



JULY 2020

# Seattle City Light Transportation Electrification Strategic Investment Plan: 2021-2024 – Racial Equity Analysis Summary

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## EXECUTIVE SUMMARY

Seattle City Light's Transportation Electrification Strategic Investment Plan: 2021-2024 – Racial Equity Analysis Summary provides an overview of City Light's research to understand and document the impacts of transportation electrification investments on environmental justice communities. Environmental justice communities refer to communities defined in the City of Seattle's Equity and Environment Agenda (EEA) and include communities most impacted by environmental inequities, including communities of color, immigrants, refugees, people with low incomes, youth and English language learners.<sup>1</sup> This analysis process was guided by City Light's Race and Social Justice Initiative (RSJI) and Environmental Equity Program. City Light's Transportation Electrification Strategic Investment Plan: 2021-2024 will serve all our customers and will target those with the most significant barriers to accessing the benefits of transportation electrification first. By centering equity in our outreach and engagement, the solutions that will result from the Transportation Electrification Strategic Investment Plan will be positioned to meet the needs of all our customers. In this document, we detail our key findings to support the development of City Light's Transportation Electrification Strategic Investment Plan.

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<sup>1</sup> Seattle Office of Sustainability and Environment. "Equity and Environment Agenda."

<https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/SeattleEquityAgenda.pdf>

City Light gathered and analyzed data from City of Seattle departments, regional published reports and communities on the benefits and burdens of transportation electrification on environmental justice communities. Leading with our values of equity, environment and grid as an asset to deliver public good and incorporating what we have heard from environmental justice communities and other stakeholders – including learning from the City of Seattle’s Equity and Environment Agenda framework and the Duwamish Valley Action Plan – City Light has established six racial equity outcomes to guide transportation electrification strategic investment priorities.<sup>2,3</sup> Our outcomes are:

1. **Community Collaboration**

Environmental justice communities see their wants and needs reflected in City Light transportation electrification programs.

2. **Healthy Planet, Healthy Lives**

Reduce tailpipe emissions that impact local air quality and public health where environmental justice communities live, learn, work and play. Reduce carbon emissions that have a disproportionate burden on the most vulnerable populations and communities.

3. **Equitable Access**

Environmental justice communities learn about our transportation electrification programs, can readily understand and access materials and resources, see themselves reflected in communication and participate in and benefit from City Light’s transportation electrification programs.

4. **Community Assets**

City Light’s programs invest in infrastructure that are community assets so environmental justice communities can enjoy the benefits of transportation electrification in their current neighborhoods.

5. **Economic Opportunities and Youth Pathways**

City Light enables environmental justice communities to participate in and benefit from the local transportation electrification economy by providing youth, apprenticeship and job pathways with good labor standards and livable wages.

6. **Electricity Affordability**

Widespread transportation electrification increases revenue to put downward pressure on electricity prices.

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<sup>2</sup> Seattle Office of Sustainability and Environment. “Equity and Environment Agenda.”

<https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/SeattleEquityAgenda.pdf>

<sup>3</sup> City of Seattle. “Duwamish Valley Action Plan” June 2018. [http://greenspace.seattle.gov/wp-content/uploads/2018/06/DuwamishValleyActionPlan\\_June2018.pdf](http://greenspace.seattle.gov/wp-content/uploads/2018/06/DuwamishValleyActionPlan_June2018.pdf)

The concerns and potential solutions offered by communities will be used to prioritize future transportation electrification investments and collaborate on strategies that increase opportunity and minimize harm to communities that have been most impacted by environmental inequities.

## **BACKGROUND**

In July 2019, the Washington State legislature passed House Bill 1512, granting public utilities the authority to offer “incentive programs in the electrification of transportation for its customers, including the promotion of electric vehicle (EV) adoption and advertising programs to promote the utility’s services, incentives or rebates”<sup>4</sup>. The legislation adds a new section to RCW 35.92 which provides that the “governing authority of an electric utility formed under this chapter may adopt an electrification of transportation plan.” In response, City Light is developing a Transportation Electrification Strategic Investment Plan: 2021-2024 that details the investments City Light will make to expand equitable access to electric transportation, while reducing carbon emissions and bringing value to the grid and our customers over the next four years.

The Transportation Electrification Strategic Investment Plan, which will be updated every four years, will focus on solutions that align with City Light’s transportation electrification value framework of equity, environment and operating the grid as an asset to deliver public good. Approval of the Plan will open the door to committing resources and making investments that will bolster and modernize our electric grid and enable public transit charging, support freight and commercial fleets and provide flexibility for personal mobility.

## **RACIAL EQUITY OUTCOMES**

Environmental justice communities refer to communities defined in the City of Seattle’s Equity and Environment Agenda (EEA) and include communities most impacted by environmental inequities, including communities of color, immigrants, refugees, people with low incomes, youth and English language learners.<sup>5</sup> City Light strives to incorporate and elevate the voices of environmental justice communities who have traditionally been excluded in transportation electrification planning and development. By centering people and communities experiencing environmental inequities, community outreach and engagement will result in solutions that meet the needs of all our customers. This is critical to the long-term success of any City infrastructure improvement plan.

City Light is dedicating space for environmental justice communities to participate in the development of the Transportation Electrification Strategic Investment Plan and transportation electrification

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<sup>4</sup> State of Washington. “House Bill 1512, State of Washington, 66th Legislature, 2019 Regular Session.” 2019. <http://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/House%20Bills/1512.pdf>

<sup>5</sup> Seattle Office of Sustainability and Environment. “Equity and Environment Agenda.” <https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/SeattleEquityAgenda.pdf>

programs, including identification of alternatives and preferred solutions.<sup>6</sup> Collaboration with environmental justice communities will help City Light build infrastructure that is welcomed as a community asset and helps to realize prosperity in place for these communities. Robust and equitable transportation electrification programs can address cumulative impacts of multiple environmental hazards and social, economic and racial burdens; prepare these communities for climate change; and support connections between residents, workers, government agencies and industries.<sup>7</sup>

## **INTRODUCTION TO RACIAL EQUITY ANALYSIS**

To ensure meaningful inclusion across our service area, City Light conducted a transportation electrification racial equity analysis, guided by City Light's RSJI and Environmental Equity Program. This analysis included: (1) leveraging the City of Seattle's Racial Equity Toolkit and (2) conducting in-depth outreach and engagement.

City Light used the City of Seattle's RSJI Racial Equity Toolkit to systematically understand the potential impacts of transportation electrification investments on racial equity and guide Plan development and implementation. City Light followed the steps below as part of the RSJI Racial Equity Toolkit.

- **Step 1: Set Outcomes**
- **Step 2: Involve Stakeholders + Analyze Data**
- **Step 3: Determine Benefit and/or Burden**
- **Step 4: Advance Opportunity or Minimize Harm**
- **Step 5: Evaluate**
- **Step 6: Report Back**

In the following sections, City Light outlines descriptions of and findings from each step.

### **STEP 1: SET OUTCOMES**

In the first step of the RSJI Racial Equity Toolkit process, leadership communicates key community outcomes for racial equity to guide analysis. City Light's framework for racial equity outcomes is anchored in the City of Seattle's Equity and Environment Agenda framework and the Duwamish Valley

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<sup>6</sup> International Association for Public Participation. "IAP2 Spectrum of Public Participation." 2018.  
[https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum\\_8.5x11\\_Print.pdf](https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf)

<sup>7</sup> Seattle Office of Sustainability and Environment. "Equity and Environment Agenda."  
<https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/SeattleEquityAgenda.pdf>

Action Plan.<sup>8,9</sup> City Light developed the following six racial equity outcomes to guide analysis and Plan development:

1. **Community Collaboration**  
Environmental justice communities see their wants and needs reflected in City Light transportation electrification programs.
2. **Healthy Planet, Healthy Lives**  
Reduce tailpipe emissions that impact local air quality and public health where environmental justice communities live, learn, work and play. Reduce carbon emissions that have a disproportionate burden on the most vulnerable populations and communities.
3. **Equitable Access**  
Environmental justice communities learn about our transportation electrification programs, can readily understand and access materials and resources, see themselves reflected in communication and participate in and benefit from City Light's transportation electrification programs.
4. **Community Assets**  
City Light's programs invest in infrastructure that are community assets so environmental justice communities can enjoy the benefits of transportation electrification in their current neighborhoods.
5. **Economic Opportunities and Youth Pathways**  
City Light enables environmental justice communities to participate in and benefit from the local transportation electrification economy by providing youth, apprenticeship and job pathways with good labor standards and livable wages.
6. **Electricity Affordability**  
Widespread transportation electrification increases revenue to put downward pressure on electricity prices.

## **STEP 2: INVOLVE STAKEHOLDERS + ANALYZE DATA**

Step 2 of the RSJI Racial Equity Toolkit requires gathering information from communities and City Light staff on how the issue benefits or burdens communities in terms of racial equity. City Light conducted a comprehensive review of existing information to identify impacted communities, as well as how transportation electrification could benefit or burden environmental justice communities.

### **Environmental Justice Communities**

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<sup>8</sup> Seattle Office of Sustainability and Environment. "Equity and Environment Agenda."

<https://www.seattle.gov/Documents/Departments/Environment/EnvironmentalEquity/SeattleEquityAgenda.pdf>

<sup>9</sup> City of Seattle. "Duwamish Valley Action Plan" June 2018. [http://greenspace.seattle.gov/wp-content/uploads/2018/06/DuwamishValleyActionPlan\\_June2018.pdf](http://greenspace.seattle.gov/wp-content/uploads/2018/06/DuwamishValleyActionPlan_June2018.pdf)

City Light began with a demographic and geographic analysis and identified the following specific environmental justice communities in neighborhoods that could be impacted by transportation electrification investments within City Light’s service area:

- Beacon Hill
- Bitter Lake
- Bryn Mawr-Skyway
- Burien
- Central Area
- Chinatown-International District
- Delridge
- Haller Lake
- Lake City
- Rainier Beach
- Rainier Valley
- Renton
- SeaTac
- Shoreline
- South Park
- Tukwila
- University District
- White Center

### **Community and Stakeholder Involvement**

City Light then reviewed relevant reports by regional stakeholders and community-based organizations related to transportation electrification, including:

- The **2018 Puget Sound Clean Air Agency Feasibility Study** identifying opportunities and barriers for low-income residents to purchasing EVs and designing a pilot to address them.
- The **2019 Puget Sound Clean Air Agency Electrifying Ride-Hailing in Seattle Report** examining the existing state of ride-hailing services electrification, including efforts by Uber and Lyft, along with local government and utility policies and incentives to encourage ride-hailing electrification.
- The 2020 Puget Sound Sage **Powering the Transition** report summarizing data and highlighting findings from listening sessions with community-based organizations, community surveys, and interviews with community leaders, union leaders and government partners about climate change, energy injustice and other systemic inequity.

To ensure community concerns and expertise were also part of the analysis, City Light reviewed reports and feedback from the following stakeholders, partners and community members:

- **Environmental Justice Committee (EJC).** In November 2016, March 2017 and May 2018, the EJC reviewed the work of the City of Seattle’s broader Drive Clean Seattle Initiative. In March 2017 specifically, the EJC brainstormed several program improvements, worked in groups to propose high-level recommendations and voted to prioritize the recommendations. These results were shared with stakeholders, including City Light’s EV charging pilot program teams.
- **Other City departments** engaging with communities on transportation electrification.
  - In 2019, City Light, the Office of Sustainability & Environment (OSE), Seattle Department of Transportation (SDOT) and the Department of Neighborhoods (DON) developed an

- Engagement Principles Agreement* to engage communities on transportation electrification in a consistent manner following a mutually agreed upon framework and best practices.
- Seattle City Light participated in the development of SDOT’s 2018 *EVSE Roadmap for Shared Mobility Hubs*, which gathered input from communities on equitable deployment of EV charging stations in low-income communities and communities of color.
  - City Light reviewed other RSJI Racial Equity Toolkit analyses conducted for City Light’s Public and Residential EV Charging pilots, the City of Seattle’s Drive Clean Seattle Initiative and SDOT’s Electric Vehicle Charging in the Right-of-Way (EV CROW) program.
  - **Other government partners** conducting equitable outreach, engagement and program development.
    - City Light consulted the *2016 King County Metro Guide to Creating Inclusive Campaigns*, which provides guidance to run a successful, inclusive marketing campaign in conjunction with the guidelines outlined in King County’s Equity and Social Justice (ESJ) Strategic Plan.
    - City Light consulted King County’s 2015 report on *The Determinants of Equity: Identifying Indicators to Establish a Baseline of Equity in King County* which provides data on low-income and community of color household transportation access and usage.
  - **Community partner organizations:** City Light reviewed information and learnings from The Drive Clean Seattle-funded *Seattle Electric Vehicle Outreach and Education Campaign*. This campaign, led by ECOSS and Forth in 2018, focused on underserved communities in the greater Seattle area and engaged a wide spectrum of communities to educate them about EV benefits and gather information about their transportation situations.

City Light conducted direct outreach to communities about public charging, including community surveys, presentations and listening sessions at community events and meetings. City Light also reviewed community input gathered by the Seattle Office of Sustainability and Environment (OSE) during outreach events focused on the Drive Clean Seattle Initiative. These engagement opportunities are listed below.

### **Events & Meetings**

- SEA-MAR; Fiestas Patrias South Park (2019 – OSE)
- The Coalition of Immigrants Refugees & Communities of Color (CIRCC); Eritrean Community Center (2019 - OSE)
- Hội Thánh Tin Lành Hy Vọng; Vietnamese Church (2019 - OSE)
- Magnuson Park Advisory Committee meeting (2018)
- Magnuson Park Open House (2019)
- Burien Open House (2019)
- West Seattle Transportation Coalition meeting (2019)
- Central Area Collaborative monthly meeting (2019)

- South Park Information and Resource Center (SPIARC) presentation (2019)
- SPIARC technology and education workshop (2018)
- Othello Station Community Action Team meeting (2018)
- Capitol Hill Community Council meeting (2018)
- Pike/Pine Urban Neighborhood Council meeting (2018)
- Capitol Hill Open House (2019)
- Big Day of Play (2018)
- Wallingford Community Council meeting (2018)
- Fremont Community Council meeting (2018)
- Gas Works Park Open House (2019)
- Central Area Collaborative discussion (2019)

**Surveys**

- West Seattle survey (2019)
- Madison-Miller neighborhood survey (2019)

**Existing Racial Inequities**

Through its analysis and outreach to understand transportation electrification impacts on environmental justice communities, City Light heard several concerns and observations as well as potential solutions offered by communities to mitigate for negative impacts and/or unintended consequences. These issues and solutions are summarized in the table below. City Light will be using this information and continuing to actively engage with communities as we begin to develop transportation electrification offerings and make infrastructure investments.

What We've Heard from Community	Potential Solutions from Community
<p>Low-income communities and communities of color are more likely to depend on buses for most, if not all, of their transportation needs.<sup>10</sup></p>	<p>City Light should prioritize supporting charging infrastructure to electrify existing and expanded public transit including King County Metro buses, transit shuttles, Bus Rapid Transit routes, transit hubs, school buses, etc.<sup>13,14</sup></p>

<sup>10</sup> King County. "The Determinants of Equity: Identifying Indicators to Establish a Baseline of Equity in King County." January 2015. [https://www.kingcounty.gov/~media/elected/executive/equity-social-justice/2015/The\\_Determinants\\_of\\_Equity\\_Report.ashx](https://www.kingcounty.gov/~media/elected/executive/equity-social-justice/2015/The_Determinants_of_Equity_Report.ashx)

<sup>13</sup> Puget Sound Sage. "Powering the Transition." 2020. [https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage\\_PoweringTransition\\_June2020-1.pdf](https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage_PoweringTransition_June2020-1.pdf)

<sup>14</sup> Environmental Justice Committee. "EJC Feedback Summary on Drive Clean Seattle." July 2017.



What We've Heard from Community	Potential Solutions from Community
<p>People of color—especially African Americans and Native peoples—are much less likely to own vehicles than white households.<sup>11</sup></p> <p>Environmental justice communities want local governments to prioritize increasing public transit, reducing transit fares and electrifying public transit.<sup>12</sup></p>	<p>Electrifying public transit would benefit communities who most rely on public transit by reducing air and noise pollution where impacts are greatest.</p>
<p>Many environmental justice community members are unfamiliar with electric vehicles.<sup>15</sup></p> <p>EV advertising leaves out people of color.<sup>16</sup></p> <p>Environmental justice community leaders feel very strongly about needing “education around electrification of transportation in their communities.”<sup>17</sup></p>	<p>City Light should support targeted community-based education and outreach.<sup>18</sup></p> <p>City Light should communicate in local languages and highlight communities of color, people and artwork in advertising.<sup>19</sup></p> <p>EV education should include the importance of EVs, how to plan for charging an EV, what the costs will be of owning an EV and EV job opportunities.<sup>20</sup></p>

<sup>11</sup> King County. “The Determinants of Equity: Identifying Indicators to Establish a Baseline of Equity in King County.” January 2015. [https://www.kingcounty.gov/~media/elected/executive/equity-social-justice/2015/The\\_Determinants\\_of\\_Equity\\_Report.ashx](https://www.kingcounty.gov/~media/elected/executive/equity-social-justice/2015/The_Determinants_of_Equity_Report.ashx)

<sup>12</sup> Puget Sound Sage. “Powering the Transition.” 2020. [https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage\\_PoweringTransition\\_June2020-1.pdf](https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage_PoweringTransition_June2020-1.pdf)

<sup>15</sup> ECOSS, Forth and Drive Clean Seattle. “Seattle Electric Vehicle Outreach and Engagement Campaign.” 2018. <https://forthmobility.org/storage/app/media/Documents/seattleevoutreachecossfinalreport-1.pdf>

<sup>16</sup> Environmental Justice Committee. “EJC Feedback Summary on Drive Clean Seattle.” July 2017.

<sup>17</sup> Drive Clean. “Equity Outreach.” Office of Sustainability and Environment. 2019.

<sup>18</sup> Puget Sound Clean Air Agency. “Facilitating Low Income Utilization of Electric Vehicles: A Feasibility Study.” December 2018. <https://www.pscleanair.org/DocumentCenter/View/3650/Community-Electric-Car-Sharing----Full-Report?bidId=>

<sup>19</sup> Environmental Justice Committee. “EJC Feedback Summary on Drive Clean Seattle.” July 2017.

<sup>20</sup> Drive Clean. “Equity Outreach.” Office of Sustainability and Environment. 2019.

What We've Heard from Community	Potential Solutions from Community
Environmental justice communities are exposed to—and concerned about—poor air quality and suffer from geographic and social health disparities like increased rates of asthma and shorter life expectancy. <sup>21,22</sup>	City Light should prioritize environmental justice communities with poor air quality for investments. <sup>23</sup>
There is a lack of access to electric vehicle charging for multifamily units. <sup>24</sup>	City Light should provide at-home and near-home affordable charging solutions for multifamily residences.
Ride-hailing vehicles drive three to five times more distance than regular passenger vehicles and therefore electrifying them can have a large impact on tailpipe emissions. In addition, these vehicles are frequently driven by members of communities of color and targeted incentives can increase equitable access to transportation electrification. <sup>25,26</sup>	City Light should support charging infrastructure and fees specific to ride-hailing vehicles. <sup>27</sup>
Many environmental justice community members cannot afford (or have lending barriers) to purchase EVs, which are typically more expensive up front. <sup>28</sup>	Environmental justice communities support carsharing in areas not well served by

<sup>21</sup> King County. "Current asthma among children King County, 2009-2013 average." King County Hospitals for a Healthier Community. January 2015. <http://www.kingcounty.gov/healthservices/health/data/~//media/health/publichealth/documents/indicators/ChronicIllness/CurrentAsthmaAmongChildren.ashx>

<sup>22</sup> King County. "Life expectancy at birth King County, 2008-2012 average." King County Hospitals for a Healthier Community. January 2015. <http://www.kingcounty.gov/healthservices/health/data/~//media/health/publichealth/documents/indicators/LifeExpectancy/LifeExpectancy.ashx>

<sup>23</sup> Environmental Justice Committee. "EJC Feedback Summary on Drive Clean Seattle." July 2017.

<sup>24</sup> Office of Sustainability and Environment. "Racial Equity Toolkit." Drive Clean Seattle.

<sup>25</sup> PSCAA. "Electrifying Ride-Hailing in Seattle." September 2019. <https://www.atlasevhub.com/wp-content/uploads/2019/09/Electrifying-Ride-hailing-in-Seattle-WWCC-Report.pdf>

<sup>26</sup> Peter Slowik, Lina Fedirko, and Nic Lutsey, "Assessing ride-hailing company commitments to electrification," ICCT: February 2019, [https://theicct.org/sites/default/files/publications/EV\\_Ridehailing\\_Commitment\\_20190220.pdf](https://theicct.org/sites/default/files/publications/EV_Ridehailing_Commitment_20190220.pdf)

<sup>27</sup> PSCAA. "Electrifying Ride-Hailing in Seattle." September 2019. <https://www.atlasevhub.com/wp-content/uploads/2019/09/Electrifying-Ride-hailing-in-Seattle-WWCC-Report.pdf>

<sup>28</sup> OSE. "Racial Equity Toolkit." Drive Clean Seattle.

What We've Heard from Community	Potential Solutions from Community
	public transit or for communities that cannot afford car ownership. <sup>29</sup>
Drivers for shared mobility companies, transportation network companies (TNCs) and truck drivers tend to be people of color, immigrants and refugees and could be negatively impacted by the transition from gasoline and diesel to electrified transportation. Internal combustion engine service jobs will also be reduced by transportation electrification. <sup>30,31,32</sup>	City Light should support transportation electrification job opportunities with good labor standards and livable wages for environmental justice communities, including hiring locally for charging infrastructure installation and maintenance, working with the Port, trucking and service industries on electrification initiatives and connecting environmental justice communities with training programs and opportunities. <sup>33,34</sup>
Without proper planning, a public charging station may contribute to increased housing costs, exacerbate community displacement and increase the risk of gentrification. <sup>35</sup>	City Light should utilize community-based decision making for public charging infrastructure to design and locate stations with community input that feel like assets. <sup>36</sup>

<sup>29</sup> Puget Sound Clean Air Agency. "Facilitating Low Income Utilization of Electric Vehicles: A Feasibility Study." December 2018. <https://www.pscleanair.org/DocumentCenter/View/3650/Community-Electric-Car-Sharing---Full-Report?bidId=>

<sup>30</sup> ECOSS, Forth and Drive Clean Seattle. "Seattle Electric Vehicle Outreach and Engagement Campaign." 2018. <https://forthmobility.org/storage/app/media/Documents/seattleevoutreachecossfinalreport-1.pdf>

<sup>31</sup> Puget Sound Clean Air Agency. "Electrifying Ride-Hailing in Seattle." September 2019. <https://www.atlasevhub.com/wp-content/uploads/2019/09/Electrifying-Ride-hailing-in-Seattle-WWCC-Report.pdf>

<sup>32</sup> Lyft. Economic Impact Report 2020. <https://www.lyftimpact.com/impact/drivers/expanded>

<sup>33</sup> ECOSS, Forth and Drive Clean Seattle. "Seattle Electric Vehicle Outreach and Engagement Campaign." 2018. <https://forthmobility.org/storage/app/media/Documents/seattleevoutreachecossfinalreport-1.pdf>

<sup>34</sup> Puget Sound Sage. "Powering the Transition." 2019. [https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage\\_PoweringTransition\\_June2020-1.pdf](https://www.pugetsoundsage.org/wp-content/uploads/2020/06/PugetSoundSage_PoweringTransition_June2020-1.pdf)

<sup>35</sup> Seattle Office of Sustainability and Environment. "2017 Drive Clean Seattle Implementation Strategy." June 2017.

<sup>36</sup> Seattle Department of Transportation. "EVSE Roadmap for Shared Mobility Hubs." November 2018. [http://evsharedmobility.org/wp-content/uploads/2018/12/SDOT\\_EVSE\\_Roadmap\\_for\\_Shared\\_Mobility\\_Hubs.pdf](http://evsharedmobility.org/wp-content/uploads/2018/12/SDOT_EVSE_Roadmap_for_Shared_Mobility_Hubs.pdf)

### STEP 3: DETERMINE BENEFIT AND/OR BURDEN

Step 3 of the RSJI Racial Equity Toolkit involves analyzing how the policy, initiative, program, or budget issue will impact racial equity. City Light evaluated potential benefits as well as unintended consequences of transportation electrification investments and whether they aligned with the racial equity outcomes defined in Step 1.

**Community Collaboration:** City Light’s Transportation Electrification Strategic Investment Plan will shape transportation electrification work for the next four years. There is an opportunity to intentionally include environmental justice communities in program collaboration to ensure that communities can shape this work and help City Light maximize benefits for and minimize harm to environmental justice communities. A benefit of this approach is “greater power and ownership in the environmental and climate movement by people of color.”<sup>27</sup>

**Healthy Planet, Healthy Lives:** Transportation electrification enables zero carbon emissions by using City Light’s carbon-neutral electricity. While this has global benefits in terms of preventing the existential threat of climate change, it has local benefits to environmental justice communities within City Light service area that are disproportionately vulnerable to climate change impacts such as flooding and heat waves. In addition, it enables zero tailpipe emissions, which improves local air quality.

**Equitable Access:** Seattle City Light’s Transportation Electrification Strategic Investment Plan is not just about developing solutions for passenger cars. It is a broad approach to supporting the electrification of transit, freight and other medium- and heavy-duty vehicles for people, goods and services. Program offerings, initiatives and education will support multimodal transportation options that impact (via air quality) or are used by environmental justice communities. A benefit of this approach is “the dissolution of the idea that electric vehicles are only for rich white people.”<sup>37</sup> It is important to note, however, that “an important unintended consequence of transportation electrification without good public policy is that the benefits accrue primarily to wealthy white people.”<sup>27</sup>

**Community Assets:** Without proper planning, public charging installations may lead to gentrification and displacement of environmental justice communities through higher property values. With intentional planning, investments in transportation electrification can help uplift environmental justice communities by providing community assets that are designed by communities to drive economic development, education and clean air.

**Economic Opportunities and Youth Pathways:** City Light’s transportation electrification programs will invest in charging equipment that will require electricians for installation and maintenance. City Light will look for opportunities to hire Women & Minority Business Enterprise (WMBE) contractors for this

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<sup>37</sup> Office of Sustainability and Environment. “Racial Equity Toolkit.” Drive Clean Seattle.

work. Another benefit of transportation electrification investment is “more money circulating in local economies as fuel dollars are kept at home rather than being sent to out-of-state oil companies.”<sup>27</sup> In a conversation with stakeholders, OSE found that, “one unintended consequence [of these programs is] the eventual decrease in the number of jobs which service internal combustion engine vehicles. Electric vehicles require much less maintenance than a gasoline or diesel vehicle.”<sup>27</sup>

#### **STEP 4: ADVANCE OPPORTUNITY OR MINIMIZE HARM**

Step 4 of the Racial Equity Toolkit includes developing strategies to advance racial equity and/or minimize unintended consequences. To ensure that we deliver on our racial equity outcomes, City Light has identified strategies specific to transportation electrification investment for each outcome. They include:

**Community Collaboration:** City Light will include community voices in future program design and implementation processes through intentional and targeted stakeholder engagement. City Light will look to communities to identify additional transportation electrification portfolio offerings and prioritize them, ensuring we most effectively address environmental justice communities’ needs. City Light will also work with these communities to collaboratively design programs that impact their communities and develop solutions that better support them.

**Healthy Planet, Healthy Lives:** City Light will explore opportunities to create stronger partnerships and align equity initiatives across regional organizations that provide services to environmental justice communities to uplift race and social justice transportation electrification initiatives and improve public health.

**Equitable Access:** City Light “will seek to understand the general transportation needs of all community members.”<sup>38</sup> This will include discussions around which transportation electrification-related investments within City Light’s sphere of influence could best improve overall access and mobility. City Light will also explore opportunities to connect transportation electrification programs to environmental justice communities.

**Community Assets:** City Light will design programs with displacement risk in mind by connecting with community stakeholders early to consult on displacement concerns prior to site selection and exploring program design elements to limit displacement.

**Economic Opportunities and Youth Pathways:** City Light will engage environmental justice communities in transportation electrification and support them through the market transformation

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<sup>38</sup> Seattle Department of Transportation. “EVSE Roadmap for Shared Mobility Hubs.” November 2018. [http://evsharedmobility.org/wp-content/uploads/2018/12/SDOT\\_EVSE\\_Roadmap\\_for\\_Shared\\_Mobility\\_Hubs.pdf](http://evsharedmobility.org/wp-content/uploads/2018/12/SDOT_EVSE_Roadmap_for_Shared_Mobility_Hubs.pdf)

process. This may include hiring locally from these communities and partnering with industries that heavily employ environmental justice community members on transportation electrification initiatives.

#### **STEP 5 & 6: EVALUATE AND REPORT BACK**

The final steps of the RSJI Racial Equity Toolkit include tracking and evaluating impacts on communities of color over time and reporting back on progress and lessons learned. City Light will be sharing information learned from this analysis and any unresolved issues with leadership and will continue to communicate with and involve stakeholders, documenting any unresolved issues.

City Light recognizes that authentic and successful community engagement and ability to make meaningful progress toward racial equity outcomes will be contingent on dedicating the time and resources needed for long-term relationship building. This will require buy-in from the highest levels of leadership both within City Light and on the City Council, adequate time and funding for engagement, as well as direction to move forward on policy and process changes that enable equitable transportation electrification investments.

Seattle City Light will develop program- and investment-specific metrics to evaluate progress on each of its racial equity outcomes, gathering stakeholder input first about what meaningful and appropriate metrics should be. City Light will also share lessons learned from community outreach efforts and ongoing inequities related to transportation electrification with other City departments and external partners.