TESTIMONY OF SEATTLE MAYOR GREG NICKELS
BEFORE THE SENATE ENVIRONMENT & PUBLIC WORKS COMMITTEE
MARCH 1, 2007 HEARING
STATE, REGIONAL, AND LOCAL PERSPECTIVES ON GLOBAL WARMING

Introduction

Chairwoman Boxer, Ranking Member Inhofe, members of the Committee, thank you very much for the invitation to testify before you today. More importantly, thank you for your leadership on an issue of paramount importance to our nation: global climate disruption.

We are at a historic juncture in this country. The scientific consensus on global warming is increasingly clear and unequivocal – it is happening and human activities are causing it.

My message to you today is twofold:

First, let's act now. Let's not wait until the 111th or 112th Congress. Let's seize the moment. Put in place a clear, strong and effective federal policy that is necessary to stabilize the climate: 80 percent reduction of greenhouse gas emissions by 2050, based on 1990 levels.

Second, America's mayors are ready, willing and able to work with you to develop and implement this policy. We are ready to build public support in our communities – including our business communities – to meet this challenge. We are ready to implement local solutions. In fact, many of us are already doing just that.

US Mayors Climate Protection Agreement

409 mayors across the country have signed on to the U.S. Mayors Climate Protection Agreement[1] that I initiated with eight other mayors just over two year ago. These mayors represent over 60 million people – nearly a fifth of the US population – in all 50 states, plus the District of Columbia. They are Democrats, Republicans, and Independents. They are leaders of some of our biggest cities and smallest towns – from Richmond, Virginia and Bozeman, Montana to Akron, Ohio and Cookeville, Tennessee.

[1] See Attachment A: US Mayors Climate Protection Agreement. The resolution can also be found at: http://www.usmayors.org/uscm/resolutions/73rd_conference/env_04.asp

Like most economic and environmental issues, climate disruption does not follow geographic or political boundaries. Its impacts affect us all; however the opportunities that global warming solutions present are open to all. That's why the U.S. Mayors Climate Agreement has resonated across the country, regardless of where cities are on the map, and where mayors sit on the political spectrum. That's why Republican mayors from cities such as New York; San Diego; Bellevue, NE; and Arlington, TX have joined Democratic mayors such as myself.

In signing the Agreement, these 409 mayors[2] are pledging to take local action to significantly reduce greenhouse gas emissions in their own communities. Cities across our nation are pledging support for bipartisan greenhouse gas reduction legislation that includes 1) clear timetables and emissions limits and 2) a flexible, market-based system of tradable allowances among emitting industries.

We are not just signing a piece of paper. We are making tough choices. We are investing our taxpayers' money. We are transforming our cities into laboratories for climate protection. In short, we are making a difference, and laying the groundwork for strong federal policies and programs.

For example, we are making the sometimes difficult but necessary changes to land-use policies and regulations. We are reining in sprawl and increasing density in our urban cities, changes that reduce energy and fuel use by cutting greenhouse gases an average of close to 30 percent.

We are investing heavily in public transit, building more bike paths and making it safer for pedestrians to walk to work, school and parks. By doing this, fewer people will need their cars to get around.

We are walking the talk. City governments are using their purchasing power to buy electric hybrid vehicles and biodiesel for our fleets, energy-efficient computers for our offices, and super-efficient LED (light-emitting diode) bulbs for our traffic signals. We're designing "green," energy-efficient buildings and re-using methane gas at our landfills and wastewater treatment plants.

We are doing many of these things in Seattle. But we are most proud that our publicly-owned utility –Seattle City Light – is the first electric utility in the nation to be greenhouse gas neutral. It has achieved this through conservation, using renewable energy resources and investing in offset projects that lower our city's carbon footprint, encourage new business opportunities and improve local air quality. For example, City Light is working with the cruise ship industry to connect ships to shore power while in port rather than burn diesel. We have launched a biodiesel program that pays for the use of this cleaner fuel in local buses, Washington State ferries and city trucks. These and other programs are economically efficient and will help us lower greenhouse gas emissions.

[2] See Attachment B: Map of the Participating Cities. The map is updated at: http://www.seattle.gov/mayor/climate/default.htm#who

Seattle is certainly not alone in such pioneering efforts.

The city of Irvine, California, the city is supporting the Zero Emission Vehicle Network Enabled Transport program (ZEV-NET), which makes zero-emission vehicles available to participating employers and their employees.

Burlington, Vermont has a Climate Action Plan and joined the 10 Percent Challenge Campaign. The campaign challenges everyone—individuals, businesses, the city and others—to reduce their emissions by 10 percent or more.

In Dayton, city leaders are switching traffic signals to LED technology at hundreds of intersections, reducing carbon emissions significantly. They have also developed a co-generation facility at their wastewater treatment facility. Its engines use methane gas produced at anaerobic digester plant.

Alexandria, Virginia, the historic city just across the Potomac, is modernizing its buildings to LEED standards. They have funded this project through bond revenues and the annual budget.

In St. Paul, Minnesota, the city initiated the Saint Paul Environmental-Economic Partnership Project in 1993 to implement its Urban CO2 Reduction Plan. This plan includes diversifying transportation options, reforesting the urban landscape, increasing energy efficiency, promoting alternative energy and increasing recycling and reducing waste.

The list goes on and on. Our nation's commitment to climate protection grows stronger each day.[3]

Why are a growing number of mayors and communities making global warming a local priority? There are three key reasons.

First, we're increasingly concerned about local impacts, not only on our urban environments, but on our economies and overall quality-of-life. We are the first responders to emergencies and we will feel the most immediate effects of rising seas, more fires, more unpredictable weather patterns. In Washington State we are already beginning to see some of the impacts of global climate disruption in the Cascade Mountains, where changing snow melts and shrinking glaciers threaten our major source of water and electricity.

Second, we're excited about the economic opportunities presented by this challenge to make our cities more climate-friendly – opportunities for our families and businesses to save money through increased efficiencies, and opportunities for our companies to create

[3] These examples and others can be found in *Energy and Environment: The United States Conference of Mayors Best Practices Guide*, January 2007. To learn more about the Burlington, Vermont example, please go to: http://www.burlingtonelectric.com/SpecialTopics/Reportmain.htm .

jobs and revenues by inventing and producing cleaner energy sources and technologies. In the Seattle area, for example, green building and biodiesel production already are emerging as strong and growing sectors of our economy.

Third, we feel a strong sense of responsibility. A large percentage of the world's energy – something on the order of 75% -- is consumed in or by the world's cities. So we can't solve global warming without making our cities significantly more energy-efficient and less dependent on fossil fuels. Cities are on the critical pathway to a global solution. And American cities, in particular – among the wealthiest on Earth – have a responsibility to lead the way.

Seattle's Experience

That's why in February of 2005 – a year in which we were nearly "snowless in Seattle" – I challenged my own community to meet or beat the climate pollution-cutting goal of the Kyoto Protocol, and invited my fellow mayors across the country to do the same. In the longer term, I believe much deeper cuts are necessary. But I wanted to challenge the government and the community to make significant cuts in the short-term, on my watch as mayor: seven percent reductions from 1990 levels by 2012.

By that time, we already had reduced our city government emissions by about 60% from 1990 levels, thanks in large part to the efforts of our publicly owned utility – Seattle City Light – to make itself the nation's first "climate-neutral" utility. We also had aggressive recycling, green building and green fleet management programs underway.

But despite our success as a city government, we saw that community-wide emissions were rising dramatically, driven in large part by motor vehicle emissions. So we turned our attention to shrinking the community's "carbon footprint." We established a Green Ribbon Commission on Climate Protection consisting of about 20 of our community's most-respected leaders and experts. It was co-chaired by Denis Hayes, the president of the Bullitt Foundation and founder of Earth Day, and Orin Smith, the now-retired CEO of the Starbucks Coffee Company. And it includes the president of the board of REI, Inc., Bill Ruckelshaus, the three-time US EPA Administrator, and many other leaders from the business, government, and nonprofit sectors.

The commission spent a year poring over data and reviewing best practices from around the world. Their work culminated in the Seattle Climate Action Plan, which I released in September of 2006.[4] This is a blueprint for significantly reducing greenhouse gas emissions in our community. It features a variety of strategies for reducing car-dependence in Seattle, increasing fuel efficiency and the use of biofuels, and improving energy efficiency and the use of renewable energy sources.

We've created the Seattle Climate Partnership, a voluntary pact among Seattle-area employers to assess and reduce their own carbon footprints, and to come together to help

[4] See Attachment C: *Seattle, a Climate of Change: Meeting the Kyoto Challenge-Climate Action Plan* Executive Summary, September 2006. The Executive Summary and the full report can also be found at: http://www.seattle.gov/climate/.

meet our community-wide goals. Thirty employers have joined the Partnership already, including Starbucks, REI, the Port of Seattle, the University of Washington, GroupHealth Cooperative, the Fred Hutchinson Cancer Research Center and the Greater Seattle Chamber of Commerce.

Seattle does all this because our citizens are demanding it. They expect leadership from their elected officials, their business leaders and their public power agencies to step up to this tremendous challenge we all face.

In addition to the activities we are undertaking in Seattle, the State of Washington is also moving toward implementing a climate plan. The governor has just issued an Executive Order calling for the state to implement a climate action plan that includes greenhouse gas reduction targets. Likewise, there are over a dozen bills pending before our state legislature calling for actions dealing with climate change. And this past Monday, my governor announced that Washington will join with Oregon, California, Arizona and New Mexico to form the Western Regional Climate Action Initiative, pledging to work together to reduce greenhouse gas emissions.

However, while voluntary actions by cities or state mandates are important what we really need is federal leadership. Not just because it is the most powerful way to confront this problem but also because it will allow us to achieve the most reductions for the least costs to our economy.

We believe this is the year for federal action. Specifically, we believe Congress needs to adopt a greenhouse gas reduction plan that calls for a hard and declining cap on emissions and allows for carbon trading among entities. To achieve the most reductions at the lowest possible cost we believe that this trading program should allocate allowances in ways that encourage hydropower and other renewable resources, rewards past and future conservation and energy efficiency, and recognizes credit for early action.

United States Conference of Mayors and the 110th Congress

I am pleased that the U.S. Conference of Mayors has been the leading local government organization on this issue. The U.S. Conference of Mayors led by Mayor Douglas Palmer of Trenton, New Jersey, recently released its *10-Point Plan, for Strong Cities, Strong Families, for a Strong America* at our 75th Winter Meeting.[5] The mayors were so pleased, Madame Chair, that you could join them to share your vision on the need for action by Congress to further the nation's progress on climate protection.

In our 10-Point Plan, the nation's mayors have made action on federal climate legislation our lead issue. As I have noted, the mayors want to play a strong role in helping you and members of this Committee make the federal policy changes that will further progress in our communities, in our states and the nation.

[5] A copy of *10-Point Plan, for Strong Cities, Strong Families, for a Strong America* can be found at: http://usmayors.org/uscm/news/press_releases/documents/10-PointPlan.pdf

The mayors are proposing an Energy and Environmental Block Grant initiative, modeled after the very successful Community Development Block Grant program. We believe such an initiative is particularly critical at this juncture as cities strive to expand their climate protection efforts. The nation has a real interest in expanding the many local initiatives that are underway in my city and others all across the country. This block grant would accelerate the many innovations emerging in our cities, which are the laboratories of future solutions to this vast challenge before us.

Our goal with this block grant initiative would be to use federal grants to 1) improve community energy efficiency; 2) develop and implement community strategies to reduce carbon emissions, including but not limited to achieving "carbon free" buildings by 2030; 3) develop and implement community and transportation energy conservation programs; 4) encourage the development of new technologies and systems to decrease our dependence on foreign oil; and 5) promotion and development of alternative/ renewable energy sources.

We need the federal government to take on a leadership role now so that we move beyond the grassroots innovation that is blossoming in every state in the country. This Congress needs to move quickly to adopt meaningful carbon policies – ideally through a broad-based cap and trading program to reduce this country's greenhouse gas emissions. This will harness market forces and allow the powerful engine of our economy to find the most innovative and cost-effective solutions to this global challenge.

Mayors from across the United States look forward to working with you on this challenge.

Attachment A

2005 ADOPTED RESOLUTIONS
ENVIRONMENT

ENDORSING THE U.S. MAYORS CLIMATE PROTECTION AGREEMENT

WHEREAS, the U.S. Conference of Mayors has previously adopted strong policy resolutions calling for cities, communities and the federal government to take actions to reduce global warming pollution; and

WHEREAS, the Inter-Governmental Panel on Climate Change (IPCC), the international community's most respected assemblage of scientists, has found that climate disruption is a reality and that human activities are largely responsible for increasing concentrations of global warming pollution; and

WHEREAS, recent, well-documented impacts of climate disruption include average global sea level increases of four to eight inches during the 20th century; a 40 percent decline in Arctic sea-ice thickness; and nine of the ten hottest years on record occurring in the past decade; and

WHEREAS, climate disruption of the magnitude now predicted by the scientific community will cause extremely costly disruption of human and natural systems throughout the world including: increased risk of floods or droughts; sealevel rises that interact with coastal storms to erode beaches, inundate land, and damage structures; more frequent and extreme heat waves; more frequent and greater concentrations of smog; and

WHEREAS, on February 16, 2005, the Kyoto Protocol, an international agreement to address climate disruption, went into effect in the 141 countries that have ratified it to date; 38 of those countries are now legally required to reduce greenhouse gas emissions on average 5.2 percent below 1990 levels by 2012; and

WHEREAS, the United States of America, with less than five percent of the world's population, is responsible for producing approximately 25 percent of the world's global warming pollutants; and

WHEREAS, the Kyoto Protocol emissions reduction target for the U.S. would have been 7 percent below 1990 levels by 2012; and

WHEREAS, many leading US companies that have adopted greenhouse gas reduction programs to demonstrate corporate social responsibility have also publicly expressed preference for the US to adopt precise and mandatory emissions targets and timetables as a means by which to remain competitive in the international marketplace, to mitigate financial risk and to promote sound investment decisions; and

WHEREAS, state and local governments throughout the United States are adopting emission

reduction targets and programs and that this leadership is bipartisan, coming from Republican and Democratic governors and mayors alike; and

WHEREAS, many cities throughout the nation, both large and small, are reducing global warming pollutants through programs that provide economic and quality of life benefits such as reduced energy bills, green space preservation, air quality improvements, reduced traffic congestion, improved transportation choices, and economic development and job creation through energy conservation and new energy technologies; and

WHEREAS, mayors from around the nation have signed the U.S. Mayors Climate Protection Agreement which, as amended at the 73rd Annual U.S. Conference of Mayors meeting, reads: The U.S. Mayors Climate Protection Agreement A. We urge the federal government and state governments to enact policies and programs to meet or beat the target of reducing global warming pollution levels to 7 percent below 1990 levels by 2012, including efforts to: reduce the United States' dependence on fossil fuels and accelerate the development of clean, economical energy resources and fuel-efficient technologies such as conservation, methane recovery for energy generation, waste to energy, wind and solar energy, fuel cells, efficient motor vehicles, and biofuels; B. We urge the U.S. Congress to pass bipartisan greenhouse gas reduction legislation that includes 1) clear timetables and emissions limits and 2) a flexible, market-based system of tradable allowances among emitting industries; and C. We will strive to meet or exceed Kyoto Protocol targets for reducing global warming pollution by taking actions in our own operations and communities such as: 1. Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan. 2. Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities; 3. Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit; 4. Increase the use of clean, alternative energy by, for example, investing in "green tags", advocating for the development of renewable energy resources, recovering landfill methane for energy production, and supporting the use of waste to energy technology; 5. Make energy efficiency a priority through building code improvements, retrofitting city facilities with energy efficient lighting and urging employees to conserve energy and save money; 6. Purchase only Energy Star equipment and appliances for City use; 7. Practice and promote sustainable building practices using the U.S. Green Building Council's LEED program or a similar system; 8. Increase the average fuel efficiency of municipal fleet vehicles; reduce the number of vehicles; launch an employee education program including anti-idling messages; convert diesel vehicles to bio-diesel; 9. Evaluate opportunities to increase pump efficiency in water and wastewater systems; recover wastewater treatment methane for energy production; 10. Increase recycling rates in City operations and in the community; 11. Maintain healthy urban forests; promote tree planting to increase shading and to absorb CO2; and 12. Help educate the public, schools, other jurisdictions, professional associations, business and industry about reducing global warming pollution.

NOW, THEREFORE, BE IT RESOLVED that The U.S. Conference of Mayors endorses the U.S. Mayors Climate Protection Agreement as amended by the 73rd annual U.S. Conference of Mayors meeting and urges mayors from around the nation to join this effort.

BE IT FURTHER RESOLVED, The U.S. Conference of Mayors will work in conjunction with ICLEI Local Governments for Sustainability and other appropriate organizations to track progress and implementation of the U.S. Mayors Climate Protection Agreement as amended by the 73rd annual U.S. Conference of Mayors meeting.

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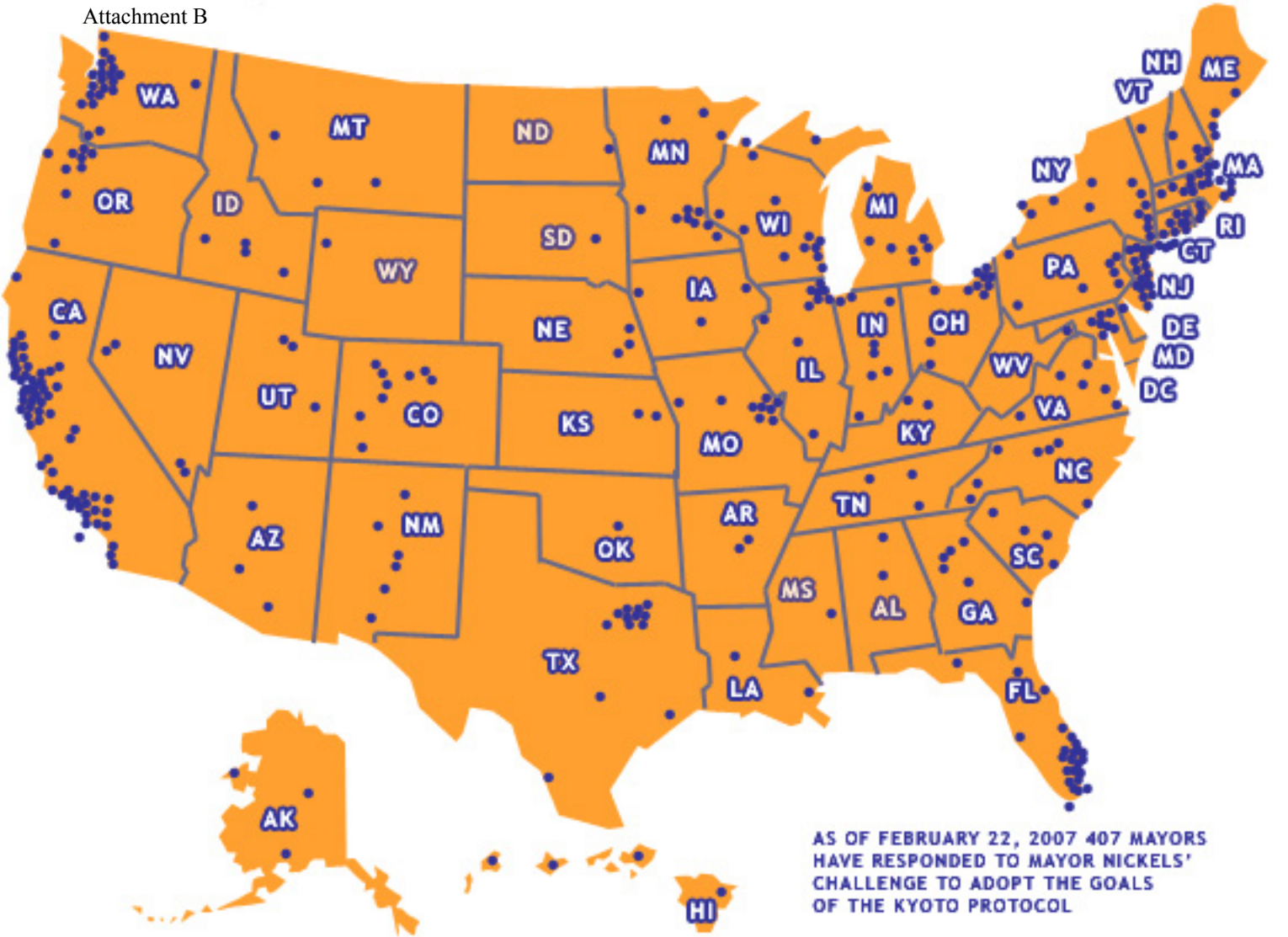
Attachment B



Seattle, a Climate of Change: Meeting the Kyoto Challenge

Climate Action Plan: Highlights

September 2006

Introduction

The climate crisis presents Seattle with an extraordinary challenge. The local impacts—winter flooding, summer drought, rising sea levels, heightened wildfire risk, receding glaciers and declining snow pack—pose serious risks to our economy and our quality of life.

In February of 2005, Mayor Greg Nickels challenged fellow mayors across the country to join with Seattle in pledging to meet or exceed the Kyoto Protocol's emissions-reduction goals. So far, more than 300 mayors, representing 51 million Americans in 46 states have signed the U.S. Mayors Climate Protection Agreement.

The Seattle Climate Action Plan is the way Seattle will meet those goals and reduce greenhouse gas emissions as a city to 7 percent below 1990 levels by 2012. It is guided largely by the March 2006 recommendations of the mayor's Green Ribbon Commission on Climate Protection.

The challenge is great. Success will depend on individuals, businesses and the community working together in ways large and small to reduce greenhouse gas emissions.

The plan will support individuals in reducing emissions at home, at work and on the road through investments in transit, conservation and education. It will help businesses conserve energy and implement climate protection improvements. And it will strengthen and expand the City of Seattle's effort to reduce its emissions as it provides services to people across the city.

Mayor Nickels and the City of Seattle believe strongly that local action is a critical part of the global solution; Seattle's successes will provide a model for policies that must ultimately be developed worldwide to stabilize the climate. Further, the technological innovation that will accompany the necessary shift in our energy consumption will generate significant economic opportunity.

Seattle is more than up to the task of greening our own community and leading others. The government has reduced its own climate pollution by 60 percent since 1990, led by City Light, the only electric utility to achieve net-zero greenhouse gas emissions. Seattle's waste reduction and water and electricity conservation programs are among the nation's best.

The Climate Action Plan

The plan details substantial new investments to encourage businesses and residents to take action and to expand the City's emissions-cutting programs. The mayor has proposed $37 million over the next two years for climate protection actions such as expanded transit service, and improved and new bicycling and pedestrian facilities. It includes money to convert to more climate-friendly vehicles and equipment throughout the City, to start a new business partnership devoted to climate protection, and to launch a broad campaign to educate residents and businesses about the link

between climate disruption and fossil fuel consumption.

The funding sources include $34 million from *"Bridging the Gap,"* which voters will consider in November, and $3 million in the mayor's 2007 and 2008 budget proposal.

The plan also extends existing climate-protection initiatives, like Seattle City Light's net-zero emissions efforts, smart growth policies and regulations to promote development in urban centers and the City's green fleet and green building programs.

The City and the community's progress will be measured, and the plan updated, every two years by an interdepartmental Climate Team coordinated by the Office of Sustainability and Environment (OSE). OSE will update the community's and the City's greenhouse gas inventories every three years.

Successful implementation of Seattle Climate Action Plan will move us substantially toward the Kyoto target. But, of course, Kyoto is just a beginning. To stave off the potentially catastrophic impacts of climate disruption will require a sustained effort well beyond 2012 and well beyond Seattle.

The challenge before us is big. No city in America is more capable of exceeding it.

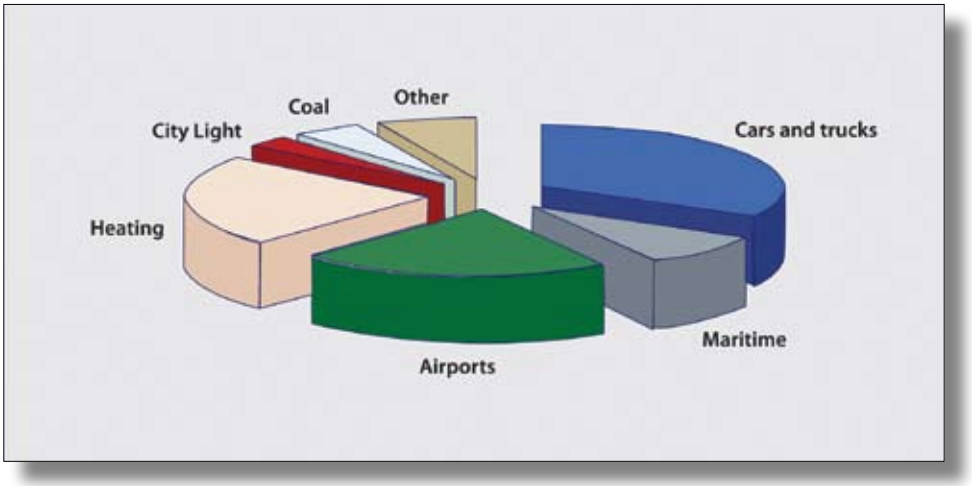
To get to the Kyoto goal, Seattle must cut its emissions by about 680,000 metric tons.

The sources of Seattle's climate pollution are really no different from any other region. Our greenhouse gases come almost entirely from using energy in everyday life. Roughly half the climate pollution in Seattle comes from burning fossil fuels to move ourselves and our goods in cars, trucks, buses, trains and airplanes. Another quarter comes from heating our homes and buildings, primarily with natural gas.

The community will cut greenhouse gas emissions in three major ways: reducing our dependence on cars, increasing fuel efficiency and the use of biofuels, and conserving and using cleaner energy in our homes, businesses and institutions. The City will pursue policies to bolster its leadership in climate protection and to inspire broader action.

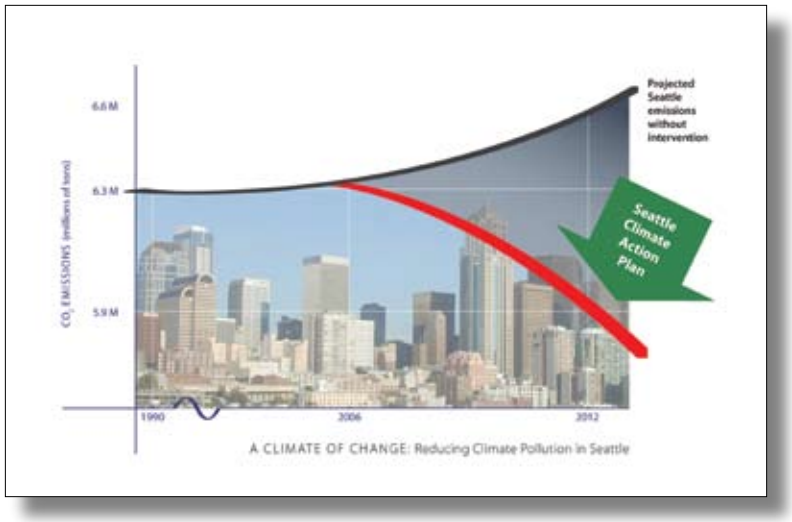
Reduce Seattle's Dependence on Cars

- The City will invest $1.5 million to increase transit service in Seattle, which King County's *Transit Now* ballot measure, if it passes, will match 2 for 1, for an estimated 45,000 additional hours of service citywide.



PROJECTED 2012 SEATTLE EMISSIONS SOURCES

Cars and trucks: trucking and passenger transportation, including gasoline, diesel, and natural gas vehicles; **Maritime:** Ships, trains, ferries, construction equipment; **Airports:** air travel; **Heating:** natural gas (including commercial and industrial uses), heating oil, and propane heat; **City Light:** Seattle City Light emissions; **Coal:** coal from various Seattle-based industries; **Other:** closed landfills, non-road gasoline, distillate oil, liquid propane gas, fireplaces.



To meet its Kyoto goal, Seattle must cut emissions by 680,000 metric tons

- The City has committed $3 million for transit corridor and reliability improvements, which *Transit Now* will match with an additional 5,000 service hours, allowing faster more reliable bus service in the city's most congested routes to Downtown (Ballard, West Seattle, Pine Street, First Hill).
- The City will double the existing 25 miles of marked and striped bicycle lanes.
- The City will make walking more attractive by installing 200 new pedestrian curb ramps and upgrading 50 marked crosswalks to national safety standards by the end of 2008.
- The City will implement a 10 percent commercial parking tax to be phased in over three years, beginning in July 2007.
- Mayor Nickels has allocated $100,000 to work with regional partners to analyze and develop road pricing scenarios and address any legal and implementation issues.

Increase Fuel Efficiency and Use of Biofuels

- The City, partnering with Puget Sound Clean Cities Coalition and the Puget Sound Clean Air Agency, will increase fuel efficiency and the use of biofuels by commercial fleets through a "Smart Fleets" educational outreach program.
- The City will begin increasing its biodiesel blend from 20 percent biodiesel (B20) to as much as 40 percent (B40) in 2007.
- The Seattle Police Department will begin in 2007 to transition all of its non-pursuit vehicles to efficient gas-electric hybrids.
- The City will examine the use of smaller, more fuel-efficient vehicles as taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles, culminating in recommendations to the Mayor by the end of 2007. In addition, the City will continue to work with King County, the Port of Seattle and taxi companies to explore ways of reducing the amount of taxi "deadheading" in the region.

Achieve More Efficient and Cleaner Energy for Homes and Businesses

- City's Light's mitigation program has already sealed its net-zero emissions status for 2007 by participating in offset programs and has committed to acquire at least 7.5 average megawatts through conservation measures in 2007 and 2008.
- In 2007, Seattle Public Utilities and City Light will implement a comprehensive shower-head and faucet aerator program for all residential customers to conserve hot water heated by gas and electricity. Program materials will feature greenhouse gas reductions as one of many benefits.

- The City will hire a dedicated energy specialist and implement cost-effective conservation and energy efficiency measures in City facilities.

- Seattle Parks and Recreation will install covers on the Helene Madison and Ballard swimming pools, which are heated by natural gas, in 2007. In addition, in partnership with Puget Sound Energy, Parks is establishing a Resource Conservation program to identify and implement cost-effective energy conservation measures.

Extend the City's Leadership

- Seattle Public Utilities, the City's second-largest department, will complete its own greenhouse gas emissions inventory, reduction target and action plan.

- The City will fully mitigate all business-related air travel by City employees beginning in 2007 by purchasing carbon-offset projects annually.

- The City will launch a campaign to encourage all 10,000 City employees to reduce climate pollution on the job and at home.

- A newly-created Department of Executive Administration Green Team will assess and, where appropriate, promote the purchase and use of climate-friendly products, such as super-efficient "80-plus" computers and servers.

- OSE and the Department of Finance will work with the Seattle City Employees Retirement System to explore options for climate-friendly investing that are consistent with State law governing the System's investments. This may include actions such as assessing both the risks to City investments posed by climate disruption and the opportunities to invest in climate solutions; asking companies in the City's existing investment portfolio to disclose climate risk information through reporting mechanisms such as the Carbon Disclosure Project or Global Reporting Initiative; and joining the Investor Network on Climate Risk.

Inspire Action

- The Seattle Climate Partnership, begun with support from OSE, will provide Seattle area employers with resources for assessing their climate impacts and implementing strategies for reducing emissions. The Partnership will also develop strategies for achieving emissions through relationships with employees, customers, suppliers and vendors.

- The Department of Neighborhoods will launch a Neighborhood Climate Protection Matching Fund to promote and help finance neighborhood-based climate protection projects such as local biodiesel cooperatives, tool- and car-sharing programs, anti-idling campaigns and community energy conservation actions.

- The City, in partnership with Puget Sound Clean Air Agency, King County, Climate Solutions, Puget Sound Energy, AAA-Washington and others, will launch in early 2007 a regional campaign, including a "Drive Smart" program, to engage and inspire Puget Sound area residents and businesses to incorporate climate protection action into their daily affairs.

City of Seattle

Mayor Greg Nickels
For more information:
www.seattle.gov/climate

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