

DRAFT Strategy & Action Information

Multi Criteria Analysis

Focus Area	Strategy#	Strategy	Action#	Action Name	Action Description	Low Cost = 1		Low GHG Impact or Low Benefit = 1		A= Strong & C = Weak		
						Cost	Rationale	Impact	Rationale	Committee Avg	Rank	
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.1	All-electric building code	Adopt energy code to require all-electric new construction for commercial and multi-family residential buildings.	3	-Applies to new construction (not existing building), so contractors will not incur substantial cost for retrofits - Primary cost to City = staff time to develop policy - May save money for residents in the long-term as natural gas prices continue to rise	3	- Electrification is a foundation for transitioning away from fossil fuels/maximizing impact of CETA - However, limited to new buildings, which is small proportion of overall building stock - Mandatory energy codes/requirements are the strongest levers to advance electrification	CR: A TW: A JJ: C	1.67	B+
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.2	Electric panel upgrade requirements	Require electric panel upgrades upon sale and/or rental turnover for residential and commercial buildings to facilitate the transition to clean electricity buildings and vehicles.	3	- Cost to City = staff time to develop policy - Cost to community/contractors = panel upgrades	2	- Foundational action for electrification (action itself doesn't have GHG reduction impact, but important precursor to transportation and building electrification)	CR: B TW: B JJ: C	2.33	B-
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.3	Heat pump rebates & education	Partner with PSE and other regional partners to expand regional electric heat pump pilot program and campaign to replace natural gas-powered furnaces and increase energy efficiency in existing commercial and residential buildings.	4	- Cost to City = staff time to partner on campaigns - Cost to community = heat pump purchases - Potential cost savings to community as natural gas prices rise	5	- Electrification is a foundation for transitioning away from fossil fuels/maximizing impact of CETA - Wedge analysis indicates that existing building electrification a high impact strategy for Mercer Island - Voluntary measures typically have lower impact	CR: B TW: A JJ: C	2.00	B
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.4	Burnout ordinance	Prepare a "burn-out" ordinance requiring that expired fossil fuel furnaces or water heaters are replaced with available electric alternatives.	3	- Cost to City = staff time to prepare ordinance - Cost to community = replacing furnaces and water heaters - Potential cost savings to community as natural gas prices rise	5	- Electrification is a foundation for transitioning away from fossil fuels/maximizing impact of CETA - Mandatory energy codes/requirements are the strongest levers to advance electrification	CR: B TW: B JJ: B	2.00	B
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.5	Solar panel expansion	Partner with PSE and other regional partners to promote state and federal renewable energy incentives to fund onsite residential and commercial solar power projects.	4	- Cost to City = staff time to research and promote state and federal incentives and work with PSE - Cost to community = solar installation	3	- Local renewable energy generation less impactful in light of CETA	CR: A TW: A JJ: B?	1.33	A-
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.6	Expand solar energy storage & grid resiliency	Accelerate improvements to the energy grid and storage to facilitate the transition to renewable energy sources. Improvements may include subsidy and grant programs to reduce the cost of battery storage in existing buildings and electric vehicle charging/storage system installations.	3	- High cost to City to fund grid and storage improvements	3	- Local renewable energy generation less impactful in light of CETA - Important foundational action to ensure smooth transition to electrification	CR: C TW: B JJ: C	2.67	C+

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Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.7	Green Power Program	Conduct education and outreach to encourage businesses and residents to enroll in Puget Sound Energy's (PSE) Green Power Program.	2	- Cost to City = staff time for education and outreach - Cost to community = Green Power Program cost difference	3	- Switching to green energy early can have a significant impact, especially if larger businesses enroll - However, in light of CETA, slightly less impactful - Voluntary measures are also generally less impactful	CR: B TW: A JJ: B?	1.67	B+
Buildings & Energy	BE1	Transition to non-fossil building energy.	BE1.8	Contractor incentive & training program	Work with regional jurisdictions and agencies to expand upstream and midstream incentives for building electrification retrofits to local distributors and contractors. Create or promote a contractor training and/or certification program focused on efficient, electric heat pump installation.	3	- Cost to City = staff time - High cost of retrofits for community/contractors - Potential cost savings to community as natural gas prices rise	4	- Electrification is a foundation for transitioning away from fossil fuels/maximizing impact of CETA - Wedge analysis indicates that existing building electrification a high impact strategy for Mercer Island - Voluntary measures typically have lower impact	CR: C TW: C JJ: C	3.00	C
Buildings & Energy	BE2	Reduce energy use in new and existing buildings.	BE2.1	Energy efficiency incentives	Partner with PSE and other local jurisdictions and organizations to provide and promote energy efficiency incentives and rebate programs for residents and businesses. Offer free home energy audits and upgrade programs for income-eligible residents.	3	- Cost to City = staff time - Cost of incentives and rebates - High cost of retrofits for community/contractors - Potential cost savings to community as natural gas prices rise - Assume cost sharing with other jurisdictions	4	- Energy efficiency important emissions reduction tool as we wait for the grid to get cleaner from CETA - Wedge analysis indicates that existing building electrification a high impact strategy for Mercer Island - Voluntary measures typically have lower impact	CR: C TW: B JJ: B	2.33	B-
Buildings & Energy	BE2	Reduce energy use in new and existing buildings.	BE2.2	Streamlined permitting for Energy Efficiency projects	Streamline permitting processes for residential, multi-family, and commercial energy efficiency projects to incentivize retrofits.[CPD believes few gains to be had from add'l streamlining.]	NA	NA	NA	NA	CR: A TW: C JJ: 0	N/A	N/A
Buildings & Energy	BE2	Reduce energy use in new and existing buildings.	BE2.3	State building code enforcement	Build awareness of the Washington Clean Buildings Act requirements that all new and existing commercial buildings over 50,000 s.f. must reduce their Energy Use Intensity 15% compared to the 2009-2018 average. Connect commercial building owners with state resources to comply with the Act.	2	- Cost to City = staff time - Minimal additional costs to community since already a requirement	3	-Energy efficiency an important emissions reduction strategy, particularly as we wait for the grid to get cleaner through CETA - Awareness building and connecting developers with resources an important first step for compliance but on their own don't significantly impact emissions	CR: C TW: B JJ: B	2.33	B-
Buildings & Energy	BE2	Reduce energy use in new and existing buildings.	BE2.4	Point-of-sale green building requirements	Require point-of-sale disclosures for residential or commercial buildings to either (1) disclose energy use or (2) implement energy retrofits at point of sale.	3	- Primary cost to City = staff time - Developing systems for energy tracking and disclosure minimal cost to developers - Depending on extent, retrofitting buildings could incur meaningful costs to building owners - Potential cost savings from energy efficiency	3	- Energy efficiency an important emissions reduction strategy, particularly as we wait for the grid to get cleaner through CETA - Requirements more impactful than voluntary measures - Retrofits have more impact than energy disclosures - Important mechanism for reducing GHG emissions from existing building stock	CR: A TW: A JJ: C	1.67	B+

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Buildings & Energy	BE2	Transition to non-fossil building energy.	BE2.5	Built Green & LEED-certified buildings	Conduct a campaign to promote LEED and Built Green certifications for residential and commercial buildings.	4	- Cost to City = staff time for campaign development and implementation - Cost to community = cost of building improvements and certifications - Potential cost savings from energy efficiency	2	- Energy efficiency an important emissions reduction strategy, particularly as we wait for the grid to get cleaner through CETA - Energy efficiency in existing buildings more impactful - Voluntary measures typically have lower impact - Limited scale b/c only limited to new construction	CR: B TW: A JJ: A	1.33	A-
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.1	EV-readiness requirements	Introduce electric vehicle charging readiness requirements for new buildings that exceed state building code requirements.	2	- Minimal costs for developers to install - Cost to city = staff time to develop codes and enforce them	2	- Foundational step for widespread EV adoption - Mandates more impactful than voluntary measures - Readiness does not necessarily mean that chargers will be installed, limiting impact of this measure - New buildings make up proportionally much less of overall building stock	CR: A TW: A JJ: C	1.67	B+
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.2	EV charging incentives & rebates	Expand incentives for EV charging for multi-family homes, apartment buildings, major employers, and parking garages.	4	- Cost to City = incentives and staff time - Costs to community = installing EV charging	4	- Foundational step for widespread EV adoption - Voluntary measures typically have a lower impact	CR: B TW: A JJ: C	2.00	B
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.3	EV parking requirements	Adopt new building codes that exceed state building codes requiring all new buildings provide EV charging stations in at least 10% of their parking spaces.	2	- Minimal costs for developers to install - Cost to city = staff time to develop codes and enforce them	3	- Foundational step for widespread EV adoption - Mandates more impactful than voluntary measures - Limited in scope to new construction	CR: A TW: A JJ: C	1.67	B+
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.4	Public EV infrastructure plan & implementation	Develop and implement an EV charging infrastructure plan that outlines a roadmap for installing EV chargers throughout the city. Plan should include details on chargers types, locations, and funding available through partnerships, incentives, and targeted investments.	4	- Cost to City = staff time for plan development & costs of public infrastructure (hopefully can cost-share through public-private partnerships and receive state/federal funding to support)	4	- Important step for widespread EV adoption - Transition to EVs critical for achieving deep reductions in transportation sector - However, City has limited influence over consumer purchasing behavior	CR: A TW: A JJ: C	1.67	B+
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.5	EV education & outreach	Develop education and outreach programs and materials to educate residents on the benefits of EVs, available EV incentives and rebates to purchase vehicles, EV charger locations, and other information to facilitate EV adoption.	2	- Cost to City = staff time for program development and implementation	3	- Important step for widespread EV adoption - Transition to EVs critical for achieving deep reductions in transportation sector - However, City has limited influence over consumer purchasing behavior	CR: A TW: A JJ: B	1.33	A-
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.6	State vehicle policy advocacy	Advocate for stronger state policies related to EV sale requirements (e.g., ban on ICE vehicle sales).	2	Primary cost to City/community = time to develop campaigns	2	- State EV policy foundational for widespread EV adoption - Advocacy has uncertain impact on on-the-ground changes - Action would be strengthened by adopting parallel local legislation	CR: A TW: A JJ: C	1.67	B+

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Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.7	Electric lawn & construction equipment	Encourage the use of electric gardening equipment (e.g., lawn mowers, leaf blowers) through educational campaigns, rebates, and incentives.	2	- Cost to City = staff time to develop educational campaigns; relatively small costs for rebates and incentives - Cost to community is minimal - lawn equipment is relatively inexpensive	2	- Gardening equipment is a relatively small proportion of MI's inventory	CR: A TW: A JJ: B	1.33	A-
Transportation	TR1	Transition to cleaner vehicles & equipment.	TR1.8	Electric school buses	Work with Mercer Island School District to transition school buses to electric.	3	- Cost to City = staff time to develop educational campaigns; relatively small costs for rebates and incentives - Cost to community is minimal - lawn equipment is relatively inexpensive	2	- Relatively small GHG impact (not that many school buses compared to overall vehicle fleet) but still an important low-hanging fruit - Some resiliency impact with improved air quality	CR: A TW: A JJ: C	1.67	B+
Transportation	TR2	Reduce vehicle travel.	TR2.1	TOD & TDM policy for new/redevelopment	Promote dense, mixed-use, and transit-oriented developments (TOD), especially near the new light rail station, through incentives or requirements for transportation demand management (TDM) measures, including minimize parking structures in favor of transit, rideshare, walking, and biking.	3	- Cost to City = staff time + incentives - Potential cost savings to community from reduced VMT	4	- Requirements would likely have a greater impact than incentives - Can create long-lasting land use changes to reduce community VMT	CR: A TW: B JJ: C	2.00	B
Transportation	TR2	Reduce vehicle travel.	TR2.2	Last-mile light rail connection	Ensure multi-modal last-mile connections to the light rail station, such as through walking, biking, transit, and electric vehicle. Could include expansion/introduction of bike/scooter share program.	5	- Cost to City = upfront capital costs to develop infrastructure investment and some ongoing operational costs - Could potentially mitigate costs through partnerships with bike share & scooter companies	4	- Reduces use of single occupancy vehicles - Makes transit more convenient and accessible - Leverages/expands VMT benefits of light rail	CR: A TW: A JJ: C	1.67	B+
Transportation	TR2	Reduce vehicle travel.	TR2.3	Complete streets policy	Adopt a "complete streets" policy that prioritizes bicycle, pedestrian, and transit accessibility.	4	- Primary cost to City = staff time to develop and implement policy - Bike/ped/transit infrastructure can be costly - Vehicle fuel cost savings to community	3	- Reduces use of single occupancy vehicles - Makes transit more convenient and accessible	CR: A TW: A JJ: C	1.67	B+
Transportation	TR2	Reduce vehicle travel.	TR2.4	Parking restrictions	Encourage the use of alternative transportation by expanding time limited parking in Town Center and exploring other parking restrictions in high traffic areas on the Island.	2	Primary cost to City = staff time to develop and implement parking policies	2	- Disincentives for parking an effective behavior change tool to encourage use of alternative transportation	CR: A TW: B JJ: A/B	1.33	A-

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Transportation	TR2	Reduce vehicle travel.	TR2.5	Telework promotion	Expand telecommuting options by exploring options for creating telework hubs in libraries, community centers, and other City-run facilities.	3	- Cost to City = staff time to plan and coordinate hubs + equipment/space upgrades in telework hubs - Potential cost savings for community with reduced VMT	3	- Reducing communitywide VMT has the potential for significant emissions reductions (passenger vehicles are ~30% of community emissions) - Passenger vehicle emissions decreased between 2019 and 2020, in large part from an increase in telework due to COVID-19 - Mercer Island has historically had high commute rates, so an important area of focus - However, only so many jobs have teleworking capabilities, and only a proportion of VMT is from commuters.	CR: B TW: B JJ: C	2.33	B-
Transportation	TR2	Reduce vehicle travel.	TR2.6	Bike trail expansion	Increase the number, length, and safety of dedicated bike lanes and trails. Plan for the expansion of commuter e-bikes.	5	- Cost to City = staff time for planning + significant costs for bike lane adjustments - Potential cost savings for community with reduced VMT - New trail infrastructure can be costly	3	- Important component of reducing community VMT, but relatively less impactful than other transportation actions	CR: A TW: A JJ: C	1.67	B+
Transportation			TR3.1	Regional partnerships	Partner with peer jurisdictions, regional airports, and airlines to reduce regional aviation emissions by promoting the use of sustainable aviation fuel and adoption of aviation fuel efficiency measures.	2	- Minimal upfront cost to the City for coordinating with regional partners - Unknown cost impacts to passengers - reduced fuel use could lower costs, while alternative fuel options may be more costly	4	- Aviation is a high-emissions sector and accounts for ~20% of MI's GHG emissions - Wedge analysis indicates that advancing aviation decarbonization one of the highest impact reduction strategies - Regional partnerships among the only levers available to MI to impact aviation emissions - Partnerships/voluntary measures typically have lower impact	CR: B TW: A JJ: B	1.67	B+
Transportation			TR3.2	State and federal advocacy	Work with residents, businesses, neighboring cities, and regional groups to advocate for state and federal legislation aimed at decarbonizing the aviation sector.	3	- Minimal upfront cost to the City for coordinating with regional partners but costs incurred by the aviation industry for transitioning fuel/adopting efficiency could be passed on to passengers	3	- Aviation is a high-emissions sector and accounts for ~20% of MI's GHG emissions - Wedge analysis indicates that advancing aviation decarbonization one of the highest impact reduction strategies - Advocacy among the only levers available to MI to impact aviation emissions - Advocacy/voluntary measures typically have lower impact	CR: B TW: A JJ: C	2.00	B
Transportation			TR3.3	Air travel alternatives	Provide education materials around alternative to air travel for conferences and business travel.	2	- Cost to City = staff time to develop and distribute materials	2	- Aviation is a high-emissions sector and accounts for ~20% of MI's GHG emissions - Action only addresses a portion of aviation emissions - Voluntary measures typically have lower impact	CR: C TW: A JJ: C	2.33	B-

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Consumption & Disposal	CD1	Reduce waste generation & landfill disposal.	CD1.1	Recycling space/access requirements	Adopt ordinances or new building guidelines requiring that buildings set aside adequate space for recycling collection.	2	- Cost to City = staff time for ordinances - Minimal costs to developers for setting aside recycling space	1	- Important for reducing waste; relatively small emissions reduction potential	CR: A TW: A JJ: C	1.67	B+
Consumption & Disposal	CD1	Reduce waste generation & landfill disposal.	CD1.2	Mandatory composting/recycling	Phase in mandates for residential and commercial recycling and composting and enforce sorting by an identified year, especially for multi-family buildings and commercial properties where contamination is high.	3	- Primary cost to City = staff time to develop and enforce mandates - Incurs some moderate cost to property owners to install waste infrastructure	2	- Important for reducing waste; relatively small emissions reduction potential	CR: A TW: C JJ: C	2.33	B-
Consumption & Disposal	CD2	Consume sustainably.	CD2.1	Expand repair/reuse programs	Support and expand community reuse programs (e.g., tool libraries, Buy Nothing groups, repair cafés) to promote a circular economy.	1	- Very minimal costs to City - staff time to support local programs	1	- Small emissions reductions impact; some resiliency benefits	CR: A TW: A JJ: C	1.67	B+
Consumption & Disposal	CD2	Consume sustainably.	CD2.2	Local retail options	Showcase, encourage, and expand local retail shopping.	1	- Very minimal costs to City - staff time to support local retail	1	- Minimal emissions reductions impact (no shipping for local products, but products still have embodied emissions for purchasing new items)	CR: A TW: A JJ: A	1.00	A
Consumption & Disposal	CD2	Consume sustainably.	CD2.3	Low carbon building materials	Partner with contractors and architects to promote carbon-sequestering and low carbon building materials in new construction and renovations. This could include requirements for disclosing and/or limiting embodied carbon emissions of buildings or through policies focused on reducing the use of specific materials.	3	- Cost to City = staff time to develop and implement requirements - Costs to contractors and architects from higher cost materials (costs could also be passed on to residents/renters)	1	- Building materials have high embodied carbon emissions, so an important area of focus - Requirements more impactful than voluntary actions - While lifecycle emission reductions are high, these reductions would not be reflected in the City's GHG emissions inventory.	CR: A TW: A JJ: B	1.33	A-
Consumption & Disposal	CD2	Consume sustainably.	CD2.4	Community gardens	Expand community gardens and participation.	2	- Relatively low costs related to community garden creation, supplies, and maintenance (City or community)	1	- Community gardens have multiple benefits, including increasing sequestration potential through plants and soil and increasing community resiliency through food security and more access to green space - Small in scale - Minimal impact on GHG emissions	CR: A TW: A JJ: A	1.00	A
Natural Systems	NS1	Increase urban tree canopy and green space.	NS1.1	Tree preservation ordinance	Develop a tree retention and preservation ordinance that increases scrutiny and review over tree removal in certain areas by prioritizing retention of healthy trees and tree canopy.	2	- Cost to City = staff time for ordinance development and enforcement	2	- Trees increase resiliency by providing shade, reducing heat, and improving air quality - Protecting tree canopy also has carbon sequestration benefits	CR: A TW: B JJ: C	2.00	B
Natural Systems	NS1	Increase urban tree canopy and green space.	NS1.2	Tree planting incentive program	Develop a program to incentivize residents and large property owners to plant the right tree in the right place and sustain existing trees with reduced cost or free trees.	3	- Cost to City = staff time to develop and implement program + cost of incentives	2	-Trees increase resiliency by providing shade, reducing heat, and improving air quality - Voluntary measures are typically less impactful	CR: C TW: B JJ:C	2.67	C+

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Natural Systems	NS1	Increase urban tree canopy and green space.	NS1.3	Public parks & trails expansion	Consider strengthened code requirements, land use incentives, or fees on new development to expand the park system and increase walkable access to parks and trails.	4	- Cost to City = staff time for code requirements and cost of incentives - Cost to community = fees on new development	3	- Trees increase resiliency by providing shade, reducing heat, and improving air quality - Protecting tree canopy also has carbon sequestration benefits - Requirements would have a greater impact than incentives or fees - Trails could also have VMT reduction benefit	CR: B TW: C JJ: C	2.67	C+
Natural Systems	NS2	Foster healthy & resilient natural systems.	NS2.1	Water-efficient landscape standards	Utilize educational campaigns to encourage low-impact, drought-resistant landscape development and design, such as stormwater drain maintenance of drain filters. Work with landscape companies to educate and incentivize smart irrigation management and technology and work with industrial facilities to implement localized stormwater projects.	3	- Cost to City = staff time for education campaigns + incentives - Cost to landscape companies = irrigation improvements/technology - Would save money long-term from lower water costs	3	- No significant emissions reduction impact - Water conservation improves resiliency, but relatively less impactful than other resiliency actions - Landscape irrigation during summer months is major source of community water use	CR: B TW: B JJ: C	2.33	B-
Natural Systems	NS2	Foster healthy & resilient natural systems.	NS2.2	Water conservation incentives	Partner with regional water conservation groups, such as the Saving Water Partnership, to develop and advertise incentives and installation programs to retrofit inefficient water fixtures.	3	- Cost to City = staff time for education campaigns + incentives - Cost to community = water retrofits - Would save money long-term from lower water costs	2	- No significant emissions reduction impact - Water conservation improves resiliency; retrofits an effective conservation tool	CR: C TW: C JJ: C	3.00	C
Natural Systems	NS2	Foster healthy & resilient natural systems.	NS2.3	Green stormwater infrastructure	Expand the Island's green stormwater infrastructure by expanding rain gardens, stormwater planters, and other systems on City-owned property and explore enacting GSI requirements for new developments	3	- Cost to City = staff time + costs of materials/infrastructure	2	- No significant emissions reduction impact, some carbon sequestration potential - Improves resilience to precipitation impacts of climate change	CR: C TW: B JJ: B	2.33	B-
Community Resilience	CR1	Increase community resilience to climate impacts.	CR1.1	Floodplain ordinance	Develop an ordinance outlining standards and restrictions for construction and development in designated flood zones or areas at high risk for localized flooding.	2	- Cost to City = staff time for ordinance development	3	- Limiting development in potentially high risk areas an important resiliency strategy - Flooding not an immediate concern for Mercer Island, but this could shift as climate changes	CR: B TW: C JJ: C	2.67	C+
Community Resilience	CR1	Increase community resilience to climate impacts.	CR1.2	Filter fan program	Partner with Puget Sound Clean Air Agency and other regional organizations to educate residents on how to create DIY filter fans using a box fan and furnace filter.	2	- Minimal costs to City - education and partnerships	3	- High resiliency impact (improves health and safety in response to increased wildfire smoke)	CR: C TW: B	2.33	B-
Community Resilience	CR2	Prepare infrastructure & services for climate change.	CR2.1	Heat/air shelters	Improve Mercer Island's capacity to respond to climate emergencies by expanding resources to protect residents from climate impacts, such as developing additional community cooling centers and air shelters in case of extreme heat and wildfires.	3	- Cost to City = staff time for planning resilience hubs + some materials and improvements to physical spaces	4	- Very high resiliency impact (improves health and safety in response to a variety of climate impacts)	CR: A TW: A JJ: C	1.67	B+

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Community Resilience	CR2	Prepare infrastructure & services for climate change.	CR2.2	Vulnerability assessment	Conduct a vulnerability assessment to better understand Mercer Island's specific climate risks and identify vulnerable infrastructure.	2	- Cost to City = staff time to conduct assessment or cost of consultants	2	- Vulnerability assessments are important in developing strategies to increase resiliency to climate impacts - On its own = low-medium impact	CR: B TW: C JJ: C	2.67	C+
Community Resilience	CR2	Prepare infrastructure & services for climate change.	CR2.3	Adaptation incentives	Offer rebates and incentives to encourage adaptation upgrades and the installation of low-emissions space-cooling devices on residential and commercial properties (e.g., cool roofs, green roofs, cool pavement, ceiling fans, air filters).	3	- Cost to City = staff time + incentives	4	- Very high resiliency impact (improves health and safety in response to a variety of climate impacts)	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC1	Engage and support community climate action.	CC1.1	Climate outreach/education	Develop a climate outreach and education campaign or program to support ongoing community engagement in climate actions. Initiatives could include: - Climate challenges, competitions, and climate pledges aimed at inspiring friendly competition among residents and businesses. - Educational campaigns focused on addressing common misinformation related to home energy use and other everyday activities (e.g., the benefits of using cold v. hot water for laundry). - Resource sharing campaigns, such "renewable energy" or "energy efficiency" home tours in which neighbors to learn from each other on how to implement renewable energy or energy efficient upgrades in their homes.	3	- Cost to City = develop education campaigns and programs	2	- Behavior change through voluntary action very challenging to have impact - Individual action does have an impact but less so than corporate action/ government intervention - If effective, could reduce local emissions from residents/ inspire residents to advocate for climate policies/ more widespread institutional change	CR: A TW: A JJ: B	1.33	A-
Cross-Cutting & Municipal	CC1	Engage and support community climate action.	CC1.2	Climate advocacy and partnerships	Expand outreach campaigns to encourage residents and businesses to advocate for legislation that supports local climate mitigation and adaptation efforts. Continue to partner with neighboring cities and other regional groups to advance regional initiatives to reduce greenhouse gas emissions and increase adaptive capacity.	2	- Cost to City = develop education campaigns and work with partners	2	- Advancing climate legislation and local climate action key to reducing emissions - On its own = low=medium impact	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC1	Engage and support community climate action.	CC1.3	Low carbon schools and businesses	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, and sustainable purchasing.	2	- Cost to City = develop education campaigns and resources for schools	1	- Multiple different sectors addressed in this action = medium-high emissions reduction potential - However, voluntary actions are typically less impactful	CR: A TW: A JJ: C	1.67	B+

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Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.1	City green building policy	Develop a green building policy to require that new municipal buildings achieve LEED Gold or Built Green 4-Star.	3	- Primary cost to City = staff time to develop and enforce policies - Incurs some moderate costs to developers to adopt green building standards, but standards also lead to long term savings from reduced energy and water use	1	- Requirements a strong lever for change - Impact limited to City buildings	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.2	CTR participation & incentives	Build off existing commute trip reduction (CTR) programs and encourage work from home and flexible schedules to Mercer Island employees as part of the City's transportation demand management (TDM) initiatives.	2	- Cost to City = staff time to continue developing work-from-home programs	2	- Employee commutes account for 33% of MI's 2019 municipal emissions but total municipal emissions a small portion of total, so the emissions reduction potential is still relatively low	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.3	Environmentally Preferable Purchasing Policy	Develop and implement a municipal Environmental Preferable Purchasing Policy that prioritizes products with the lowest environmental impact. Policy will direct purchasing decisions within each department, including vehicle and fuel purchases and construction materials.	3	- Cost to City = staff time to develop and implement policy - Sustainable goods/services may cost more	1	- Impact limited to City purchases (small proportion of overall community)	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.4	Municipal energy retrofits	Complete energy efficiency retrofits on existing municipal equipment and buildings.	3	- Relatively high cost to City to complete retrofits, but will lead to long-term cost savings	1	- City buildings already powered by wind energy so emissions reduction from retrofits relatively small	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.5	Municipal fleet electrification	Electrify the municipal vehicle fleet.	4	- High cost to City to purchase all electric vehicles	2	- Municipal vehicle fleet accounts for 13% of 2019 municipal emissions but emissions reduction potential is still relatively low	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.6	Municipal renewable energy storage	Expand solar installation and build renewable energy storage systems on City property.	4	- High Cost to City to install solar	1	- Local solar improves grid resiliency; solar on City buildings has relatively low emissions reduction potential because of CETA and the relatively small amount of City buildings	CR: A TW: A JJ: C	1.67	B+
Cross-Cutting & Municipal	CC2	Reduce climate impact of municipal operations.	CC2.7	Alternative commuting incentives	Reduce the drive alone rate for City employees through incentives and by improving commute options by site location.	2	- Cost to City = staff time + incentives (relatively low cost)	1	- High impact in terms of reducing municipal emissions (employee commutes account for 33% of MI's 2019 municipal emissions) - Municipal emissions only ~1% of total community emissions, meaning the overall emissions reduction potential is still relatively low	CR: A TW: B JJ: B	1.67	B+

DRAFT Strategy & Action Information						Multi Criteria Analysis						
Focus Area	Strategy#	Strategy	Action#	Action Name	Action Description	Low Cost = 1		Low GHG Impact or Low Benefit = 1		A= Strong & C = Weak		
						Cost	Rationale	Impact	Rationale	Committee Avg	Rank	
Cross-Cutting & Municipal	CC3	Institutionalize climate considerations into City planning & decision-making.	CC3.1	Climate-informed City decision-making	Apply a "climate lens" to City decision-making and activities. Introduce a policy requirement the consideration of climate change & GHG implications of City policy options and decisions, including consideration of the social cost of carbon and equity implications in conducting policy cost-benefit analysis.	2	- Cost to City = policy creation and implementation	2	- Some potential to further reduce emissions and improve community resilience by guiding future decisions/policies	CR: A TW: A JJ: B	1.33	A-
Cross-Cutting & Municipal	CC3	Institutionalize climate considerations into City planning & decision-making.	CC3.2	GHG tracking & reporting	Maintain a publicly available online dashboard that tracks and reports on CAP and GHG reduction progress on an annual basis.	2	- Cost to City = dashboard creation and maintenance (Low staff time)	1	- No significant emissions reduction or resiliency building potential on its own - Potential for minimal indirect emissions reductions through education of the public	CR: A TW: A JJ: A	1.00	A