plan focuses on six core goals: safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. Key initiatives include preserving and upgrading infrastructure, expanding sidewalks and bike lanes, enhancing public transit, reducing traffic fatalities, and cutting greenhouse gas emissions. The plan outlines 81 potential projects to be pursued over the next 20 years, serving as a framework for guiding future funding decisions, including the proposed 1.55 billion Transportation Levy renewal, which was approved by Seattle voters in November. With this levy, the City will be able to fund new, innovative climate transportation projects.

## YOUTH CLIMATE & TRANSPORTATION ACTION PLAN



**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, Seattle hosted its inaugural Youth Transportation Summit, bringing together 60 young individuals to address pressing issues related to climate justice and transportation access. These young people represented a diverse cross-section of the City's youth, including 25% who speak another language than English at home, 45% who identified as immigrants or refugees, and 45% who identified as Black, Indigenous, or People of Color.

The participants formulated and prioritized five key recommendations.

1. **Repurpose Existing Infrastructure to Enhance and Encourage Bicycling and Walking** to decrease single-occupancy vehicle use and foster a stronger sense of community connection.
2. **Develop Meaningful Partnerships and Relationships with the Community Through Increased Transportation Education and Engagement.** This recommendation would cultivate a positive culture around stewardship and transit use to shift travel behavior and boost ridership.
3. **Increase Investments in Safety to Make Navigating Seattle More Accessible by Using Public Transit.** This would enhance public transit usage, reduce reliance on single-occupancy vehicles, and expand green spaces around transit-rich areas.
4. **Engage Transit Riders from a Younger Age and Modify Transit Service to Meet the Needs of Young People** to boost youth engagement and ridership in public transit and decrease future dependence on single-occupancy vehicles.
5. **Invest in Regional Transit Service Improvements** to elevate public transit usage and further diminish single-occupancy vehicle reliance.

To continue to provide the opportunity for young people to engage with their local government and have their voice heard in a meaningful way, SDOT led a group of nine youth in preparing a presentation of the recommendations to Mayor Harrell, Councilmember Saka, SDOT Director Spotts, and OSE Director Farrell in January 2024. The recommendations are detailed in [Youth Climate and Transportation Action Plan](#).



**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**

To date, 9.02 miles of permanent [Healthy Streets](#) have been completed, with an additional 7.0 miles currently in design and slated for completion in 2025. Notably, the 2024 projects include the Alki Permanent Healthy Street and Neighborhood Greenway, which introduced a 10-foot-wide shared walking and rolling space, three ADA-accessible parking spaces, stop signs, and speed humps to enhance safety and accessibility for all users.

As of the 2024-25 school year, 16 schools are currently participating in the [School Streets](#) program, including three that have been made permanent and operate all day, every day:

1. Emerson Elementary, Rainer Beach
2. Genesee Hill Elementary, West Seattle
3. Whittier Elementary, North Ballard

Looking ahead to 2025, permanent School Streets will be installed at two additional schools, Maple Elementary (Beacon Hill) and Olympic Hills Elementary (Lake City), further expanding safe, pedestrian-friendly spaces around our schools.



**ACTION 7:**  
**PATHWAYS 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**

In 2023, SDOT used a total of 216,456.44 gallons of diesel, and approximately 67% of SDOT's internal combustion engine vehicles have diesel engines. To advance a pathway to zero-emissions, the City has transitioned diesel supply from biodiesel to renewable diesel. Renewable Diesel (R99) is 100% fossil fuel-free.



Additionally, SDOT is installing EV Chargers at the West Seattle Yard and continues to partner with FAS to pilot projects to test fossil fuel-free vehicles and equipment.

## 2025 Piloted Vehicles

### **Pilot 11: Volvo Electric Roller DD25**

**Activity:** Demonstration and pilot testing of the electric roller.

**Details:** Crews tested the equipment at three paving projects following the vendor demo.

### **Pilot 12: Voltstack 30k Level 2 e-Charger**

**Activity:** Demonstration and pilot testing of the e-charger.

**Details:** Tested on the Ford Lightning after the vendor demo.

### **Pilot 13: Freightliner Walk-In EV Van**

**Activity:** Vendor demonstration.

**Details:** Walk-in van demo arranged by FAS on April 10.

### **Pilot 14: Monarch EV Tractor**

**Activity:** Vendor demonstration.

**Details:** Demo set up by FAS on May 8; tested by SDOT Urban Forestry gardeners.

### **Pilot 15: Mullen One EV Demo (Transit Minivan Version)**

**Activity:** Demonstration and testing.

**Details:** FAS arranged demo and testing of an EV Transit Connect Minivan from Mullen One.

### **Pilot 16: Electric Cargo Van**

**Activity:** Demonstration of REE P7-C Class 4 all-electric cargo van.

**Details:** Comparable in size to a long-wheelbase high-roof Ford Transit van, with service body-type side storage. The van is available for testing at the Charles Street facility during the week of October 21. Keys are in the cap shop.

### **Pilot 17: Raymo Commercial Remote-Controlled Electric Mower**

**Activity:** Demonstration of a 100% electric mower.

**Details:** SDOT Fleet Management, Urban Forestry, and Maintenance Operations ROW staff participated. Feedback highlighted potential efficiency and cost savings for vegetation management.



**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.

**PROGRESS**  
**HIGHLIGHTS**

OSE, FAS, and SCL are set to complete the City Fleet Electrification Strategy by 2025. This comprehensive plan will outline how to transition the fleet to fossil fuel-free vehicles while ensuring the necessary infrastructure is in place to support the electrification effort effectively.



**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**

Upon rigorous stakeholder outreach led by OED in 2023 in partnership with OSE, SCL, and FAS, OED identified multiple projects in 2024 to achieve the outcomes identified in the 2022 EO: create a citywide Green Jobs & Climate Careers strategy, conduct economic modeling to forecast job demand for climate careers, support new clean energy training programs in partnership with King County, and foster regional alignment with King County and the Port of Seattle.

OED convened a cross-department task force in 2024 to draft and develop the citywide Green Jobs & Climate Careers strategy, including economic forecasting for careers identified in the strategy. The taskforce includes over 20 SME staff from SCL, SPU, OSE, FAS, and Parks. The joint strategy is on track to be completed in early 2025.

In Q2 2024, OED partnered with King County's Executive Climate Office to fund and launch the County's JumpStart program. The program provides paid work-based learning opportunities for working-age youth

from frontline communities throughout the county. The pilot will be completed in 2025.

Throughout 2024, OED and OSE have worked with climate workforce staff at the Port of Seattle and King County Executive Climate Office to establish the Coalition for Climate Careers (C3), which will foster more regional collaboration and secure more federal funding to bolster clean energy training programs for an initial two-year period.



**ACTION 10:**  
**ONE SEATTLE**  
**COMPREHENSIVE**  
**PLAN**

For the first time, the One Seattle Comprehensive Plan update will directly address climate justice and resilience. Building upon years of community engagement, 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**

SDOT and OPCD have made “complete communities” a central focus of the One Seattle Comprehensive Plan, introducing key updates to promote livable, accessible neighborhoods, including:

- Expanded “urban” designations in growth strategy, specifically regional and urban centers
- Added new “neighborhood centers” classification
- Enhanced focus on walkable/bikeable access to daily needs
- Strengthened integration between transportation and land use planning
- Propose new Neighborhood Residential zoning that would allow corner stores in residential areas across the city

These policy updates aim to foster self-sufficient neighborhoods where residents can more easily access essential services through walking, biking, and transit, reducing reliance on cars and enhancing overall community well-being.



**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**

SCL is actively participating in a utility, fleet, and operators specialized working group as part of [EPRI's EVs2Scale2030™ initiative](#), a three-year program designed to prepare the U.S. electric grid for widespread EV adoption by 2030. This initiative aligns closely with Seattle's Transportation Electrification Implementation Plan (TEIMP) goals for expanding electric transportation infrastructure. Key areas of focus include:

- **Grid Readiness Planning:** Developing detailed strategies to meet anticipated EV demand.
- **Collaborative Infrastructure Deployment:** Partnering with utilities and stakeholders to streamline the rollout of EV infrastructure.
- **Data-Driven Investment:** Utilizing advanced tools to guide targeted, efficient investments.
- **Process Standardization:** Simplifying interconnection processes to accelerate implementation.

Through these efforts, SCL is building the tools, partnerships, and strategies needed to effectively advance its transportation electrification objectives and support a sustainable, electrified future.



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

Building upon SCL's Fleet Electrification program and OSE's Heavy Duty Electric Vehicle Incentive Pilot 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.

**PROGRESS  
HIGHLIGHTS**

In 2024, SCL's Fleet Electrification Program conducted a comprehensive evaluation to gather participant feedback and assess program effectiveness. Based on the findings, the program updated its incentive structure to support equitable access to electrification resources better. Beginning in Q3 2024, WMBE firms and small businesses

located in or serving overburdened communities can access increased funding to install Level 2 (L2) or DC Fast Charging (DCFC) EVSE for both on-road and off-road electric vehicles. This enhancement underscores the program’s commitment to advancing equity and sustainability in fleet electrification.



### **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**

In 2024, SCL and SDOT continued progress toward the pilot goal of activating curbside EV chargers at 31 locations. As part of this effort, SDOT initiated discussions with Zipcar, a long-standing car-share operator in Seattle, to form a tentative partnership alongside SCL. This collaboration aims to provide “make-ready” civil and electrical infrastructure to support the installation of up to 10 curbside EV chargers at Zipcar locations, enabling the electrification of up to 20 Zipcar vehicles.

Under this partnership, SDOT oversees the permitting process for both construction and long-term use of the spaces, while SCL manages the civil and electrical scopes of work. Together, these efforts align with Seattle’s commitment to expanding equitable access to EV infrastructure and advancing sustainable mobility solutions.







**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.

**PROGRESS  
HIGHLIGHTS**

SCL is leading ongoing implementation of the Clean Fuel Standard (CFS) for all participating departments. This is largely being done through the Memorandum of Agreement process that SDOT, SPU, and FAS are involved in. City Council also approved the CFS legislative package that governs City participation in the CFS, SCL's administrative role, and other CFS functions for the City enterprise.

**What is the Clean Fuel Standard?**

Washington's [Clean Fuel Standard](#) is a policy aimed at reducing greenhouse gas emissions from the transportation sector by requiring fuel suppliers to lower the carbon intensity of their fuels by 20% compared to 2017 levels by 2034. Carbon intensity refers to a fuel's lifecycle emissions, including its production, transportation, and use. The program incentivizes the adoption of cleaner, low-carbon fuels like biofuels, electricity, and renewable natural gas.

To achieve these goals, the policy uses a market-based credit trading system. Fuel suppliers that produce or import fuels with lower carbon intensity can generate credits, while those supplying higher-carbon fuels must purchase credits to offset their emissions. This system encourages innovation in cleaner fuel production and integration of renewable energy sources into the transportation sector.

The Clean Fuel Standard supports Washington's broader efforts to address climate change, improve air quality, and meet long-term emission reduction targets by fostering a transition to cleaner fuels and reducing dependency on fossil fuels.



### **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.

#### **PROGRESS** **HIGHLIGHTS**

OIR will collaborate with city departments to develop strategic plans to secure and shape the allocation of state Climate Commitment Act revenues during the 2025 legislative session.



### **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.

#### **PROGRESS** **HIGHLIGHTS**

At the ballot box this November, Seattle voters approved Proposition No. 1, a \$1.55 billion Transportation Levy, with over 66% support. The levy will generate approximately \$170 million annually over 8 years to fund transportation projects and programs. Key initiatives include constructing new sidewalks, repairing existing ones, enhancing safety for vulnerable travelers, maintaining and modernizing streets, and extending the lifespan of aging bridges, all while creating regional jobs and boosting the local economy. These funds will help improve Seattle's infrastructure for a safer, more reliable, and connected transportation system.

Also this year, OIR coordinated with city departments to compile interdepartmental Transportation Electrification (TE) priorities. These priorities were shared with the Department of Commerce for inclusion in their agency Decision Package. Additionally, OIR engaged departments to identify and refine their priorities for the upcoming 2025 legislative session.



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

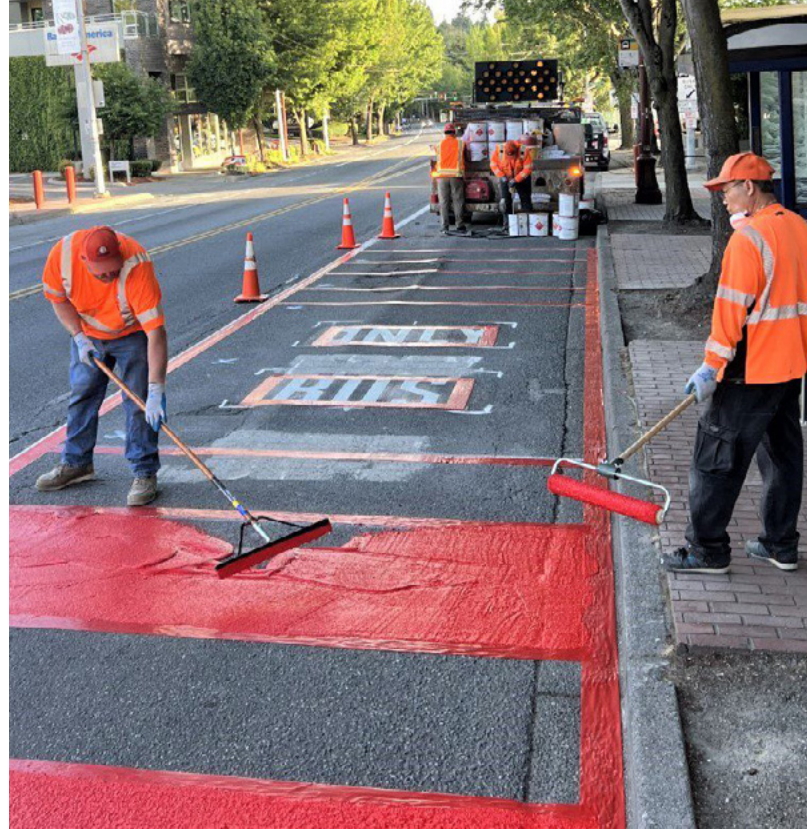
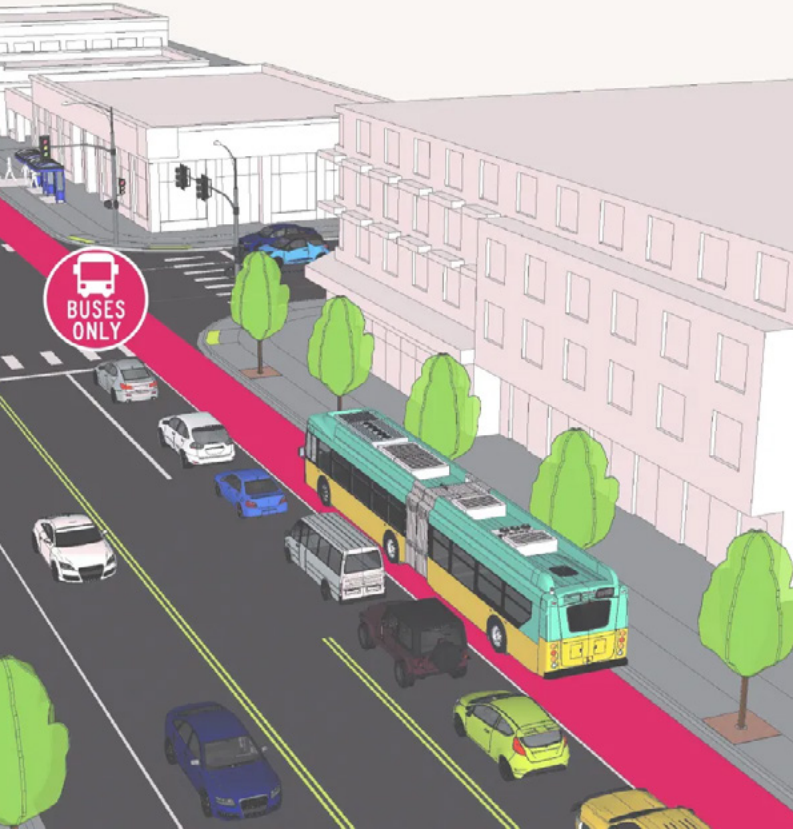
SDOT and SCL shall continue collaborating with King County Metro and other transit agencies to seek state and federal funding to accelerate zero-emission bus and infrastructure deployment,

and to explore electrifying first- and last-mile public transportation options.

**PROGRESS**  
**HIGHLIGHTS**

The Interim Base, now renamed the Tukwila Base, is under construction and progressing on schedule. Once completed, the Tukwila Base will feature 120 electric bus chargers, significantly advancing regional transit electrification. Additionally, collaboration with King County Metro continues on the design of the Burien Transit Center, which will include opportunity charging infrastructure for both King County Metro and Sound Transit buses. Efforts are also underway with King County Metro on the South Annex Bus Charging Base, which will host 220 electric bus chargers and incorporate a 2.7 MW solar photovoltaic (PV) system, further supporting sustainable transit solutions.





## 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

SDOT's Transit Corridors team and Seattle Transit Measure team are continuing their commitment to enhancing transit priority corridors in 2024 and beyond. Seattle Transit Measure funds are supporting key initiatives, including Phase 2 of the Rainier Avenue Bus Lanes project. In the final year of the Move Seattle Levy, SDOT has successfully completed several major projects: Route 48, Route 44, and the RapidRide G Line on Madison Street. Additionally, in 2024, levy funds are being utilized to begin construction on the Route 40 and RapidRide J Line projects.

SDOT has also made significant progress in developing transit performance metrics and targets for inclusion in the draft Transit Performance Policy (TPP). This policy will establish a clear framework for identifying and prioritizing improvements to transit performance. Implementation of the TPP is set to continue into 2025, ensuring long-term benefits for Seattle's transit system.



## 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.

### PROGRESS HIGHLIGHTS

In 2024, SDOT utilized its equity-centered investment prioritization methodology to reallocate service hours as part of Metro's Lynnwood Link Connection and Madison Street Area Service Restructures. Additionally, SDOT collaborated closely with Metro to plan new service investments for the Spring 2025 service period, ensuring the same equity-focused approach guided these decisions. This methodology aims to serve historically underserved communities better and enhance transit access citywide.



## 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.





## 2024 Update



### PROGRESS HIGHLIGHTS

Building on the findings of the Vision Zero Top-to-Bottom Review, SDOT released an updated [Vision Zero Action Plan](#) in 2024. This plan charts a clear path to advancing roadway safety goals over the next three years. It outlines more than 20 strategies and 80 specific actions, all organized around the Safe System Approach, to drive meaningful progress toward achieving Vision Zero objectives.

Key highlights include:

- **Adoption of the Safe System Approach:** The action plan emphasizes a multi-layered strategy to prevent crashes and minimize harm when they occur, aligning with U.S. Department of Transportation guidelines.
- **Specific Targets for 2024:** The action plan sets measurable goals for the year, such as installing safety enhancements at 13 key downtown intersections, repainting approximately 1,500 crosswalks annually, constructing at least 27 blocks of new sidewalks or walkways, and building at least 1,250 new ADA-accessible curb ramps.
- **Alignment with Federal Funding:** The action plan supports the implementation of the \$25.6 million “Safe Streets for All” grant awarded by the United States Department of Transportation (USDOT) in early 2023, focusing on safety enhancements in underserved neighborhoods.
- **Integration with Long-Range Plans:** The plan builds upon the 2023 Vision Zero Top-to-Bottom Review recommendations and aligns with the Seattle Transportation Plan and Transportation Equity Framework, ensuring a cohesive approach to transportation safety.



**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 International Federation of Association Football (FIFA) World Cup.

**PROGRESS**  
**HIGHLIGHTS**

The City has convened a multi-departmental team to address the logistical and operational needs for the 40 days of FIFA World Cup events while leveraging the tournament as a catalyst for climate action and lasting legacy investments. Seattle departments, including the Mayor's Office, are collaborating closely with the local organizing committee to ensure the World Cup maximizes its positive impact, particularly in advancing sustainability and climate-focused initiatives that extend beyond the games themselves.



**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

The City has convened a dedicated transportation team to address the complex transit needs of the FIFA World Cup, working in collaboration with regional and state partners to implement fare integration solutions. This represents a significant transportation effort for the region. In preparation for the event, the City has also been piloting innovative approaches to optimize street use, ensuring efficient and sustainable mobility during the World Cup.



## 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 toward executing the directives outlined in this executive order.



## What to expect in 2025

- Early next year, Mayor Harrell will announce an Executive Order to respond to our City's current and future climate challenges with a focus on climate justice, reducing GHG emissions, building climate resilience, and growing a green economy.
- SDOT will prioritize delivering new Levy commitments, informed by the Seattle Transportation Plan and the Climate Change Response Framework.
- City departments will actively pursue Federal, State, and philanthropic funding to scale climate initiatives and maximize impact significantly.
- The City is committed to providing accessible, up-to-date information and resources to ensure residents can fully benefit from new state and federal climate-focused tax incentives and rebates.
- Progress on the goals outlined in the Transportation Electrification Blueprint will be tracked and reported annually to ensure transparency and accountability in advancing transportation and electrification efforts.



## Acknowledgments

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- Office of Immigrant and Refugee Affairs (OIRA)
- 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)



**City of Seattle**