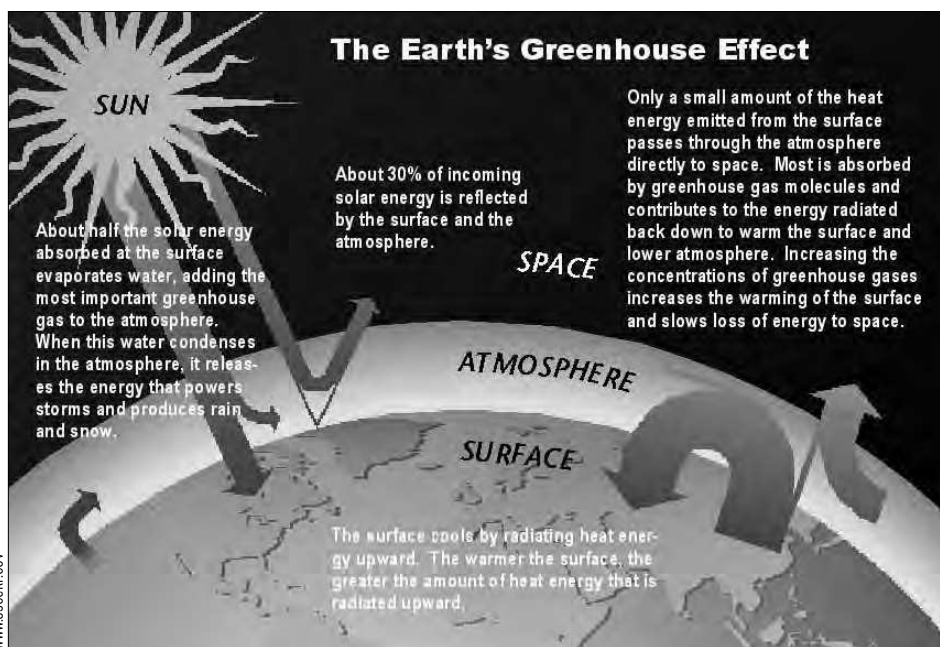


... our already dry summers will get warmer and water in streams will diminish. Winters will see big rainstorms but less snow. That translates into more winter flooding and less water storage – bad news for summer drinking water, for fish, for agriculture and for forests – and more work for firefighters.



"In broad terms, obviously global warming is a serious issue that both government and the private sector should be working on aggressively," he says. "The city of Eugene government has certainly got an ethic of environmental sensitivity."

He cites efforts including improving the energy efficiency of existing city buildings, designing new buildings such as the library based on green building principles and buying hybrid vehicles for the city fleet. In the last two months, Eugene switched its diesel vehicles to biodeisel.

"Certainly we could always do better," Kelly says. "But the

here on the West Coast is transportation, and that really ties back to land use," says Patrick Mazza of Climate Solutions in Seattle, a nonprofit that advocates for policies and actions that reduce greenhouse gasses. "If you have a poor-mileage vehicle that only gets 20 miles to the gallon, you're basically popping out a little carbon dioxide brick onto the road every 20 miles."

6. THERE'S MORE WORK TO BE DONE

Although Oregon is leading many innovations, Mazza says "I have to admit that California is kicking our butt."

bottom line to me is what are the day-to-day actions of the city government rather than what have we signed or not signed."

Scientists are banding together, too. West Coast ocean researchers expect \$500 million in federal funding in 2007 to establish an Integrated Ocean Observing System, which will help catch new signs of climate change.

And even Oregon's landmark land-use laws help, by reducing sprawl and the driving that accompanies it.

"The largest part of our greenhouse-gas problem

California offers major support for solar innovations, and is working to implement controversial caps on carbon emissions from cars. And very significantly, California requires that 20 percent of all energy used in the state by 2017 must come from renewable energy sources such as wind or solar — a move that will drive development of those technologies. Twelve other states have similar standards, including Texas, where the law was signed, ironically, by then-Gov. Bush.

Not everyone agrees. George Taylor, Oregon's state climatologist based at OSU in Corvallis, says conservation is good, and adapting to weather extremes can only help. But Taylor doesn't believe humans are changing world weather and so doesn't favor putting money into reducing carbon at the expense of reducing sulfur dioxide and carbon monoxide — or making sure more people have access to clean water.

"I don't think the science of global warming is settled, even though some people say it is," Taylor says. "I don't necessarily feel that I'm correct on this issue, but I think at the very least that this is an issue that has at least two sides."

But Mazza believes that cleaning up carbon dioxide has many benefits, not just to slow global warming.

"Even if we weren't confronted by climate change ... we'd want to find better and cleaner ways to power our vehicles, and ways we don't have to use our vehicles as much," he says. "We'd want to figure out ways to generate our electricity more cleanly. There're so many benefits to this."

Orna Izakson is a former contributing editor to EW, and recently published a chapter in the book Feeling the Heat: Dispatches from the Frontlines of Climate Change (Jim Motavalli, ed., Routledge, 2004) on the effects of a changing climate on marine ecology along the California coast.

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