Log #	Name	Page	Comment/Question/Engagement Theme	Staff Response
Other suggestions/feedback and staff recommendations				
1	Public	All	Adjustments to footnotes, typos, grammar.	Staff made these minor edits – can discuss as needed.
2	Public	Gen	Confusion over the importance/relevance of climate resiliency actions that have no or little emissions impact, and why they would be prioritized for near term implementation.	Staff will add a new icon in the strategies and actions section of the plan to highlight actions that a have particularly high climate resilience impact.
3	Councilmember Reynolds	v	The definition of EV seems flawed: "Vehicles that derive all or part of their power from electricity." I would say that all vehicles derive part of their power from electricity. After all, all cars have batteries. Though not all are EVs. Perhaps a better definition would be something like: "A vehicle that can be powered by an electric motor that does not utilize fossil fuels for power." Note, this would exclude plug in hybrids that also have internal combustion engines, which seems appropriate in this context. Also, both these definitions use the word "vehicle", which in some cases can include boats, trains, planes, and more. I am not sure that is intended, so perhaps the word vehicle should be reconsidered.	Staff will enhance this definition to: "A road vehicle solely propelled by an electric motor powered by batteries and not fossil fuels."

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4	Mayor Nice	2	Plan Summary: I see a footnote that 2007 is the base year. Could we mention that 2007 is the base year that 95%, 50%, and 75% reductions are targeted against in the Plan Summary opening paragraphs? There is no appendix item for the GHG emission of the base year. Could we add an appendix with the 2007 GHG emissions listed in the most granular and greatest detail practicable? Could the Plan Summary reference the 2007 base year GHG emissions and quantify the 95%, 75%, and 50% reduction targets? Can the Plan Summary mention where we ended 2022 or the latest measured year?	Yes, staff plan to add additional sentences explaining the base year concept and how 2007 emissions were calculated in the Emissions Reduction Targets narrative (p 20): "As a founding member of K4C, Mercer Island has been actively working to reduce GHG emissions for more than 15 years. **The graph below details a pathway for meeting the shared K4C targets** to achieve 50%, 75%, and 95% emissions reductions from a 2007 baseline by 2030, 2040, and 2050, respectively. Setting the emissions reduction target based on a consistent baseline year allows Mercer Island and the other K4C cities to measure and compare progress over time. Mercer Island's emissions for 2007 were calculated by scaling the 2019 inventory results to 2007 based on the change in service population (residential population plus employment) between those years." The full GHG report conducted by Cascadia (covering emissions through 2020) is available on the City's website (see: www.mercerisland.gov/sustainability), and Let's Talk (see: https://letstalk.mercergov.org/climate-action-plan). It could be included as another Appendix, but would add 16 more pages. A simpler solution would be to add the numerical tonnage values to the emissions bar graph on page 19 and staff will make this edit. A new Exec Summary will also list current GHG emissions (in metric tons) and other helpful context. Proposed narrative is included as **Exhibit 3 – New Section: Executive Summary**
5	Councilmember Reynolds	2	The vision statement for consumption and disposal includes this statement: "The community practices circular economy principles, reducing the amount of resources used, reusing and repurposing materials, and recycling and composting **what's left**." I think the bolded language implies a 100% effective reuse / recycle / compost system, which I am pretty sure is not literally practical. Perhaps insert "almost all of" before "what's left"	These phrases are meant to be aspirational; this statement was modeled after King County's RE+ Plan. Staff recommend keeping as is.

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6	Mayor Nice	3	Focus Area/Future Vision: Transportation – Low-to-no carbon transportation options are safe, CLEAN, accessible, affordable, and widely used. Please consider removing the word "clean" when we've prefaced this future state with Low-to-no carbon. Clean adds nothing that the last phrase doesn't already capture more descriptively. If we want another descriptor, we could add that these transportation items are "preferred."	Since heavy freight vehicles are not expected to be 100% clean by 2030, or even 2050, staff believe retaining the word "clean" emphasizes the importance of focusing on the issue into the future.
7	Mayor Nice	3	Playing Our Part: Should we consider changing "Upgrading" to "Transition to electric, energy-efficient appliances in your homes and offices"? Many people will not consider an electric fireplace an "upgrade."	Staff concur with this suggestion and will change to: "Transition to electric, energy-efficient appliances in your homes and offices."
8	Mayor Nice	3	Playing Our Part: Rather than prescribing direct flights as the solution, could we encourage travelers to select carbon-efficient routing (those that produce the least emissions for the trip)? A half-empty flight to Oklahoma City isn't going to be as carbon efficient as a full flight to DFW and a smaller full flight to OKC. Playing Our Part: Let's mention avoiding travel. In a Zoom, Teams, and GoToMeeting world, so much business travel has and can be replaced with virtual meetings.	Yes, staff will add: "Reduce business travel by prioritizing virtual meetings whenever feasible." While airlines may depict the number of seats available at certain prices, this information is highly dynamic, and subject to market manipulation by the vendor. Google Flights has begun to provide average emissions, but these are only rough estimates. Currently, data on the true fullness of a given flight is not typically available at the time of booking, so the best proxy available for the average consumer is to select direct flights, and to sit in coach class, where one seat occupies less floorspace than business or first class. Some studies also indicate that up 50% or more of per capita flight emissions occur during takeoff and landing, suggesting that direct routes may be the best approach
9	Mayor Nice	3	Playing Our Part: "Add a solar panel" seems inaccurate to the goal. Should we be clearer by saying, "Add solar panels or a solar roof to your house or participate in the Green Power Program to help fund local renewable energy projects?"	Good point: staff will pluralize panel(s).
10	Mayor Nice	3	Playing Our Part: The section "What the City is doing and will continue to do:" should be retitled "What the City can do:" Phrasing it this way puts it on equal footing with the community bullets, many of which the community is also already doing.	The heading was intended to reflect the work the City has underway or has already done. Staff recommend keeping the heading as-is.

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11	Councilmember Reynolds	3	The section on "what the community can do" includes the phrase: "Opt for the light rail instead of driving when commuting off island." I suggest you change "commuting" to "traveling", and also allow/add for bus and active transportation.	Staff will make this change: "Opt to take the light rail, bus, or bike instead of driving when traveling off island."
12	Mayor Nice	6	Targets Graphic: The 2030 and 2050 targets mention "(compared to a 2007 baseline)." Again, we should reference the 2007 baseline value as an appendix item. To be correct, the parenthetical should read "(compared to the 2007 baseline, see appendix X)."	Staff will add MTCO$_2$e values to each column of the graph on page 19, to address this request.
13	Mayor Nice	7	Focus Area: Buildings & Energy (BE): Looking at the 2030 Target, the first bullet cites a 78% reduction in building GHG emissions. The same is true for the 2050 targets. I assume these are the GHG emissions from buildings and not the GHG emissions from building buildings; maybe I'm wrong. The following bullet of a 35% reduction in building natural gas, propane, and fuel oil consumption seems duplicative. Most people consider the natural gas, propane, and fuel oil consumption of buildings as GHG emissions, which is covered by the first bullet. Can we be more explicit about what the difference is here?	Yes, the first bullet (78%) refers to overall emissions from operating a building. The second bullet (35%) is intended to encompass progress made towards greater efficiencies in the fuel consumed to heat buildings. The 35% energy consumption target is a key performance indicator (KPI) of the overall 78% GHG reduction target. This target was called out separately because the City will track this KPI separately to assess whether it is on track to reaching the 78% target. Staff will add the following footnote to describe this distinction in the plan: "This target is a measurable milestone in tracking progress toward reaching the overall reduction in building GHG emissions."
14	Councilmember Reynolds	8	The transportation targets section uses the word "vehicle" again in the context of vehicle miles traveled. I ASSUME this means cars, and maybe trucks, but we should make this clear. It might arguably include planes and trains.	Good point – Staff will add a footnote to clarify: "Vehicle refers to passenger vehicles (motorcycles, cars, light trucks, SUVs, etc.) and freight trucks and does not include buses or trains."
15	Councilmember Reynolds	11	We frequently refer to "wildfire smoke", which is very relevant, but it seems to ignore the issue that, with sufficient climate change, we might actually have wildfire risk on MI. I think wherever we say "wildfire smoke" we should say "wildfires"	Staff believe that Mercer Island will continue to be faced with episodes of wildfire smoke, whereas actual risk of wildfire (absent small incidents in natural areas) is still unlikely. However, the topic of wildfire (not just smoke) has been added into the plan in several places, such as page 35, Action CR1.1 – for example, see Exhibit 8, comment #8.

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16	Councilmember Reynolds	13	I really love the land acknowledgement. However, I think we should change the reference to "Duwamish" to instead be "Coast Salish". I think MI had more than Duwamish settlements, and, from what I understand, Coast Salish is a term that includes the Duwamish, Suquamish, Snoqualmie, and more. In the likely event that you or others on the team know more about this than me, please correct me as needed.	Based on research with local sources, staff agree, and propose changing "Duwamish" to "Coast Salish"
17	Councilmember Reynolds	13	The intro says we have 25,000 residents. Isn't 26,000 more accurate?	Yes, this will be updated in the final plan; according to the WA Office of Financial Management, Mercer Island is now closer to 26,000
18	Councilmember Reynolds	13	In the intro there is reference to "winter storms and wildfires" needs to be "winter storms, wildfires" since wildfires are not winter events. Also, should mention "flooding".	Staff have adjusted grammar accordingly: "The Puget Sound region has warmed substantially—average annual temperatures are up 1.3°F since 1900[1]—changing the seasonal weather patterns and leading to more frequent and severe winter storms, wildfires, heatwaves, and flood events, and drought in the summer months."
19	Mayor Nice	23	Cross-Cutting and Municipal: The blue section below the opening sentence reads, in part, "municipal operations account for **only** about 1%..." I think we can drop the word "only."	The word "only" will be dropped in the final plan.

[1] King County. 2017. "Climate change impacts in King County."
   https://kingcounty.gov/services/environment/climate/our-changing-climate/impacts

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20	Public	24; A-4	Support/ recommendations for expanding climate outreach and education.	Add the following bullet to **CC1.3** (*Climate outreach/education*) "Develop a climate outreach and education campaign or program to support ongoing community engagement in climate actions. Initiatives may include: • Educational campaigns aimed at helping residents understand the relative impact of various sources of GHG emissions and the potential benefits of existing and proposed policies." Add the following implementation considerations to **CC1.3** (*Climate outreach/education*): "Spotlight stories of Mercer Island residents successful implementing sustainability efforts (i.e., residents who have purchased EVs, installed heat pumps, and/or bought PSE's Green Power Plan." "Promote PSE Green Power program at pop-up events."
21	Public	24	Support for working with the school district to encourage parents to carpool to school.	Edit **CC1.1** (*Low carbon schools)* to read: "Support local schools in integrating climate and sustainability education into curriculum and adopting low carbon solutions in their building operations. This may include working with the schools on energy efficiency and electrification, waste reduction and recycling, sustainable purchasing, and behavior change (such as encouraging carpools to school)."
22	Public	26	Criticism of the PSE Green Power Program, confusion over how the program operates/how funds are used, and support for using the CAP to encourage PSE to expand its local renewable energy initiatives.	Add a new call out box in the Building & Energy section to describe how the Green Power Program works. Proposed narrative is included as **Exhibit 5 – New Callout Box: Green Power**. Consider adding new language to **BE1.7** (*Green Power Program*) to use the CAP to collaborate more directly with PSE, such as: "Partner with other neighboring communities served by the utility to advocate directly with PSE to expand renewable energy production that is local to Mercer Island."

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23	Public	28	Confusion over transportation strategy #2 and how the corresponding targets relate.	Adjust strategy #2 to focus only on VMT reduction: "Reduce vehicle travel." Add in language related to decarbonizing equipment to Strategy #1: "Plan for expansion of EV infrastructure and fleet electrification; decarbonize offroad equipment." Also move **TR2.4** (*Electric lawn & construction equipment*) to Strategy #1.
24	Councilmember Reynolds	28	If we have 100% EV, and CETA is there, how do we not have a 100% reduction in carbon intensity?	The remaining emissions in 2050 are generated by freight vehicles, which are not expected to electrify at the same rate as passenger and transit vehicles. Staff will clarify this distinction in the plan with a footnote: "Remaining emissions in 2050 are generated from emissions from freight vehicles, which are expected to transition to electric at a slower rate than passenger and transit vehicles."
25	Councilmember Reynolds	29	TR 1.5 talks about developing education materials on EVs. Do these really need to be developed? Surely generic materials already exist.	Staff will change the word from "developing" to "providing."
26	Public	30	Support for strengthening aviation actions to better highlight the carbon intensity of air travel and promote a reduction in air travel.	Update **TR3.1** (*Air travel alternatives*) to read: "Provide education materials around alternatives to air travel for conferences and business travel; educate residents on the carbon footprint of air travel and benefits of regional tourism."
27	Mayor Nice	31	Consumption & Disposal: The opening paragraph says consuming products also creates "upstream" emissions from the energy and fuel used to produce and distribute goods and materials. The next paragraph says, "The City can reduce emissions by promoting consumption…." Isn't this the opposite of what is needed based on the first paragraph?	Yes, good revision, this was an editing error and the second paragraph should read "…by promoting sustainable consumption" - this revision will be made in the final plan.
28	Public	33	Concern over lack of specific language addressing "preservation of mature trees"	Proposed new targets and actions for the Natural system focus area are included as **Exhibit 6 – Revised Natural Systems Section**.
29	Public	34	Support for providing technical assistance to support residents in participating in some natural system actions.	Adjust action descriptions for **NS2.3** (*Green stormwater infrastructure*) and **NS2.4** (*Greywater reuse education*) to include: "provide technical assistance, advice, and assistance to residents."

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30	Public	35	Support for adding wildfire preparedness education for residents and ensure that the Mercer Island fire is prepared for future climate emergencies	Staff recommend revising the title of **CR1.1** (*Personal preparedness for wildfire smoke*) to "Personal preparedness for <u>wildfires</u>." Also, revise the description as follows: "Partner with Puget Sound Clean Air Agency and other regional organizations to ~~educate the community on how to plan for and address periods of low air quality due to wildfire smoke~~ <u>conduct outreach and education to prepare residents for wildfire emergencies</u>."
31	Public	38	Confusion over oversight/accountability/authority of the CAP implementation, including what role City departments play in implementation, which actions are required/in alignment with state law, and generally how the City will ensure actions are followed.	The authority to implement the actions in the plan rests with the City Council through biennial budget adoption and the establishment of the two-year work plan. Add a paragraph in the Implementation Plan to clarify which actions require code updates and the process for enacting them, as well as the tie between state climate policy and applicable actions (e.g., **BE1.4** *Building code updates*): "<u>Several CAP actions may require revisions to the city code to implement. For example, several code amendments are required by current and upcoming state law, including</u> **BE1.4**: *<u>Building code updates,</u>* <u>and</u> **CD1.2**: *<u>Mandatory composting/recycling.</u>* <u>All future code amendments will be incorporated into the biennial workplan that is directed and approved by City Council</u>."

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32	Mayor Nice	38	Monitoring, Evaluation & Reporting: Should we consider specifically calling out new technologies and at-scale market opportunities that could reshape or add strategies not previously considered or that were infeasible? The 10-year cycle should have a provision to allow these types of breakthroughs into the plan if and when they exist.	This suggestion was made by the Sustainability Committee as well. Staff recommend acknowledging the dynamic CAP landscape: more science/tech breakthroughs are likely to occur before the next CAP updates, and new climate-related legislation is a near certainty. Staff added text describing this in the new Executive Summary. Proposed narrative is included in **Exhibit 3 – New Section: Executive Summary**. Staff will also add edit the introduction to the Monitoring, Evaluation, and Reporting section of the Implementation Plan: "Monitoring, evaluating, and reporting on CAP programs and policies is important to understanding the City's progress and will include: • **Conducting a communitywide GHG inventory** every two years, ideally aligned with partner cities in King County's Eastside. • **Updating the Climate Action Plan** approximately every 10 years, incorporating lessons learned from CAP implementation, updated climate science, and new or revised targets, strategies, and actions. <u>In the meantime, plan strategies and actions may need to be adapted to address new technologies, legislation, and market opportunities that may emerge before the next formal update.</u>
33	Public	A-1	Recommendations for expansion of community park & ride stations as well as more bike security at stations (lockers and bike room).	Add the following implementation consideration to **TR2.2** (*Last-mile light rail connection*): "<u>Explore options to install more bike lockers at park and ride stations.</u>"
34	Public	A-2	Support for partnering with local businesses and community groups to support CAP implementation.	Highlight additional community-based organizations and business groups, in the CAP Implementation Matrix, including the <u>Mercer Island Boys & Girls Club, Mercer Island Chamber of Commerce, and the Mercer Island Farmer's Market</u>.
35	Public	A-6	Concern over City emergency capacity to address wildfire emergencies (particularly in relation to transitioning to electric fleet vehicles).	Clarify in implementation considerations for **CC2.4** (*Municipal fleet electrification*) that the "<u>City will ensure that transition will be deliberately timed with technological advancements to ensure that EV transition does not impede the City's ability to serve residents, particularly during emergencies.</u>"

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36	Public	A-9 thru A-13	Concern over the equity implications of some Building & Energy actions related to home upgrades/retrofits, specifically that some demographics will not have sufficient resources to participate.	Add the following language into implementation considerations for applicable actions: BE1.1 (*Heat pump rebates & education*): "Ensure equitable access through incentives and other financial support for low-income residents" BE1.5 (*Furnace and water heater replacement "burn out" program*): "Ensure equitable access through incentives and other financial support for low-income residents" BE1.6 (*Solar panel expansion):* "Ensure equitable access through incentives and other financial support for low-income residents" BE2.4 (*Point-of-sale green building requirements*): "Ensure equitable access through incentives and other financial support for low-income residents"
37	Public	A-10	Recommendation that the City provide references to approved contractors as part of implementing **Action BE1.3**: *Contractor incentive & training program.*	Add the following implementation consideration to **BE1.3** (*Contractor incentive & training program)*: "Promote PSE's pre-screened lists of Recommended Energy Professionals.".
38	Councilmember Reynolds	A-10	Why is BE1.4 not an NT item? Doesn't it have to be to keep up with state law?	Yes, you are correct. This has been revised to "NT" The MT timeframe was based on the original language for this action, which did not focus specifically on state building codes. Staff also recommends adjusting the timeframe for **CD1.2** (*Mandatory composting/recycling)* **BE2.3** (*Promote Washington Clean Buildings Act)* and to "NT" to align with state building code requirements that take effect in 2024 and 2027, respectively.
39	Public	A-11 A-13	Concern that two proposed actions (Require electric panel upgrades upon sale/turnover of a building; and Require point-of-sale disclosures) would be onerous mandates for relators and homebuyers.	Commenters on this topic were viewing outdated prior draft language; current text in the draft CAP for **BE1.8** (*Electric panel upgrades*) & **BE2.4** (*Point-of-sale green building requirements*) reflect that these would be voluntary programs.

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40	Public	A-11	Support for more community scale solar since many homes can't support rooftop solar.	Add the following implementation considerations to **BE1.6** (*Solar panel expansion*): "Explore community scale solar projects by identifying potential sites and funding opportunities.
41	Public	A-11 A-13	Recommendation to explore subsidies to fund solar projects and EV chargers.	Add the following as implementation considerations to **BE1.6** (*Solar panel expansion)* and **TR1.1** (*Public EV infrastructure plan),* respectively: "Explore subsidies to fund solar panels." "Explore subsidies to fund EV chargers."
42	Public	A-13	Desire to install more fast chargers on the island in partnership with PSE, particularly at multi-family residences and along south end of Island and commercial sites.	Add the following implementation considerations for **TR1.1** (*Public EV infrastructure plan*): "Work with local businesses to install fast chargers at commercial sites, particularly on the South End of the island. Prioritize installation of fast chargers as funding becomes available."
43	Public	A-15	Support for prioritizing bike safety in future updates to the Pedestrian and Bicycle Plan.	Add an implementation consideration to **Action TR2.1** (*Update the Pedestrian and Bicycle Plan)*: "Prioritize projects that create safer bicycle and pedestrian infrastructure.
44	Public	A-17	Concern about the potential emissions impact of Recology waste hauler drivers taking longer routes to go to cheaper (but farther) transfer stations. Recommendation to provide support to haulers to optimize routes.	Add the following implementation consideration to **CD1.2** (*Mandatory composting/recycling)*: "Encourage waste haulers to optimize their routes to the nearest transfer stations."
45	Public	A-17	Recommendation to work with schools and community organizations to encourage gardening education as part of action **CD2.1**: *Community gardens*.	Add the following implementation consideration to **CD2.1** (*Community gardens)*: "Partner with regional schools and community organizations to promote gardening to students and other community members." Add Mercer Island School District as an outside partner for this action.
46	Public	A-19	Recommendation to expand volunteer tree planting programs on private property.	Add the following implementation consideration to **NS1.2** (*Tree planting programs)*: "Expand the volunteer tree planting program on private property to support action implementation."

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47	Public	A-19	Concern over increased operational requirements and the corresponding emissions impact of clearing fallen leaves from increased tree canopy. Concern that increasing the tree canopy could reduce sunlight and impact views.	Add the following implementation considerations to **NS1.1** (*Tree planting incentive program*): "Consider the operational and emissions impact of clearing fallen leaves when considering the "right" types of trees planted on the Island (e.g., deciduous versus evergreen trees)." "Prioritize planting new trees in areas that limit obstruction to views, sunlight, and solar panels."