2007-2008 Seattle Climate Action Plan

PROGRESS REPORT

A Milestone Achieved, A Mountain to Climb

Seattle's efforts to address global warming span decades, and our work is paying off. A newly compiled inventory of Seattle's greenhouse gas emissions shows we are meeting our Kyoto Treaty targets, which call for reducing climate pollution to seven percent below 1990 levels by 2012. As of 2005, the benchmark year of the study, the city produced eight percent less carbon dioxide and other gases than we did 15 years ago.

The success was a community effort, and conservation made a big difference. Energy use by homes, businesses and industries actually decreased since 1990, while the city witnessed an unprecedented economic boom. Climate-friendly policies at City Light, the nation's first zero net emissions utility, further shrunk the city's carbon footprint.

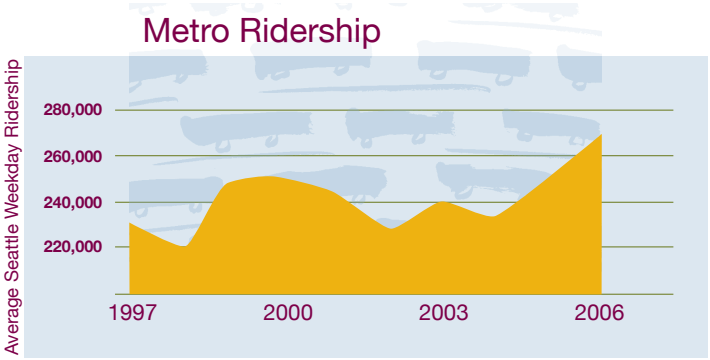
These achievements are just the beginning. The city is poised for remarkable changes in how we live, work and travel. In two months, a new South Lake Union streetcar will link downtown with hundreds of new jobs and condominiums in the Cascade neighborhood. By 2009, Sound Transit light rail will take thousands of cars off the road. As the city unrolls its Bicycle Master Plan, pedal commuters will enjoy miles of new lanes and other safety improvements. More than a 100 green buildings are already in development around Seattle. If current trends continue, we will be cleaner, more efficient, and more prosperous.

With its emission reduction goals, Seattle does not stand alone. About 700 other mayors, representing 75 million Americans, have signed the U.S. Mayors Climate Protection Agreement, which calls for cities to meet or beat the Kyoto Treaty targets by 2012. This year, led by Mayor Nickels, the U.S. Conference of Mayors endorsed a national and local goal of 80 percent reduction of greenhouse gases from 1990 levels by 2050. The message to lawmakers is clear: cities are taking action, and they want the federal government to join them.

Just as climate pollution is a human-caused dilemma, humans can solve it. Seattle will do its part – this report provides an overview of key strategies and highlights some significant accomplishments of its Climate Action Plan, a comprehensive roadmap released by Mayor Nickels in 2006. We know that to meet future milestones, the entire community must share a sense of urgency and commitment to do more.

Getting Out of Your Car: Transportation Choices & Smart Growth

Cars, SUV's, and heavy trucks are Seattle's largest source of climate pollution, representing more than 40 percent of the city's greenhouse gas emissions. Because improving transportation is so vital to reducing the city's carbon footprint, we're focused on providing people alternatives to driving alone while directing new development into pedestrian-oriented urban centers. It's about changing behavior, and providing options.



Trains, Streetcars and Buses

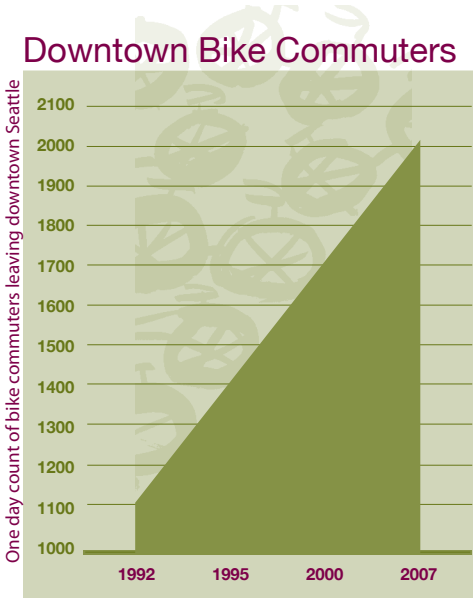
We are working with King County and other Puget Sound partners to create new transit networks:

- The South Lake Union line of the Seattle Streetcar starts service on December 14, and will carry an estimated 330,000 riders in its first year. The streetcar will transform a vibrant neighborhood and spark the city's imagination about routes to come. We're already exploring where the line should go next.
- The Sound Transit Light Rail line is on track for completion in 2009, connecting downtown Seattle to Sea-Tac Airport, and will carry an estimated 40,000 riders a day.
- With assistance from Bridging the Gap, the $365 million transportation improvement package passed by voters in 2006, King County Metro is increasing access to bus service within the Seattle service area – adding approximately 20,000 new hours of service in 2008, and approximately 45,000 new hours by 2010.
- The "Complete Streets" ordinance, by establishing new requirements for street and sidewalk lighting, requiring pedestrian and bicycle safety improvements, and increasing street trees, puts walking, bicycling and transit on the same level as cars when the city improves streets and arterials.

A Better Way to Move Around

For years, we've been working to make it easier for people to keep their car at the curb. Seattle's Department of Transportation (SDOT) was one of the first in the country to establish a bicycle program, which has been going strong for over 35 years. Building upon this history of leadership, SDOT released the Seattle Bicycle Master Plan in spring 2007 and recently began work on the Pedestrian Master Plan, which will be available in late 2008.

This year, in support of the city's estimated 6,000 daily bicycle commuters (a number we hope to triple in the coming years), Seattle added miles of new bike lanes, constructed the new Chief Sealth trail in southeast Seattle, began construction on one of the last pieces of the Burke-Gilman Trail, and improved 200 curb ramps and 750 crosswalks throughout the city. We developed eight blocks of new sidewalks and repaired even more. Now the Mayor has proposed a new bike trail along Lake Union, connecting Gasworks and South Lake Union parks. In the future, more people than ever will be able to go to work, buy groceries, play at the park, and hit their favorite coffeehouses without ever picking up the car keys.



Smart Growth

It's a fact: studies show the average suburbanite emits 30 percent more carbon pollution than a city-dweller. Denser housing creates more opportunities for residents to walk, bike or take mass transit.

Recognizing the link between compact development and climate impact, Mayor Nickels initiated the "Center City Strategy," a vision for encouraging economic growth, transportation, and new housing in Seattle's downtown core and the nine adjoining neighborhoods. In the next 15 years, these neighborhoods are expected to boast 69,000 new jobs and 56,000 new residents.

Northgate, a city designated "Urban Center," is an example of plans becoming reality. A neighborhood named for one of the first retail malls in the nation, Northgate is in the middle of a major renovation, including new sidewalks, bike corridors and improved bus service along with more housing and neighborhood assets such as a library and community garden. In Rainier Valley, southeast of downtown, construction of the light rail line is reshaping what used to be an economically distressed area. Private developers once shied away from Rainier Valley. Now there's talk of new housing and retail, all linked to a rail line that's still a few years away.

Seattle is a city of many distinct neighborhoods, and creating vibrant business districts is important to keeping people off the roadways. In 2006, the City revised its land use codes to implement the Neighborhood Business District Strategy, which provides a framework and incentives for improving pedestrian and transit facilities, supporting job creation, creating affordable housing opportunities, and enhancing neighborhood character.

It's working – growth is being directed into Seattle's urban centers and villages. Between 1995 and 2004, the percentage of residents living in urban centers and villages rose from 35 percent to 38 percent. Although more recent data is not yet available, trends indicate that Seattle will become even denser, and that's good news for our climate.

Clean Fuels & Vehicles

While increasing transportation options is a crucial step, getting more miles per gallon and using more climate-friendly fuels are also important. This can be accomplished by increasing fuel efficiency, employing new vehicle technology, and using alternative fuels.

City Fleets

This year the City updated the Green Fleet Plan, setting new targets for the purchase of hybrid subcompacts and small SUVs. We are also piloting the use of a higher blend of biodiesel (B40) with an eye toward using this blend throughout the fleet. Results of the City's work to promote clean fleets are beginning to show. City-wide fuel use is down 12 percent from 1999. Of the City's approximately 1,000 diesel-powered vehicles, all but 3 percent run on biodiesel. And nearly 80 percent of new light-duty vehicle purchases are now either hybrid or biodiesel vehicles. To facilitate further progress, the Mayor proposed in the 2008 budget to create a staff position to assist City departments in reducing their fuel use.

Getting Others to "Go Green"

As the host city for the Puget Sound Clean Cities Coalition and in partnership with the Puget Sound Clean Air Agency, Seattle helped to develop and launch a new tool to promote and support "green" fleet management by other public and private fleet operators in the region. This tool is now available at **www.psgreenfleets.org**.

Plugging In

Another way to reduce fuel use is to switch power sources. One such promising source is electricity, which the City is investigating for Seattle's vehicles, trucks, and ships.

- Seattle City Light established a partnership with the Port of Seattle to provide on-shore power to cruise ships beginning in 2005. Now with both Holland and Princess cruise ship lines signed up, City Light is working with the Port to explore additional on-shore power options, including building capacity for additional cruise lines as well as container ships.
- Seattle has established a partnership with area fleet operators including the Port of Seattle, King County and the Puget Sound Clean Air Agency in a new demonstration program to integrate plug-in hybrid electric vehicles (PHEVs), a cutting-edge technology capable of attaining 120 mpg, into their respective fleets.

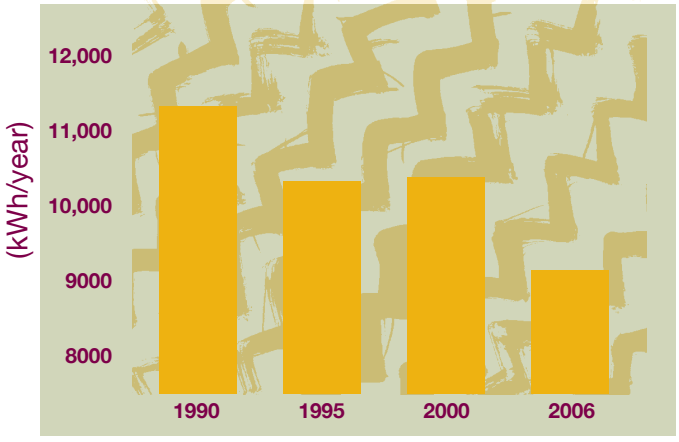
Clean Energy & Efficient Buildings

Seattle City Light is a national success story. The first utility in the country to provide zero net emission electricity to its customers, City Light's energy portfolio is almost entirely composed of clean and renewable energy resources – primarily conservation, hydro and wind power. The greenhouse gas impact of the remaining portion of fossil fuels within the City Light resources portfolio is offset by reducing carbon emissions in other locations. In addition to providing net zero electricity to Seattle customers, City Light remains committed to meeting all new demand through conservation and new renewable generation.

It Comes Down to Using Less

As a result of ongoing conservation efforts by Seattle City Light and others, per capita electricity, natural gas, and water use has decreased steadily since 1990. In 2006, conservation reduced City Light's electric system load by 11 percent, or enough electricity to power 115,000 Seattle homes. This conservation saved about 584,400 tons of carbon dioxide that would otherwise have been released into the atmosphere.

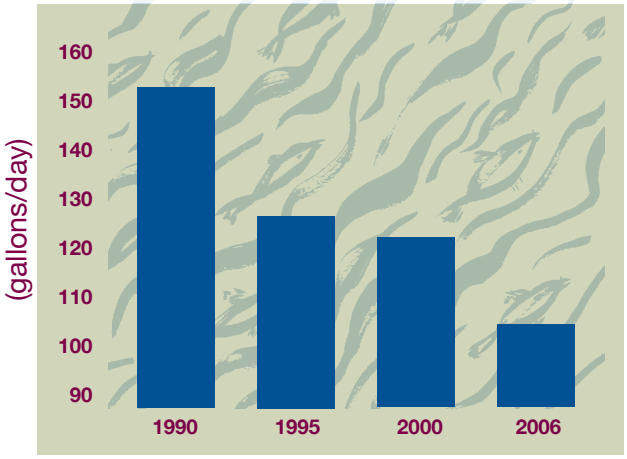
Per Capita Residential Electricity Use



Spotlight: Energy Efficient Light Bulbs

City Light partnered with area retailers to offer compact fluorescent light bulbs (CFLs) for 99 cents. To date 107,000 CFLs have been distributed to Seattle customers with an associated energy savings of more than 3.5 million kilowatt hours, or 2,100 tons of carbon dioxide.

Per Capita Water Consumption



Spotlight: Soaking Up Savings with Efficient Showerheads

Seattle City Light, Seattle Public Utilities, and Puget Sound Energy offered free efficient showerheads and faucet aerators to their customers. More than 31,000 showerheads have been distributed to City Light customers for an estimated savings of over 5.3 million kilowatt hours, or 3,180 tons of carbon dioxide.

Building Green

Since its beginning in 2000, the City of Seattle's Green Building Program has evolved into one of the most successful programs in the country in promoting green building practices, and has expanded its scope beyond municipal buildings to also encourage green building in the private sector. To date, Seattle is home to 31 Leadership in Energy and Environmental Design (LEED) certified projects. The city is second only to Portland (with 32) in number of buildings, and is leading the nation in terms of local government ownership, with ten city-owned LEED-certified buildings. And more green buildings are in the works; 131 LEED registered projects are in the pipeline.

Going beyond new buildings, the City is currently undertaking a comprehensive assessment to determine energy usage in its owned and leased properties. This assessment will help us establish priorities for energy efficiency improvements. The Mayor has proposed a new Green Building Fund that will initially provide $5 million to support new investments in energy efficiency upgrades for city facilities and systems. The fund will capture budget savings and allocate them to new efficiency projects.

Inspiring Action

Although the City of Seattle has an important role to play in addressing climate change, action by city government alone will not meet Seattle's climate goals. In order to reach our targets, Seattle residents and businesses will also need to reduce their own carbon footprints. Global warming may seem impossible for one person to fix, but if everybody did a little, it would go a long way. There's no better symbol of the power of collective action than the humble light bulb. The City has distributed 107,000 compact fluorescent light bulbs, which will ultimately save 3.5 million kilowatt hours, or 2,100 tons of carbon dioxide. But that's just a start. To meet our goals, we need to get organized.

A Green Campaign

In September 2007, the City launched Seattle Climate Action Now, an outreach campaign to inspire residents to take actions that reduce climate pollution. The effort includes a comprehensive website (SeattleCAN.org) that provides tools and resources, community events where residents can come together to take action, and a broad-based network of partner organizations—businesses and community groups—to spread the word about opportunities to reduce emissions. During its first year, the campaign is focused on transportation and home energy actions, Seattle's two largest sources of climate pollution.

Tapping the Community's Creative Juices

If you've got a good idea about saving the planet, the City will match your time and money. The Department of Neighborhood's Climate Protection Fund provides up to $15,000 for a wide variety of projects aimed at helping residents develop community-driven approaches to addressing global warming. To date, four projects have been funded for a total of $60,000 and three additional projects are currently in review. One funded project is the Greater Seattle Climate Dialogues, a network of study groups throughout the city where people learn about and discuss the greenhouse effect and its solutions. For descriptions of this and other projects visit: **www.seattle.gov/neighborhoods/nmf/projectawards**.

Seattle Climate Partnership

Led by 12 founding partners, including the City of Seattle, the Seattle Climate Partnership provides assistance to Seattle-area employers who want to reduce their carbon footprint. As of September 2007, 51 Seattle-area businesses have signed on as partners representing sectors including health care, finance, engineering, industry, development, biotechnology, education and government. The Partnership focuses on providing technical assistance and networking opportunities to member organizations. So far, the Partnership has developed a resource guide, a carbon footprinting tool, and intensive technical assistance, both in the form of quarterly workshops and one-on-one assistance for some partners. In 2008, the Partnership will launch a recruitment effort aimed at the largest employers and fleet owners, expand its technical assistance program, and develop a strategy to assist partners in reducing emissions related to fleets and fuels. The Mayor has proposed additional resources to increase the Partnership services in 2008. For more information visit: **http://www.seattle.gov/climate/partnership.htm**.

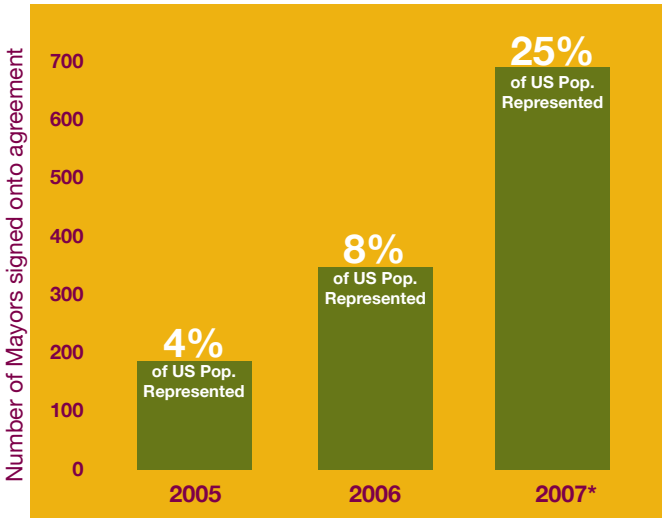
In Motion & One Less Car

In mid-July, SDOT launched "Uptown In Motion," a program that asks nearly 500 participating residents of the Uptown neighborhood to reduce their drive-alone trips by two per week. In the first two months, participants have cut more than 6,753 drive-alone trips, amounting to almost 35 tons of carbon dioxide. The City 's "One Less Car Challenge" is an innovative program to encourage Seattleites to get out of their cars. Since July 2006 the Challenge saved an estimated 317, 995 vehicle miles traveled, translating to 159 tons of carbon dioxide. With 10-20 people applying every week, we expect further growth next year.

Leadership & Leverage

Mayor Nickels recognized early on that climate change is a global issue and if Seattle alone met the Kyoto target, the act would be essentially symbolic. That's why he reached out to other mayors around the country, asking them to make the same commitments. At the same time, he also made clear that while local government action is important, state and federal action are equally necessary. Therefore, a core component of the Climate Action Plan is leveraging Seattle's leadership on climate change to advocate for strong state and federal climate policy and to help others cities take action.

U.S. Mayors
Climate Protection Agreement



* As of 10/12/2007

Mayors Climate Protection Agreement

Two years ago Seattle Mayor Greg Nickels introduced the Mayors' Climate Protection Agreement (MCPA) to not only spur more local action in cities, but also to inspire federal action by showing solidarity of local governments on climate policy. With nearly 700 signatories, representing close to 75 million Americans in 50 states, D.C. and Puerto Rico, the MCPA has truly inspired a national movement. As membership continues to grow in size and diversity, local governments across the country are beginning to turn their political commitment into action.

Seattle is continuing to work closely with the U.S. Conference of Mayors to establish strong leadership on national and local climate protection efforts. In June of 2007, the Conference unanimously passed a resolution introduced by Mayor Nickels endorsing a federal climate policy framework. This resolution clearly spells out the kinds of policies and programs that mayors need from our federal partners to successfully meet the challenge of global warming, and in particular embraces 80 percent reductions of global warming pollution from 1990 levels by 2050 as the appropriate and necessary national goal, and the goal toward which cities should strive.

Seattle Summit

On November 1-2, 2007 Seattle will co-host, with the U.S. Conference of Mayors', the first-ever meeting of signatories to the U.S. Mayors Climate Protection Agreement. This summit represents a unique opportunity to accelerate the transfer of best practices and reaffirm the collective call of cities for stronger action at the national level. We are working with technical experts, local leaders and climate visionaries to showcase the most current suite of tools available to help mayors meet their climate commitments. The summit will be the venue for the launch of several new tools and resources for cities to bring home and put to use.

Next Steps

Based on 2005 data, we're making good progress. Overall, our analysis shows that as of 2005, Seattle's greenhouse gas emissions were approximately eight percent below 1990 levels and some sectors were considerably lower. Every category of emissions except transportation was lower in 2005 than it was in 1990. In part because of strategic investments in conservation, renewable energy and offsets by Seattle City Light, emissions from Seattle's residential and commercial sectors have decreased by roughly 23 percent since 1990.

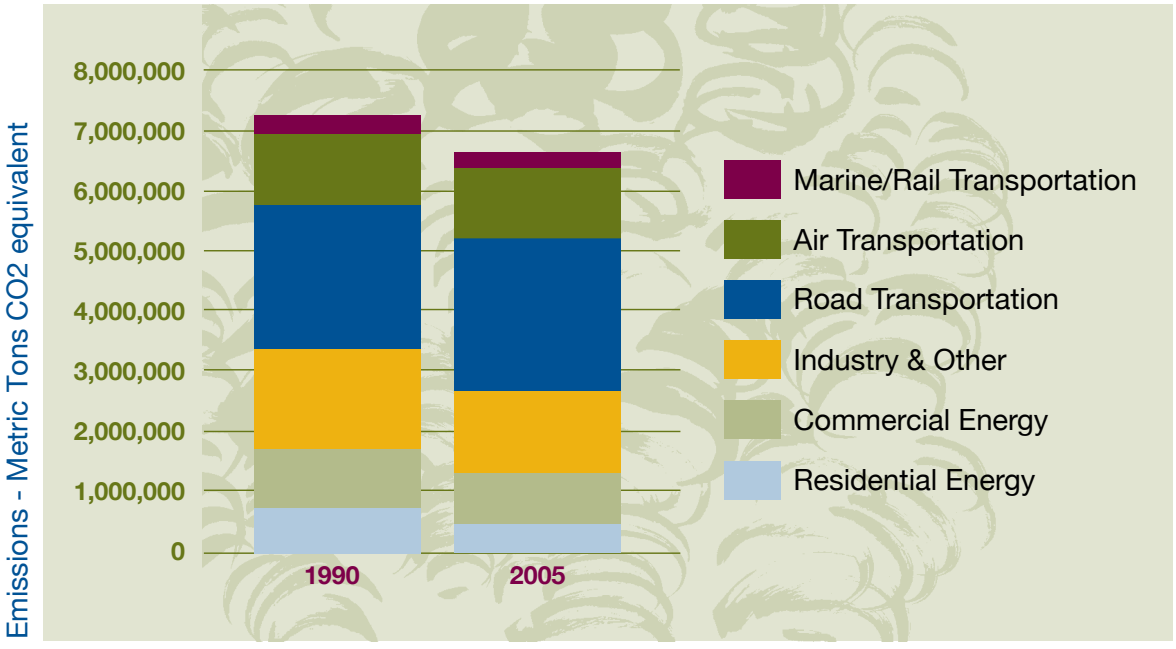
Uncertainties about population and economic trends make it difficult to predict the city's future greenhouse gas inventory with any precision. Although it's assured Seattle will grow, the average carbon footprint of city residents will likely remain smaller than those living in the suburbs.

Going forward, transportation will likely continue to be the city's largest source of climate pollution and the toughest challenge. We intend to build on our success and take additional action to provide commuters with alternatives to driving. Sound Transit Light Rail, the South Lake Union streetcar, improved bus transit and additional bicycle lanes will all play important parts in shrinking the city's carbon footprint by 2012. Stay tuned for other initiatives to be released in the coming year.

The bottom line is this: while we are making impressive progress and the 2012 is within reach, more action is needed. We can't rest on our laurels, or be content with the status quo. Rather, we will continue to lead the way on addressing climate change in every part of our lives. Seattle has the creativity and determination to ensure a healthier community and a more prosperous future for our children.

For a more detailed summary of Seattle Climate Action Plan implementation progress, and the updated greenhouse gas emissions inventory for the community, please visit: **www.seattle.gov/climate**.

Seattle GHG Inventory — GHG Emissions by Sector



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