



Office of the Mayor

City of Seattle

Bruce Harrell, Mayor

Executive Order 2025-04: Advancing Climate Resilience and Reducing Transportation Emissions

WHEREAS, climate change is already affecting weather and climate extremes in every region across the globe, leading to widespread adverse impacts and related losses and damages to nature and people including extreme heat waves, smoke events, increased flooding, impacts to forest health, water quality degradation, and increased risk to keystone species; and

WHEREAS, the escalating impacts of climate change are felt disproportionately by overburdened communities who have historically contributed the least to climate change in unprecedented ways, such as the 2021 week-long extreme Heat Dome where more than 400 people in Washington died and saw significant economic strain on local businesses; and

WHEREAS, the Intergovernmental Panel on Climate Change (IPCC) 2023 Report on Climate Change shows human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850–1900 in 2011–2020; and

WHEREAS, the recent Seattle Greenhouse Gas (GHG) Inventory showed climate pollution in Seattle’s buildings, transportation, and waste sectors increased 4% from 2020-2022, jeopardizing our ability to meet our 2050 climate goals; and

WHEREAS, transportation accounts for 58% of the City’s core GHG emissions, buildings account for 40%, and waste accounts for 2% and the City’s 2013 Climate Action Plan calls for net zero carbon emissions by 2050; and

WHEREAS, Seattle is advancing ambitious actions such as the Building Emissions Performance Standard (BEPS) and prioritizing transportation choices and electrification in the recently passed Transportation Levy and focusing on reducing waste and reusing existing materials and products for as long as possible; and

WHEREAS Seattle is implementing fiscally responsible best practices such as ecological services and nature-based solutions that offer multiple benefits, including improved air and water quality, urban trees and forests, enhanced biodiversity, increased carbon sequestration, and enhanced human access and well-being, as well as incentivizing climate adaptation improvements on public and private land, such as growing and protecting Seattle’s tree canopy and incorporating climate projections into infrastructure decision-making; and

WHEREAS, Seattle is committed to upholding our promise to equitably address the climate crisis through international, national, and sub-national commitments such as the Paris Agreement – an international UN treaty on climate change, and participation in leading coalitions such as C40, Carbon Neutral Cities Alliance, and Climate Mayors, as well as engagement in the United Nations Environment Program; and

WHEREAS, Seattle is committed to a One Seattle Climate Justice Agenda, prioritizing emissions reductions, growing an inclusive green workforce, and implementing climate adaptation strategies that yield equitable benefits to Seattle residents' health and resilience and ensure those most overburdened by systemic racism, economic and environmental disparities benefit from City investments and are resourced to thrive in a changing climate and participate in the collaborative work; and

WHEREAS, all departments recognize the root causes and impacts of climate change for our residents, as demonstrated by the 2013 Climate Action Plan, 2017 Climate Impact Preparedness Report, One Seattle Climate Justice Agenda, Seattle's Green New Deal, Seattle's Equity and Environment Agenda, the 2025-2030 Transportation Electrification Strategic Investment Plan, Clean Energy Implementation Plan, Shape Our Water Plan, Water Systems Plan, Comprehensive Solid Waste Management Plan, Seattle Transportation Plan, Food Action Plan, Urban Forest Management Plan, Green Seattle Partnership Strategic Plan, Duwamish Valley Action Plan, and others; and

WHEREAS, Seattle has provided carbon-neutral electricity since 2005, and is thus uniquely positioned to provide electric transportation and building fuel that greatly reduces the impacts of climate change while supporting community prosperity and connectivity; and

WHEREAS, Seattle City Light is regulated by Washington state GHG emissions policies that may contain regulatory targets and legal requirements including but not limited to the Climate Commitment Act (CCA), Clean Energy Transformation Act (CETA) which includes the Clean Energy Implementation Plan, and Clean Fuel Standard (CFS); and

WHEREAS, effective climate action requires innovative and adaptive approaches and localized initiatives to reduce emissions and increase resilience in our communities, necessitating a united, bold, and inclusive approach that brings together neighborhoods, workers, businesses, community organizations, academic institutions, and government agencies to foster collaboration, amplify diverse voices, and ensure a sustainable, just, and equitable future for all of Seattle;

NOW THEREFORE, I, Bruce A. Harrell, Mayor of Seattle, hereby pledge the following actions to reduce greenhouse gas emissions, build our green economy, modernize our climate planning to build resilience and adapt to the impacts of a changing climate and meet the scale of the climate emergency.

Part I. Update Seattle's 2013 Climate Action Plan (CAP)

To limit global heating to 1.5°C in accordance with the Paris Climate Agreement, and as required for Seattle's participation in C40 network of cities, Seattle shall update and modernize the 2013 Climate Action Plan and bring forward new focuses on adaptation, resilience, and economic growth. These actions include:

- 1) Seattle's Office of Sustainability and Environment (OSE) shall lead an inclusive, science-based, and collaborative, One Seattle, approach.

- a) OSE shall work with departments including, but not limited to: Seattle City Light (SCL), Seattle Public Utilities (SPU), Seattle Department of Transportation (SDOT), Seattle Parks and Recreation (SPR), Seattle Department of Construction and Inspections (SDCI), City Budget Office (CBO), Office of Planning and Community Development (OPCD), Department of Finance and Administrative Services (FAS), Office of Housing (OH), Office of Economic Development (OED), Office of Labor Standards (OLS), Department of Neighborhoods (DON), Seattle-King County Public Health (PH), Office of Emergency Management (OEM), Seattle Fire Department (SFD), Office of Intergovernmental Relations (OIR), Office of Immigrant and Refugee Affairs (OIRA), and others as required will participate in the CAP update process.
 - i) Departments are to determine staffing support and resources in service of a One Seattle approach to updating, implementing, and tracking progress and impact of the CAP to build a climate resilient city and net carbon neutrality by 2050.
 - b) OSE shall coordinate with the Mayor's Office, City Council, and other City advisory boards to inform the CAP update.
- 2) OSE, in partnership with City departments, shall develop an inclusive engagement strategy for the CAP that includes the voices of communities that disproportionately experience the impacts of climate change and environmental pollution, youth and young people, workers, private sector, colleges and universities, government agencies at varying scales-including Tribal governments, King County, Port of Seattle, State of Washington, and Federal government. The engagement strategy will consist of the following:
- a) An advisory panel, convened by OSE, to provide input and recommendations on strategies for the CAP that incorporate the latest climate science, advance inclusive and just climate mitigation, adaptation, and resilience strategies that incorporate input from diverse constituencies, especially those most overburdened by climate change.
 - i) The panel shall include a selection of experts in wide ranging topics that touch climate and environmental issues from community organizations, local businesses, academic institutions, labor organizations, non-profit organizations, broad-based coalitions, and philanthropic institutions, the Green New Deal Oversight Board and Indigenous Advisory Council.
 - b) Tribal government engagement in coordination with OIR.
 - c) A summary of existing relevant community feedback and data compiled from community engagement conducted in the past three years such as the City of Seattle Tribal Nations Summit, SPR Tribal Nations Gathering, Shape Our Water Community Vision and Solutions Workshops, Seattle Youth Transportation Summit, Green New Deal Community Assemblies; Seattle Comprehensive Plan, Seattle Food Action Plan; Clean Energy Implementation Plan, and others as relevant.
 - d) New engagements as needed to inform critical strategies as they emerge.

- 3) OSE shall develop a progress report on Seattle's 2013 Climate Action Plan to be released by the end of **Q3 2025**.
 - a) The report will include an analysis of which actions are completed, in progress, and remain relevant to advancing Seattle's climate goals.
- 4) OSE shall deliver a final product by **Q3 of 2026**. The updated CAP will include:
 - a) Strategies to reach net carbon neutrality by 2050 or sooner, with clear intermediate milestones and near-term actions, focused within Seattle's three core sectors of buildings, transportation, and waste.
 - b) Transportation emissions reduction strategies will be informed by the Transportation Electrification Blueprint, Seattle Transportation Plan and the Climate Change Response Framework.
 - c) New strategies to increase climate adaptation while bringing forward nature-based solutions that prepare Seattle for the impacts of climate change and foster ecological resilience.
 - d) New strategies that foster the transition to a green economy by building workforce development opportunities in high-wage careers; and
 - e) New strategies that employ evidence-based approaches to protect the public's health and safety before, during and after extreme weather events, with a particular emphasis on sensitive groups and overburdened populations.
- 5) The executive will work with relevant City departments, including OSE, OED, and SDOT, to evaluate and recommend revenue-generating policies, investment strategies, and projects that will achieve significant reductions in pollution and greenhouse gas emissions over the next 5-to-10 years. Recommendations should consider how revenue-generation will impact businesses, downtown revitalization efforts, affordability, pedestrian and bicyclist safety, transportation congestion, and community and climate resilience. Additionally, this analysis should consider equitable and proven-effective strategies that align with our city's climate goals while minimizing impacts on overburdened communities. **Recommendations are due by Q4 2026.**
- 6) OIR shall work with OSE and departments engaged in the CAP update to **set annual regional, state and federal legislative agendas that reflect Seattle's climate action priorities.**
- 7) OSE, with partner departments, shall **establish a framework and process to monitor, evaluate, and report** on overall climate progress resulting from actions implemented in the updated CAP with active participation and updates provided by key departmental partners.
 - a) OSE will ensure this information will be displayed via a One Seattle Climate Action public webpage and updated every other year.

Part II. Implement Near-and Medium-Term Actions to Reduce GHG Emissions from Transportation

In addition to the long-term comprehensive emissions reduction strategies as outlined in the CAP, the City will also take meaningful near and mid-term climate actions, specifically in the transportation sector, the number one source of emissions, to generate economic activity, community connections, and continue the momentum for climate action. These actions include:

- 1) SDOT shall promote that 80% of attendees arrive to the 2026 FIFA Men's World Cup matches without the use of personal vehicles.
 - a) SDOT shall plan for temporary closure of potential street segments to vehicle traffic around Seattle Center, Pioneer Square, Pike Place Market, and the Chinatown-International District as part of preparation for World Cup events, in partnership with community organizations and with funding support from the State of Washington.
 - b) SDOT shall increase the use of shared micromobility leading up to and during the World Cup.
 - c) The City will collaborate with the Seattle World Cup 2026 Local Organizing Committee and regional transit providers to assess and implement transportation strategies that promote use of transit during World Cup.
- 2) Continue to develop three Low-pollution Neighborhoods (LPN) by 2028.
 - a) SDOT shall, in partnership with OSE, OPCD, OED, SCL, SPU, and SPR, and the Mayor's Office, lead the development of an executive sponsored and approved structure to guide low-pollution neighborhood strategy development and implementation.
 - b) SDOT shall develop an LPN implementation and funding plan for three LPNs to inform the investment of \$8M in Transportation Levy Funding **by Q1 2026**. LPNs are areas specifically designed or regulated to reduce environmental pollutants and enhance livability through infrastructure, policy, and community initiatives (like low-emission zones that restrict high-polluting vehicles, eco-districts that integrate sustainable social and physical infrastructure, and resilience districts that focus on environmental risk management and superblocks that prioritize people and manage vehicle access.)
 - c) SDOT, in partnership with OSE, OPCD, OED, SCL, and SPU, shall focus initial planning in communities that have experienced disproportionate damage due to harmful pollution and extreme weather events, locations with the highest concentrations of serious and fatal collisions, areas with high levels of transit dependence and/or low rates of car ownership.
- 3) Accelerate and innovate Transportation Electrification (TE) implementation.
 - a) SDOT and SCL shall work with SPL and SPR to explore opportunities to install public charging at parks, community centers, and libraries.

- i) SCL will provide incentives and technical assistance programs across sectors to enable necessary charging infrastructure, prioritizing locations that support highly impacted communities and incorporate newer technologies like battery storage.
 - ii) SCL will continue to fill public charging gaps by expanding access to City-owned and -operated public charging.
 - b) SCL, with other City departments will expand on existing work with WSDOT, the Port, the Northwest Seaport Alliance, and others to accelerate the electrification of non-road vehicles.
 - c) SDOT shall work with the Mayor's Office and Council on adoption of e-cargo bike legislation and launch of e-cargo bike program and permit issuance **by end of Q3 2025**.
 - d) SCL, SDOT, FAS, SPU, and other City departments will participate in the State's Clean Fuel Standard Program and will deploy revenues generated to accelerate the benefits of transportation decarbonization, with an emphasis on overburdened communities.
 - e) SDOT and SCL shall continue working to electrify carshare resources in Seattle, partnering with carshare companies to deliver curbside charging and parking for carshare vehicles.
 - i) SDOT and SCL shall ensure electric carshare resources are prioritized in our Environmental Justice areas and coordinate curbside charging resources.
 - f) SCL shall make grid infrastructure upgrades and investments to support transportation electrification loads with a focus on affordability, resiliency, and reliability.
 - g) All City departments shall continue purchasing readily available Class 1 and 2 electric passenger vehicles, vans, small SUVs, and light-duty trucks.
 - h) SDOT shall ensure that one EV 100% electric truck chassis for every eight diesel-powered class 7 & 8 truck chassis purchase for their fleet.
- 4) Implement Transportation Demand Management (TDM) Strategies, in conjunction with Revive I-5, a multi-year effort to rehabilitate Interstate 5 in Seattle from Yesler Way to Northgate.
- a) SDOT shall use \$2.4 million in federal grant funds for a 5-year communications and programming expansion to reduce car trips and encourage travel options such as transit to reduce vehicle trips during major projects, such as the multistage Revive I-5 work.
 - b) SDOT shall expand its TDM strategies with existing resources, as well as seek new resources, to incentivize and track behavior change and expanding focus beyond commute trips to all trips.
 - c) SDOT shall develop a pilot program for employer commuter shuttle use of bus-only lanes that considers transit performance, capacity and ridership.

- d) SDOT shall collect and leverage data to track and estimate air quality impacts of transportation investments in greater detail. SDOT will use this data to inform program adjustments and potential pilots to reduce emissions and improve air quality across the city.
- 5) SDOT shall pursue the renewal of the Seattle Transit Measure to ensure sustainable transportation options for Seattle residents and visitors beyond 2027.

Inquiries regarding this Executive Order should be directed to Deputy Mayor Jessyn Farrell.

Dated this 22nd day of April 2025.

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