



## Climate, Transit, and Housing

The simple truth is that ending our reliance on fossil fuels will improve life for everyone. Transitioning to a 100% clean future will cut pollution that contributes to asthma and lung disease—whether it’s from gasoline and diesel on our highways or dangerous natural gas emissions from our boilers and furnaces—and it will help stop the ever-worsening march of climate change. As Seattle faces record heat waves, as families hide indoors from fast approaching smoke and constructions and other outdoor workers are exposed to it, it’s becoming clearer than ever: Seattle must act, and fast.

I have a strong record on climate change, and I’m committed to making sure that as mayor, we turn Seattle into the nation’s greenest city. I was proud to support the Seattle Green New Deal, and the JumpStart Seattle tax to fund it, and I was proud to support updates to the commercial energy code that will help make our largest buildings fossil-free and more efficient. As mayor, Seattle will go even further.

### Transit & Housing

The largest source of carbon pollution in Seattle is transportation. A transition to a climate stable future will require planning a city that is car-optional, and ensure that all remaining cars, trucks and buses on the road are clean, zero-emission, electric vehicles. Making it safe to walk and bike and increasing the reliability and usability of transit helps everyone—it cuts congestion, it improves air quality and cuts climate pollution. We will:

- Recommit to transit in Seattle, expanding transit service hours and frequency. Transit should serve all Seattleites. That means those that work 9-5, but also crucially people that work other shifts, that don’t commute to downtown, and more. Car ownership costs the average household \$9000/year, so expanding access to transit and helping more households opt out of car trips will save money and cut pollution.
- Help people get around by bike and walking. We must finish the Bike Master Plan and provide for sidewalks in every corner of Seattle. It’s no mistake that South Seattle has the highest concentration of people of color in the city, has some of the least complete sidewalk and bike infrastructure, and is home to the most dangerous streets and highest pedestrian injury and death rates—it’s the result of a legacy of underinvestment we must rectify. Dedicated bike and walking lanes, road design to discourage dangerous driving and speeding, and other measures will reduce conflicts between road users, increasing safety and encouraging more to walk and ride—it also will help everyone get where they’re going faster.



- End exclusionary zoning that makes our neighborhoods sprawl, increasing reliance on driving and causing congestion. Increase mixed use zoning that allows more corner stores, coffee shops and other neighborhood amenities within walking distance, making extra car trips unnecessary. We need policy to support this—that means zoning that encourages complete communities, and a permitting process that preserves community voice but prevents obstructionism.
- Accelerate the electrification of Seattle’s own fleet of vehicles and of King County Metro. Provide access to public charging for those drivers that live in apartments or don’t have dedicated parking, so we’re not locking anyone into fossil fuels. Support access to electric vehicles for low income households as well, through electric low income car share programs and more.

## **Buildings**

Climate pollution from natural gas use is growing at a faster rate than any sector of emissions in Washington—faster even than transportation emissions. Methane gas use indoors is also dangerous to our health, especially for apartment dwellers who often have less ventilation and safety measures. A recent UCLA study found that after just one hour of cooking with gas, 90% of homes have indoor air quality that violates federal ambient air quality standards—it would be illegal outside. And a Harvard study found that in 2017, more Washingtonians died from building pollution, including methane gas, than from all vehicle collisions in the state.

- We must ensure that new buildings in Seattle are 100% clean on day one. Seattle City Light is among the cleanest utilities in the nation and world, and the City should maximize this valuable asset in the fight for public health and against climate change. We just shouldn’t allow new buildings that depend on fossil fuels anymore.
- Build on existing state and city policy to require large commercial buildings to eliminate their emissions and go fossil free. Commercial buildings already must cut energy use beginning in 2026 by state law—they should cut pollution and fossil fuel use at the same time.
- Seattle City Light and the City Council must incentivize and aid homeowners and renters who want to electrify their homes. Too many Seattleites are exposed to the dangers of methane gas—increasing childhood asthma, lung disease, and more. As people switch and upgrade their appliances, the City and our electric utility should be a partner in the conversion to an all-electric future.
- We must create union jobs as part of this transition, and do so for both electric and gas workers. While electrifying our buildings, we must also support the use of hydrogen and fossil gas replacements in other sectors. We should use Seattle’s hydro assets to



produce 100% clean hydrogen for industrial uses, for example, and partner with the Port of Seattle and other regional entities to use this clean energy in the transportation and shipping sectors. We should also upgrade our district heating utility in Seattle to be zero-carbon and more efficient, and make substantial investments in water conservation and clean water access, including making sure that no child is exposed to lead in their school's drinking water.