

The Honorable David B. McKinley

Mr. Mayor, I appreciated our exchange with regards to exports and coal impacts. Most recently the governors from Oregon and Washington State recently sent letters demanding a full life cycle carbon analysis of exports in advance of the export approval related to products. One of your region's major exports is airplanes, I'm wondering have the Governors of Oregon or Washington conducted a life cycle analysis of the carbon impact of the planes that are being exported? Do you support an effort to require such an analysis, particularly a cumulative analysis of the impact of those plane exports on carbon levels worldwide?

Representative McKinley, thank you for this thought provoking question. To my knowledge the governors of Oregon and Washington have not conducted an analysis of the carbon impacts of airplane export.

However, the Boeing Company, a major airplane manufacturer that operates a number of large production facilities in the State of Washington, reports on its environmental performance annually. Their 2013 Environment Report shows that Boeing is a world leader in reducing overall carbon emissions in both building and operational performance of their airplanes: http://www.boeing.com/aboutus/environment/environment_report_13/2_2_performance_targets.html.

Boeing considers environmental performance measures throughout a product's life cycle, starting with design and manufacturing and extending through in-service use and end-of-service recycling and disposal. Most of an aircraft's lifetime carbon emissions occur in service, so Boeing is focusing on building more fuel-efficient airplanes, promoting the development of sustainable aviation biofuels, and improving the efficiency of the global air traffic system. Boeing is also working with the aerospace industry to reach the goal of recycling 90 percent of retired airplanes by 2016. Since 2007, Boeing has reduced carbon emissions by 9% and is targeting zero-carbon growth over the next 5 years, even with business expansion. Boeing is also a participant in the City of Seattle's High Performance Building Pilot along with Microsoft and the Department of Energy. The goal of the program is to reduce energy consumption in commercial buildings by up to 20% using IT and cloud capabilities.

Here in the City of Seattle, our municipal-owned electric utility, Seattle City Light, has been carbon neutral for 8 years, choosing to operate primarily with renewable energy sources including hydro-electric, solar and wind energy. City Light divested from Washington's only coal fueled power plant a number of years ago, replacing capacity with energy conservation measures and renewable energy.

I'm proud that the City of Seattle and companies like Boeing have stepped up to the plate to better understand their carbon footprint, and to take important steps forward in working to reduce those impacts.

Finally, I wanted to take this opportunity to follow up on another issue you brought up during the hearing, specifically crime rates in the City of Seattle. In the hearing, you asserted that "ninety-four percent of the cities across America have a lower crime rate than you have in that city." In fact, according to 2011 data from the Federal Bureau of Investigation Uniform Crime Report, Seattle ranks 18th out of the 25 largest cities in the country for violent crime rates and only 28% of cities have a lower crime rate than Seattle.