



**TESTIMONY OF SEATTLE MAYOR GREG NICKELS  
BEFORE THE HOUSE SELECT COMMITTEE ON ENERGY INDEPENDENCE  
AND GLOBAL WARMING  
NOVEMBER 2, 2007 HEARING  
BRIGHT LIGHTS OF THE CITIES:  
PATHWAYS TO A CLEAN ENERGY FUTURE**

Introduction

Congressman Inslee, Ranking Member Sensenbrenner, and members of the Committee, my name is Greg Nickels, Mayor of Seattle and welcome to my beautiful city, Seattle. I am pleased that you all took the time out of your schedule to fly across the country to hold this hearing. I hope you are as excited as I am to hear from America's Mayors about efforts they are making to increase energy efficiency, use renewable energy, and to reduce greenhouse gas emissions. This has been a very exciting two-day USCM Climate Protection Summit and having this hearing is the perfect ending to this extraordinary event.

During the summit, we heard from former President Bill Clinton who discussed the work of the Clinton Climate Initiative and announced a purchasing consortium that cities can participate in, allowing them to buy energy efficient products at low prices.

We heard from former Vice President Al Gore, winner of the 2008 Nobel Peace Prize, who discussed the work of the Alliance for Climate Protection and took questions from mayors.

We heard from Jerome Ringo of the Apollo Alliance and Van Jones of the Ella Baker Center for Human Rights, who are spreading a message of optimism and hope around the economic possibilities of the green revolution through the green jobs movement.

We heard from David Suzuki, noted Canadian environmentalist, who has been at the forefront of the environmental movement for the past 30 years.

And, most importantly, we heard from one another and the great things happening in our communities.

Why should cities care about climate change? Because today for the first time in human history more than half of the world's population lives in cities. As engines of the world's economy cities, are responsible for two-thirds of the greenhouse gas emissions worldwide.

Some might look at that and say “cities are the problem.” I look at it and say “cities are the solution.”

I’m proud to say that while Seattle does not stand alone in this effort, we are leading in several important areas. Our work to fight global warming spans decades. A new inventory of Seattle’s greenhouse gas emissions shows we are meeting our Kyoto Treaty targets, which means reducing climate pollution to seven percent below 1990 levels by 2012. As of 2005, the benchmark year of the study, Seattle produced eight percent less carbon dioxide and other gasses 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. Climate-friendly policies at City Light, the nation’s first carbon-neutral utility, further shrunk the city’s carbon footprint.

It is a remarkable milestone. But it is only the first step on a much longer journey. We are showing that as one city, it is possible to make a difference. And as other cities tally similar successes, we will have a profound impact on the future of our world.

#### US Mayors Climate Protection Agreement

What this summit shows is that there is real energy in America’s communities to address our Nation’s energy future. Over 700 mayors across the country have signed on to the U.S. Mayors Climate Protection Agreement<sup>1</sup> that I initiated, along with eight other mayors, just over two and a half years ago. I would like to say a special thanks to those eight mayors: Rosemarie Ives, Mayor of Redmond, WA; RT Rybak, Mayor of Minneapolis; Gavin Newsom, Mayor of San Francisco; Tom Potter, Mayor of Portland, OR; Rocky Anderson, Mayor of Salt Lake City, UT; Mark Ruzzin, Mayor of Boulder, CO; Pam O’Conner, Mayor of Santa Monica, CA; and Peter Clavelle, Mayor of Burlington, VT.

These 700 mayors who have signed the agreement represent over 74 million people – about a quarter 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 Kansas City, Missouri and Waukesha, Wisconsin to Bend, Oregon and Franklin, Tennessee.

Like most economic and environmental issues, climate disruption does not follow geographic or political boundaries. Its impacts affect us all and 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

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<sup>1</sup> See Attachment A: Resolution Endorsing the US Mayors Climate Protection Agreement. The resolution can also be found at: [http://www.usmayors.org/uscm/resolutions/73rd\\_conference/env\\_04.asp](http://www.usmayors.org/uscm/resolutions/73rd_conference/env_04.asp)

cities such as San Diego, CA; Bellevue, NE; and Arlington, TX have joined Democratic mayors in this effort.

In signing the Agreement, these over 700 mayors<sup>2</sup> 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.

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 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. And cities have the greatest opportunity, and therefore the greatest responsibility, to change our development patterns to reduce dependence on single occupancy vehicle travel and therefore ultimately have the greatest impact on greenhouse gas emissions. 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.

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<sup>2</sup> See Attachment B: Map of the Participating Cities. The map is updated at: <http://usmayors.org/climateprotection/ClimateChange.asp>

By that time, we already had reduced our **city government** emissions by about 60 percent 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. 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.

City Light has taken a host of actions to reduce its carbon footprint. In 2002, it became one of the first utilities in the region to invest in wind power, using it to replace fossil generation. Today, the rest of the region is following our lead with more than 1500 megawatts of new wind capacity and about 4500 megawatts in development.

Seattle City Light also spends \$20 million per year and has spent \$340 million since 1990 on energy conservation. Seattle actually spends more dollars per customer on conservation than any **state** in the US. The result of this conservation investment is 5 million tons of avoided CO2 emissions from conservation since 1990, while saving customers \$63 million each year. Our region is a conservation leader as well. Utilities avoided building 3100 megawatts of new power through aggressive conservation. Had the region built power plants rather than conserved, emission would be double what they are today.

City Light has taken other action as well. City Light has been working with the Port of Seattle and the cruise ship industry to connect ships to electric power while in port rather than burn diesel and is working to expand this effort. We have launched a biodiesel program that pays for the use of this cleaner fuel in local buses, Washington State ferries and city trucks.

Seattle is also a pioneer in the adoption of Green Building standards. In 2000, Seattle became the first city in the US to formally adopt a LEED-based sustainable building policy. The US Green Building Council now cites 90 local governments using LEED as guidance for capital facility development. The City of Seattle leads the nation in local government ownership of LEED certified buildings owning ten LEED certified buildings (5 Gold; 3 Silver; 2 Certified; one project is located outside City limits); 4 projects pending LEED certification, 3 under construction, 10 in design and 10 in planning.

This early investment in the city in green building technology has stimulated a stronger, private green building market in the city. The private sector quickly recognized the value of building green, with projects such as Touchstone’s Life Science building at 9<sup>th</sup> & Stewart, and Vulcan’s Bioscience Research project at 307 Westlake and its mixed-use building, Alley 24. Seattle boasts the highest concentration of LEED Accredited Professionals in the nation, including over 160 City staff and nationally recognized experts in government policy development, consulting, design and development.

We also have a comprehensive green fleet initiative at the city. By the end of 2005, fuel use in the city fleet was down from 7.6 percent compared 1999. The city decreased its

petroleum fuel use during this period by 12 percent. The average annual percentage of clean green compact vehicles purchased for the city was 78 percent. We are also taking steps to reduce idling, continue reducing petroleum fuel use, and increase the number of clean and green vehicle in our fleet.

And just last week (October 24), the City of Seattle, the Port of Seattle, King County, and the Puget Sound Clean Air Agency with funding and technical assistance from the US Department of Energy Idaho National Laboratory announced that we will be converting thirteen existing Priuses to plug-in hybrids. As a part of this announcement, the agencies agreed to track usage in an urban setting, thereby providing real world data on how these plug-in vehicles perform under real driving experiences.

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 Orrin Smith, the now-retired CEO of the Starbucks Coffee Company. And it includes the president of the board of REI, Inc., the three-time US EPA Administrator, Bill Ruckelshaus, 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 2006.<sup>3</sup> 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 also 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 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.

And just this September, I was joined by community and business leaders as we launched Seattle Climate Action Now ([www.seattlecan.org](http://www.seattlecan.org)), a grassroots campaign to encourage everyone in Seattle to reduce global warming pollution at home, on the road and in their neighborhoods.

Sponsored by the city of Seattle with the support of community groups, nonprofit organizations and businesses, Seattle Climate Action Now will help people make smart

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<sup>3</sup> The full report is titled: *Seattle, a Climate of Change: Meeting the Kyoto Challenge-Climate Action Plan*, September 2006. The Executive Summary and the full report can be found at: <http://www.seattle.gov/climate/>.

choices to protect the city and the planet from the threat of climate change. Partners include high-profile companies, such as Starbucks, Nordstrom and Bartell Drugs, and community groups, such as Sustainable Ballard and the Cascade Bicycle Club. Using online resources and community events, the public awareness campaign will connect people across the street and across the city to make a difference for the future of our environment.

In addition to the activities we are undertaking in Seattle, the State of Washington is also taking action on climate. In February 2007, Governor Gregoire issued an executive order that sets emissions reduction goals – goals ultimately adopted by the state legislature. Through the work of the Gregoire Administration, the state is actively working on recommendations to achieve the emissions reduction goals by harnessing input from over 200 individuals representing nearly as many stakeholders from local governments, faith, community and environmental organizations, and businesses. The recommendations are due in February 2008. My administration has actively supported State action and we are key participants in the stakeholder process.

In March of this year, Governor Gregoire, along with four other western governors, kicked off a regional collaboration to set a regional goal and design a market-based path to get there. With the goal set, the recommendations for creating the multi-sector market-based mechanisms needed to reach them are expected in August 2008. What started with five states, the Western Regional Climate Action Initiative now includes an additional state and two Canadian provinces with many other states and Mexican and Canadian governments participating as “observers.”

Seattle and Washington State 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.

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.

#### Energy Bill

What makes the energy bill currently pending before Congress so exciting is the many tools that it includes for local governments. I am honored to serve the United States Conference of Mayors as Advisory Board Chair and I am also co-chair of the USCM Climate Change Task Force. I am pleased that the U.S. Conference of Mayors has been the leading local government organization on the issue of climate change and the USCM has been in the forefront of supporting key provision of the energy bill. As my friends Mayor Palmer and Diaz have already mentioned, the energy bill includes two significant provisions: The Energy Efficiency Block Grant and the “Green Jobs” Act.

The U.S. Conference of Mayors led by Mayor Douglas Palmer of Trenton, New Jersey, released its *10-Point Plan, for Strong Cities, Strong Families, for a Strong America* at our

75<sup>th</sup> Winter Meeting.<sup>4</sup> In our 10-Point Plan, the nation's mayors have made action on federal climate legislation our lead issue, including the creation of an Energy and Environmental Block Grant initiative, modeled after the very successful Community Development Block Grant program. I would like to echo the comments of Mayor Diaz in support of this legislation.

The Green Jobs Act, sponsored by Congresswoman Solis, is also an important part of this legislation. This bill will help to train American workers for jobs in renewable energy and energy efficiency industries. Mayor Palmer earlier spoke very eloquently about this issue, outlining the US Conference of Mayors support for this provision of the energy bill.

During the June Annual Meeting of the USCM, Mayors unanimously passed the US Mayors Federal Climate Policy Framework.<sup>5</sup> This framework outlined several key policies that the federal government should pursue to reduce greenhouse gases. Some of these policies include:

- developing alternative fuels and vehicles, such as bio-fuels and plug-in hybrids
- significantly increasing average fuel efficiency of the entire U.S. fleet in the near-term
- funding and implementing widespread efficiency and conservation efforts and making resources available to municipalities to carry out local conservation programs
- aggressively promoting energy-efficient technologies and significantly increasing the energy efficiency of the built environments
- funding research that will identify in greater detail the most likely local effects of climate change

The pending energy bill includes many provisions that directly address what was called for in the framework. I would like to highlight a few of those provisions below.

#### *The Renewable Energy and Energy Conservation Tax Package*

The House bill includes an energy tax package that has many important long-term tax incentives for renewable energy development and increasing investment in energy efficiency. In particular, we are supportive of the reauthorization of the Clean Renewable Energy Bond program, sponsored by Congressman McDermott of Seattle. This bill also creates new tax credit bonds that will fund innovative projects for energy conservation and efficiency, including providing low interest loans and grants for increased energy efficiency in homes and properties. The inclusion of a tax package in the final conference report is critical to the ensuring that local governments and others have access to tax incentives that will lead to increased investment in renewable energy and energy efficiency.

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<sup>4</sup> 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](http://usmayors.org/uscm/news/press_releases/documents/10-PointPlan.pdf)

<sup>5</sup> See Attachment D: Endorsing the US Mayors Federal Climate Policy Framework. The Resolution can also be found at: [http://usmayors.org/uscm/resolutions/75th\\_conference/environment\\_05.asp](http://usmayors.org/uscm/resolutions/75th_conference/environment_05.asp)

### *Appliance Standards*

Both the House and Senate bills include six energy efficiency standards and measures to enhance the Energy Department's ability to create standards which maximize cost-effective energy savings. Appliance use is a key component of home energy consumption. New and enhanced energy and water appliance efficiency standards will support energy efficiency goals and emissions reduction efforts established in the Seattle Climate Action Plan.

### *Global Change Research and Data Management*

The House bill also authorizes the US Global Climate Research program to provide information to help us understand the potential impacts of climate change on both regional and global scales and to provide information that will allow federal, state, and local governments to adapt and respond to the effects of climate change. This information is critically important to local governments that operate water systems so that we can plan for future water availability and use. The ongoing drought in the Southeast only heightens the importance of these provisions. In addition, the Pacific Northwest hydropower system is particularly vulnerable to climate change and this title will encourage research around these important systems.

### Federal Climate Policy

But the energy bill is only the first step. 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.

I'd like to thank Congressman Inslee for taking the lead and introducing his New Apollo Energy Act. His bill includes energy- efficiency and fuel-efficiency standards; a federal standard for renewable energy in the electricity mix; an American cap and trade program to limit greenhouse-gas emissions; increased funding for research and development of green technologies; and, tax incentives for consumers, industries and utilities, among others. I applaud Congressman Inslee's longstanding leadership on energy independence and climate change.

I also am happy to see that the Senate Environment and Public Works Committee, under the leadership of Senator Barbara Boxer, is currently reviewing Senator Joe Lieberman and Senator John Warner's climate change legislation, America's Climate Security Act (S. 2191). While I recognize that this legislation is a work in progress, I am pleased that real discussions are happening on climate legislation. We have waited far too long for Congress to take action.

The framework I mentioned earlier endorses aggressive greenhouse gas reduction targets of 80 percent from 1990 levels by 2050 as the necessary and appropriate goal for our nation and the long-term target which our individual communities also should strive. The framework supports a national program that:

- Covers multiple sectors of the economy
- Includes flexibility mechanisms to foster creative approaches, allow for least-cost means of achieving the cap, and guards against spikes in the price of carbon
- Recognizes that different regions of the country will be affected differently from the design of a cap and trade system
- Rewards energy efficiency, renewable energy, innovative energy technologies and early actors

For instance, the choice of design for any cap and trade system will have a significant impact on the Pacific Northwest. The Pacific Northwest, which includes Washington, Oregon and Idaho, is overwhelmingly dependent upon hydropower, and Seattle City Light is 90 percent hydro dependent. No other power source is more vulnerable to the consequences of climate change than hydropower and the predicted disruption are among the greatest planning risks we face in ensuring that we can keep the lights on. A cap and trade system focused on historic emissions will mean that most utilities in the Pacific Northwest will be left out of the system in the electrical sector. The system should recognize the leadership from regions, like the Northwest, that have invested in hydropower, new renewable power and aggressive energy conservation.

Congress should also recognize that there are significant economic costs associated with inaction. These costs may be harder to measure, but could easily exceed any costs associated with imposing limits on greenhouse gas emissions.

We believe that now is the time for federal action on energy independence and climate change. We also believe that any federal climate policy must recognize that most of the solutions holding the greatest promise for reversing the trends of global climate change are those that must be implemented at the local level. Our communities will need regulatory, technical, and financial support to move our bold vision from potential to a reality.

Mayors from across the United States look forward to working with you on this challenge. Thank you again for coming to Seattle, and for the opportunity to testify before your committee.

## Attachment A: Resolution Endorsing the US Mayors Climate Protection Agreement



### 2005 ADOPTED RESOLUTIONS *ENVIRONMENT*

#### ENDORISING 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

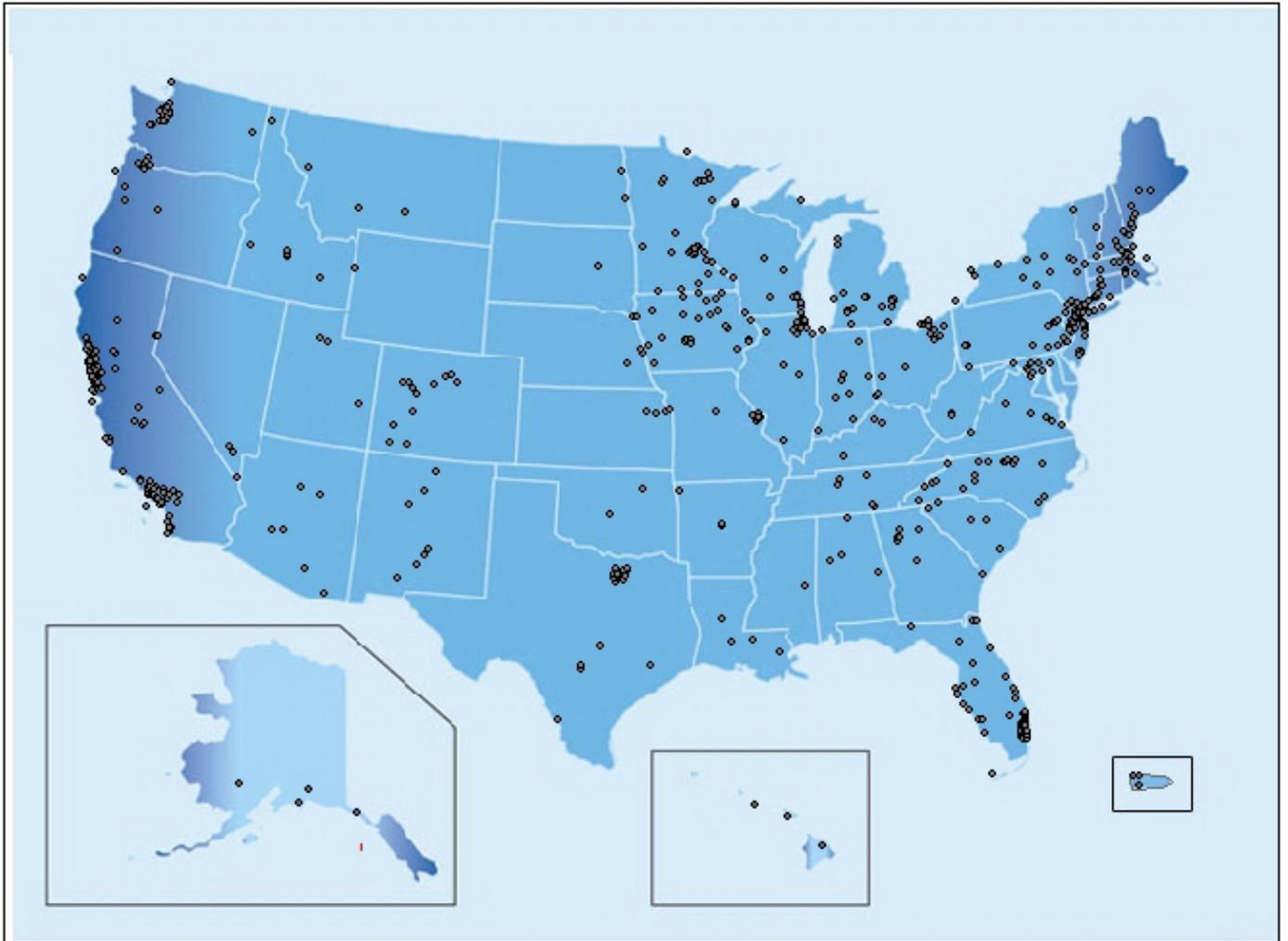
**WHEREAS**, many cities throughout the nation, both large and small, are reducing global warming pollutants through programs that provide economic and quality of life benefits such as reduced energy bills, green space preservation, air quality improvements, reduced traffic congestion, improved transportation 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 D. 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; E. 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 F. 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 CO<sub>2</sub>; 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.

**Attachment B: Map of Cities Participating in the  
US Mayors Climate Protection Agreement**



## Attachment D: Resolution Endorsing the US Mayors Climate Policy Framework



### 2007 ADOPTED RESOLUTIONS *ENVIRONMENT*

#### ENDORISING THE U.S. MAYORS FEDERAL CLIMATE POLICY FRAMEWORK

**WHEREAS**, as evidenced by recent reports by the International Panel on Climate Change, the scientific consensus is increasingly clear that climate disruption is happening, that it is human-induced, and that we need strong, immediate and sustained action to avert the most severe environmental, health and economic impacts on our communities and nation; and

**WHEREAS**, cities must -- and do -- play a critical role in the fight against global warming, both as laboratories for climate solutions and as first responders to climate impacts;

**WHEREAS**, more than 500 mayors representing more than 65 million people across the country already have signed onto the U.S. Mayors Climate Protection Agreement, pledging to take local action to significantly reduce greenhouse gas emissions in their communities, and to support stronger federal policy and action, as well; and

**WHEREAS**, the U.S. Conference of Mayors has established a Mayors' Climate Protection Task Force and a Climate Protection Center to increase and support participation in the Agreement; and

**WHEREAS**, many other public and private institutions are taking similar action, through efforts such as the American College & University Presidents' Climate Commitment and the Cool Counties Initiative; and

**WHEREAS**, many states and cities are taking strong, collaborative action to reduce climate pollution through programs such as the Regional Greenhouse Gas Initiative (in which 11 Northeastern and Mid-Atlantic states are participating) and the Western Regional Climate Action Initiative (in which six western states are participating);

**WHEREAS**, the US Climate Action Partnership, whose members include Alcoa, BP America, Duke Energy, General Electric and Lehman Brothers, along with the Natural Resources Defense Council, environmental Defense and the Pew Center on Global Climate Change, has called on Congress to specify a target aimed at reducing emissions by 60 percent to 80 percent from current levels by 2050; and

**WHEREAS**, a growing number of economic studies, such as the 2007 Stern Report by British economist Sir Nicholas Stern, suggest that the costs of climate disruption to the global economy are likely to far exceed the costs of taking action to reduce the emissions that cause the problem;

**WHEREAS**, a Military Advisory Board of 11 retired admirals and generals released a study called "National Security and the Threat of Climate Change," which found climate change to be a "threat multiplier for instability in some of the most volatile regions of the world," creating breeding grounds for extremism and terrorism and found that climate change raised tensions even in stable regions and presented a serious national security threat that could affect Americans at home and impact US military operations; and

**WHEREAS**, while these and similar efforts make a difference and must continue, stronger federal policy and action is urgently necessary to avoid more severe environmental and economic impacts in our communities and nation, and to prepare for and respond to climate impacts; and

**WHEREAS**, to help guide federal policy and action, more than a dozen mayors around the nation developed a US Mayors' Federal Climate Policy Framework, which reads: The U.S. Mayors' Federal Climate Policy Framework Global climate disruption poses significant and urgent challenges to America's cities, ranging from increased strain on our water supply and storm water management systems to more frequent and dangerous weather events, and heat waves. At the same time, the transition to more climate-friendly technologies and development practices presents exciting economic opportunities for our communities -- and for the nation as-a-whole -- ranging from cost-savings for our families and businesses to new prospects for our companies and entrepreneurs. Meeting these challenges, and seizing these opportunities, is a shared responsibility -- a partnership. Success will require an unprecedented collaboration among all levels of government, as well as the private and nonprofit sectors -in the U.S. and around the world. We mayors are striving to do our part. We have signed the US Mayors Climate Protection Agreement, pledging not only to support strong state and federal climate protection policies, but to take direct action to significantly reduce greenhouse gas emissions in our own communities. And we are taking action. We are implementing climate-friendly land-use policies and investing in public transportation and bicycle and pedestrian infrastructure. We are aggressively promoting energy and water conservation and recycling. We are committing to climate-friendly building, fleet management and purchasing practices, in our governments and in our communities. We are educating and engaging our residents and our businesses. And much more. We need support from the federal government, in the form of a strong federal regulatory and policy framework, substantial research and development on climate-friendly technologies, and funding for cities striving both to reduce emissions and to manage the impacts of climate disruption on our infrastructure and communities. We call upon the 110th Congress and the Executive Branch of the federal government to partner with us to meet the global warming challenge, and to fully capitalize on the enormous opportunities inherent in the transition to a clean-energy, low-carbon economy. We ask you to make the issue one of your top priorities. Specifically, we call for action in these five areas: a. National reduction target and program We need a national target for greenhouse gas emissions reductions that will protect our communities from dangerous climate disruption: 80% reductions in greenhouse gas emissions by 2050, compared to 1990 levels. In addition, we need a market-based system that will help drive innovation and economic development in our communities. We support a national program that: achieves the target of 80% reductions by 2050; covers multiple sectors of the economy; includes flexibility mechanisms to foster creative approaches, allow for the least-cost means of achieving the cap, and guard against spikes in the price of carbon; recognizes that different regions of the country will be affected differently from the design of a cap and trade system; and rewards energy efficiency, renewable energy, innovative energy technologies (including research and development), and early-actors. b. Climate-Friendly Transportation and Land Use Policies We need federal transportation and land-use policies that will reduce air pollution and climate disruption in and around our cities; improve the health of those who live, work and play in our communities; and provide affordable mobility for our residents and businesses. We support climate-friendly transportation and land-use policies that: Promote compact, transit-, bicycle-, and pedestrian-friendly urban communities; Significantly increase average fuel efficiency of the entire U.S. fleet in the near-term; Aggressively support the development and use of renewable bio-based vehicle fuels and electric vehicles such as plug-in hybrids; Substantially reduce the number of miles that the U.S. fleet drives while making mobility more affordable, easier and more accessible; Increase public transit, bicycling and

walking opportunities; Significantly increase the overall efficiency of the entire U.S. transportation system-including airplanes, boats, railroad, buses, and trucks-for both people and goods. c. Climate-Friendly Energy Policies We need federal energy policies that will reduce air pollution and climate disruption in and around our cities, save our residents and businesses money by lowering energy costs, bolster local economic development by creating jobs and new business opportunities in our communities, and increase the reliability and safety of our energy infrastructure. We support climate-friendly energy policies and investments that: Fund and implement widespread efficiency and conservation efforts in all sectors and make resources available to municipalities to carry out local conservation programs; Aggressively promote energy-efficient technologies and significantly increase the energy efficiency of the built environment; and Substantially increase the production of renewable energy. d. Climate-Friendly Federal Government Facilities & Operations We mayors have found leadership-by-example on climate protection to be a very powerful tool, not only for reducing climate pollution in our cities, but also for saving money, accelerating local markets for climate-friendly products and services, and inspiring others to reduce emissions. The federal government must lead by example as well. We support policies and programs such as the following: Conduct a greenhouse gas emissions inventory of the Federal government's operations and facilities, set a reduction target, and track and report periodically on progress; Develop a federal procurement policy to ensure that all products purchased are as climate-friendly as possible; Transition federal vehicle fleets to highly fuel efficient and/or alternative fuel vehicles; Require that all new or remodeled federal buildings, including all building projects that receive federal funding, meet the American Institute of Architects' "2030 Challenge." e. Managing climate impacts on local communities While we must remain vigilant in our efforts to reduce global warming pollution, we also must prepare for the impacts of climate disruption that may occur -- and in some cases already are occurring -- in our cities. We need federal policies and funding that will enable local communities to identify their vulnerabilities in the face of the climate disruption, and that will support local efforts to minimize, prepare for and adapt to these impacts. Examples include: Fund research that will identify in greater detail the most likely local effects of climate change; Require that all long-range federal planning and projects- including planning for emergency response systems, transportation infrastructure, national security and so on- take climate change into full consideration; and Provide funding for efforts of local communities to adapt major infrastructure (such as water, sewer, transportation, and electricity) for climate change.

**NOW, THEREFORE, BE IT RESOLVED**, that the U.S. Conference of Mayors endorses 80 percent reduction in greenhouse gas emissions from 1990 levels by 2050 as the necessary and appropriate goal for our nation -- and the long-term target toward which our individual communities also should strive.

**BE IT FURTHER RESOLVED**, that the U.S. Conference endorses the US Mayors' Federal Climate Policy Framework, and urges the U.S. Congress and the federal government to incorporate this Framework into the development of all federal policies and programs on climate protection. Project Cost: Unknown

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