| Transportation and Land Use | | | |
|---|---|---|---|
| **Action** | **2013 Implementation Tasks** | **2014 Implementation Tasks** | **Implementation Status** |
| Renew and extend the time frame of the Bridging the Gap (BTG) levy and prioritize investments in transit, pedestrian, cycling improvements and system maintenance. | SDOT is doing background work to prepare for a major kickoff on BTG renewal in 2014. | Begin public engagement, develop funding alternatives and prepare proposed package. | On Track. SDOT is developing a levy proposal for Mayor's Office review. Once approved by the Mayor's Office, SDOT will work with the BTG Oversight Committee in late winter/early spring 2015 to seek input on the proposal from the public and interested stakeholders. The Mayor's Office will review the input and finalize the proposal and then transmit to Council for their review in time for the November 2015 general election. |
| Secure local or transit agency authority to levy a motor vehicle excise tax (MVET) at the City or County level. | Develop updated legislative agenda for 2014 with Office of Intergovernmental Relations (OIR), which will include a transportation funding package. Monitor activities at State level, particularly potential December 2013 special session. | Work with King County, Puget Sound Regional Council (PSRC) and other cities to support legislative action on a transportation funding package, including authority for increased local revenues for transit. | |
| Begin construction of 23rd Avenue priority bus corridor *(multimodal corridor).* | Community outreach, Complete Streets analysis, traffic modeling and 30% design will be completed. | 1. Completion of remaining engineering and design. 2. Initiation of Phase I (John to Jackson) construction. | On Track. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Complete the preliminary engineering and environmental analysis for the Center City Transit Connector. | 1. Develop Draft Locally Preferred Alternative (LPA).<br>2. Send letter to Federal Transit Administration announcing City's intent to develop this project and eventually submit it for capital funds grant. | 1. Submit Final Draft LPA for City Council adoption.<br>2. Begin conceptual design<br>3. Complete consultant procurement for environmental analysis and preliminary engineering. | On Track. |
| Develop a Freight Master Plan that includes goals to make freight movement more efficient and reduce its impact on greenhouse gas emissions. | 1. Develop a draft scope of work and complete consultant procurement<br>2. Develop a project team structure<br>3. Develop a public engagement strategy | Most of the substantive work on the plan will occur in 2014. This will include regular briefings with a project advisory committee and other stakeholder groups, developing technical analyses, and preparing a draft Freight Master Plan for public review. | On Track. |
| Build bicycle lanes that are physically separated from traffic in the Center City. | 1. Begin design on two miles of the future downtown cycle track network (specific streets TBD).<br>2. Submit grant application for 7th Avenue cycle track.<br>3. Have already installed short segment of cycle track on Cherry Street. | Design will continue; some construction may begin in 2014. | On Track.<br>- Completed approximately 3/4 mile of proteced bicycle lane on Second Avenue in 2014.<br>- Received grants for 7th Avenue and for additional work on 2nd and/or 4th.<br>- Expect to have signed planning/design contract by end of 2015 for additional projects. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Expand on-street bicycle racks and facilitate provision of off-street bicycle parking and bike sharing. | 1. Install 400 bicycle parking spaces in the public right of way, including eight on-street bicycle corrals.<br>2. Off-street bicycle parking is installed with private development as required by the SMC.<br>3. Legislation to support bike share program operation in SDOT right-of-way (program operation will be undertaken by private entity - Puget Sound Bike Share and Alta Bicycle Share). | 1. Install a similar number of bicycle parking spaces in 2014.<br>2. Continued support of bike share program, which aims to launch in 2014 with a goal of 50 stations and 500 bicycles. | On Track.<br>More than 500 bicycle parking spaces were installed in 2014, and a similar number is planned in 2015. Pronto bike share launched in October 2014 with 50 stations and 500 bikes. The 2015 budget includes funding for expansion. |
| Implement bicycle intersection safety improvements on heavily traveled bicycle corridors. | 1. Install interim safety improvements along and at intersection on E Marginal Way.<br>2. Begin design for improvements at the Spokane/Chelan/W Seattle Trail intersection.<br>3. Design and outreach are underway for improvements at 50th and Green Lake. | 2014 workplan is under development. | On Track. |
| Improve sidewalks and crossings on arterial streets to connect Urban Centers and Villages. | Make crossing and safety improvements at 42 locations this year. | Expect to make approximately 40 crossing and safety improvements in 2014. | On Track. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Improve wayfinding and bus passenger facilities by adding electronic real-time bus schedule information and off-board payment options. | 1.  Install SDOT intelligent transportation system (ITS) kiosks at 10 locations on Third Avenue.<br>2. Activate and install SDOT outdoor real-time information signs  (RTIS) on Rainier Avenue.<br>3.  Install 2 SDOT storefront RTIS signs on Campus Parkway in the University District. | 1. Seek locations for additional SDOT storefront RTIS sign installations.<br>2.  Continue installing RTIS signs on Rainier Avenue.<br>3.  Complete SDOT ITS kiosk installation on Third Avenue. | On Track.<br>Largely complete and on track for full completion in 2015. |
| Implement Safe Routes projects to improve pedestrian connections to schools, transit and neighborhood business districts. | 1. Improve walking routes at eight schools this year and begin design on additional projects for 2014.<br>2. Begin School Road Safety Plan in late 2013, which will  guide future investments.<br>3. Work with OED and DON to implement the Only in Seattle program, which funds improvements in areas with paid on-street parking. | School zone speed camera revenue will fund a significant increase in the number of school safety projects. | On Track. |
| Participate in multi-agency efforts working to support bike sharing, vehicle sharing and ride sharing. | For bike share the City has a representative on the non-profit board (Puget Sound Bike Share) and is providing support towards a planned 2014 program launch. The City routinely collaborates with King County Metro and WSDOT to identify travel options, including implementing ride share strategies. | Continue 2013 activities at the same level. | On Track.<br>Legislation was adopted in 2014 addressing TNC/taxi/for hire regulations, legislation is proposed for 2015 to expand number of free floating car share operators and vehicles. There are also on-going efforts to promote use of and access to these shared mobility services by Seattle workers and residents. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Work with Transportation Management Associations, property managers, employers, homeowners' associations and community groups to develop and market transit passes, car sharing and other programs that support travel options. | Begin developing a Multi-Family Travel Options marketing program to provide these services. Continue to support the Commute Seattle partnership in Downtown. | Pilot Multi-Family Travel Options with residential property owners. | Completed. Multifamily Development Pilot program (NAV Seattle) was conducted in several residential buildings in 2014. The program will continue to reach additional properties and buildings in 2015. Other CTR programming continues as well as partnerships with Commute Seattle, the Center City Transportation Management Association. |
| Support private adoption of electric vehicles by making it easier to get permits and by planning for access to charging stations and impacts on energy demand. | 1. Complete study on increasing access to charging stations. 2. Develop recommendations based on results of the City Publicly Available Charging Station in City Garages pilot program. 3.Track locations of charging stations on private property to evaluate and respond to impacts to electrical distribution infrastructure. | 1. Implement study recommendations to increase access to charging, including developing public/private partnerships. 2.Track City EV fleet environmental impacts. | On Track. |
| Develop a Green Fleets Plan for City of Seattle fleet that encourages market adoption of next generation vehicles and fuels. | Prepare a Green Fleets Action Plan framework to achieve the million gallon fuel challenge and contribute to meeting citywide climate action goals. | Work with departments to prepare a Fuel Reduction Opportunities Assessment and Implementation Plan. | Completed. A fuel reduction IDT is being formed to support implementation. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Expand the City's municipal electric vehicle fleet. | Purchase 36 new electric vehicles including sedans and SPD parking enforcement vehicles. | Convene an interdepartmental team to evaluate City building infrastructure needs to support expanded municipal electric fleet. | On Track.<br>$900K in CIP funds were allocated in 2015 for infrastructure to electrify the Parking Enforcement fleet (78 vehicles). More funds will be required to build out additional infrastructure as fleet electrification continues. |
| Develop equitable development policies to support growth and development near existing and planned high capacity transit without displacement as part of the 2015 Comprehensive Plan major review. | Major review of the Comprehensive Plan - Housing Element, and a review of affordable housing incentives. | Major review of the Comprehensive Plan- Housing Element and review of the Incentive Zoning program. | On Track.<br>DPD and OH are providing staff support to the Mayor's Housing Affordability and Livability Agenda committee that will be exploring ways to provide housing affordable to all income groups in the city. |
| Continue to implement local area plans and urban design frameworks in Capital Hill, Broadview/Bitter Lake/Haller Lake, Rainer Beach, Othello, Mount Baker, Beacon Hill, Northgate, and the University District. | Different project are at different stages including developing and implementing scopes of work, conducting public engagement, developing existing conditions analyses and preliminary recommendations. | Conducting public engagement and implementing comprehensive plan and zoning changes as needed. | On Track<br>Work is ongoing in the listed neighborhoods as well as Ballard, Lake City, Uptown. The U District zoning changes will be advanced in early 2016. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Implement the Challenge Grant strategies in the Rainier Valley to prevent displacement and retain affordable housing near transit. | Award funds to a developer for the acquisition of one parcel for an affordable housing and mixed-use project. Launch a commercial technical assistance program for locally owned businesses.  Formalize a coalition of immigrant and refugee community based organizations to plan for a shared multi-cultural center. | Award funds to a second developer for the acquisition of a Sound Transit parcel at the Othello station  for an affordable housing and mixed-use project. Continue the commercial technical assistance program. Present a Business Retention and Attraction Plan for the Othello commercial district and launch an implementation strategy. Conduct a feasibility study for a shared multi-cultural center. | On Track.<br>The Equitable TOD Loan Program made three awards for land acquisition of vacant properties near light rail stations in SE Seattle. In addition to providing up to 290 units of affordable housing (50% of which will be 2 and 3 bedroom units), these projects will deliver a host of other community benefits, such as 40,000 sq. ft. of commercial space, which uses may include but are not limited to: childcare, public community gathering space, office space, and a community center. |
| Develop a tool to foster consistent consideration of greenhouse gas emissions impacts and opportunities to reduce them when updating and implementing transportation and land use policies. | Collaborate with departments to identify opportunities and develop a test version of the tool or guide. | Update the resource based on departmental feedback and pilot testing and launch the resource. | Not Initiated.<br>A broadly applicable tool was determined not to be effective.  Instead OSE climate staff continue to participate on interdepartmental teams to support context-specific climate input and build transportation and land use planning staff capacity. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Develop a placemaking strategy for using our public spaces to make streets and neighborhoods more vibrant and to promote economic activity. Implement a project reallocating a portion of the public right-of-way to a public/pedestrian space, such as a plaza or parklet. | 1. SDOT presented the Public Space Management Program implementation strategy and 2013 work plan to Council in June. The program includes 23 initiatives that are prioritized based on recommendations from a 34-member Public Space Management Task Force. 2. 2013 deliverables include research on alley activation and design standards; development of a request for proposals for a Coordinated Street Furniture Program; launch of the Pilot Parklet Program; identification of pilot sites for a "pavement-to-parks" program; and new communications materials. | The program's implementation strategy includes 5-year implementation actions for each program area. The 2014 work plan will be based on these 5-year actions. SDOT will provide Council with a detailed 2014 work plan in late 2013. 2014 tasks could include: 1. Launch of a formal Parklet Program. 2. The Coordinated Street Furniture Program will select a vendor and begin preparing legislation for changes to the sign code. 3. Install a public loo in Pioneer Square. 4. Adopt a Director's Rule to address placement and maintenance standards for news boxes. 6. Propose a new permitting structure for business and neighborhood amenities. | On Track. The Pilot Parklet Program (launched in 2013) will transition to a permanent program in 2015; 5 parklets are already built in the city and 10 more are in the pipeline. We are currently piloting a Play Streets Program (through May 2015) that allows residents to turn a street into a place for kids of all ages to play on a recurring basis. A Pilot Pavement to Parks/Plazas Program is planned for initiation in 2015-2016. The Public Space Management Program has expanded to 40+ program areas in 2014, and we are focused on making great places in the right-of-way through our implementation. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Implement strategies to provide residents' daily needs within a convenient walk and create nodes well served by transit and non-motorized transportation options. | The major review of the Comprehensive Plan including the Land Use and Urban Village elements and local area plans include policies and actions to support complete, connected neighborhoods. | The major review of the Comprehensive Plan including the Land Use and Urban Village elements and local area plans include policies and actions to support complete, connected neighborhoods. | On Track. The Comprehensive Plan update will be completed in 2015. The basis of the existing Plan is the urban village strategy, which focuses new housing and employment growth in urban centers and urban villages and directs public services, including transit, to those areas. The update of the Plan will look for ways to strengthen this strategy in order to further reduce reliance on auto travel to meet daily needs. |
| Create a grant program that supports walking, biking and transit projects in business districts with paid parking. | The Only in Seattle Program was established and includes $500,000 in SDOT's budget to support capital improvement projects that enhance business districts. Participating neighborhood business districts that have paid on-street parking are eligible to submit proposals. | Ongoing program | On Track. The Commercial Stability Strategy has supported dozens of businesses in the Othello/Graham business district through business technical assistance workshops, individual technical assistance grants, business promotion programs, façade improvement programs, and other wrap-around services. The strategy also resulted in the formation of a coalition of businesses, community organizations, and land owners to implement a vision of economic development for the area. This coalition, called On Board Othello, launched a branding and promotion strategy as well as a business retention and attraction strategy in 2014. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Work with neighborhood districts to develop on-street parking management and other access strategies. | Begin work in Chinatown-ID and Pioneer Square, continue work in Ballard. Focus on changes to on-street parking regulation and access themes. | 1. Assuming 2013 funding levels, work will be complete in Chinatown-ID, Pioneer Square, and Ballard. Work will be scoped in two additional neighborhoods.<br>2. Explore whether/how program role can be expanded to address multimodal neighborhood business district access. | On Track. |
| Expand the e-Park program in the Center City to reduce the need to drive around while finding parking. | The e-Park Phase 2 expansion is underway now, with five additional garages joining the program in 2013 - primarily in the Pioneer Square and Central Waterfront neighborhoods. | In 2014, e-Park will complete the installation of the right-of-way dynamic and wayfinding signs that support the 2013 Phase 2 expansion. The addition of up to 5 additional garages in the Center City may also be included in 2014, as well as preliminary planning for a Phase III expansion to SODO and Seattle Center. | On Track.<br>At the end of 2014, there are 13 garages in the program. Dynamic sign installation is underway and will be complete in 1Q 2015. Per a new agreement, Commute Seattle will take the lead on promoting e-Park and integrating it into the DowntownSeattleParking.com campaign promoting short-term, off-street parking availability. |

| Transportation and Land Use | | | |
|---|---|---|---|
| Update and maintain a Seattle travel demand model in order to implement the monitoring framework. | SDOT works with the Puget Sound Regional Council (PSRC) and consultants to do travel demand modeling to support transportation planning work. PSRC is developing a business model for how to provide travel demand modeling services to member jurisdictions and their consultants.  The region is shifting from a traditional 4-step model to an activity-based model that is more granular, but likely cost-prohibitive for individual jurisdictions to maintain on their own.  Instead, PSRC is likely to provide the base model to jurisdictions/consultants for their use in analyzing alternative scenarios. | SDOT, DPD, and OSE staff will work with PSRC to identify modeling needs for City projects, including the update of the City's Comprehensive Plan, the Freight Master Plan, and implementation of the Climate Action Plan. | Not initiated.
The need is being met through other avenues.  SDOT and DPD have engaged consultants to perform modeling for the City's Comprehensive Plan and companion Environmental Impact Statement.  City-specific modeling methodology / specifications have been identified during Plan and EIS development, which can be applied to Climate Action Plan tasks, as required. |

| | B | F | G | L |
|---|---|---|---|---|
| 1 | **Building Energy** | | | |
| 2 | **Action** | **2013 Implementation Tasks** | **2014 Implementation Tasks** | **Implementation Status** |
| 3 | Begin implementing a plan to deploy smart meters that provide real-time energy use information to all Seattle City Light customers. | Hire project manager, establish project team, hire expert educational consultant, develop workforce development plan for impacted employees. | Adopt health and privacy policies, develop a business case and submit a Budget Issue Paper, develop and issue a Request For Proposal for implementation. | On Track. The AMI Program Manager was hired and the AMI HR Plan, Budget and Project Timeline have been developed. An Advisory Team and a Steering Committee were convened. Process is underway to hire a consultant to assist in evaluating three potential AMI technologies (MESH, STAR, and LTE). |
| 4 | Make the energy benchmarking scores of the City's municipal buildings publicly available. | 1. Benchmark City buildings in accordance with, and beyond, the requirements of the City's Energy Benchmarking and Reporting Ordinance.                              2. Produce an Energy Performance Report for municipal buildings and make it readily available to the public. | 1. Benchmark City buildings in accordance with the requirements of the City's Energy Benchmarking and Reporting Ordinance. 2. Benchmark relevant City buildings less than 20,000 sf. 3. Produce an Energy Performance Report for municipal buildings and make it readily available to the public. | Completed. |

| | B | F | G | L |
|---|---|---|---|---|
| **1** | **Building Energy** | | | |
| **5** | Develop a Resource Conservation Management Plan to guide efficiency investments in City facilities, including developing a strategy for routinely conducting "tune ups" of City facility energy systems (known as retro-commissioning). | 1. Finalize Draft Resource Conservation Plan.<br>2. Develop guidelines for resource efficient best practices.<br>3. Conduct building energy audits and implement Operations and Maintenance (O&M) targeted efficiency improvements. | 1. Establish centralized resource consumption tracking.<br>2. Implement O&M targeted efficiency improvements.<br>3. Undertake studies to identify the costs and benefits of capital based efficiency improvements.<br>4. Conduct additional building energy audits. | Completed. |
| **6** | Require building energy audits for the largest and less efficient commercial and multifamily buildings to help identify cost effective and operational improvements. | Monitor best practices, benchmarking results, and energy code updates. | Launch working group to recommend a policy design, conduct outreach and begin defining policy. | Not Initiated.<br>Work was subsumed under the more comprehensive effort to develop a broad package of building energy efficiency policies and programs, with completion anticipated in 2016. |

| | B | F | G | L |
|---|---|---|---|---|
| 1 | **Building Energy** | | | |
| 7 | Pilot a retro-commissioning incentive program to provide financial and technical assistance to tune up energy systems in existing commercial buildings. | Continue implementation of twelve projects currently underway. | Complete implementation and assess results of pilot efforts. | Completed a pilot retro-commissioning incentive program and plan to develop/roll out a full-scale program in 2015. |

| | B | F | G | L |
|---|---|---|---|---|
| **1** | **Building Energy** | | | |
| **8** | Maintain the City's commitment to low-income weatherization services by continuing to seek resources for the HomeWise program. | Weatherize the homes of low-income homeowners and rentals occupied by low-income tenants to help make these buildings more energy efficient helping low-income Seattle residents save energy and money. | Weatherize the homes of low-income homeowners and rentals occupied by a low-income tenants to help make these buildings more energy efficient helping low-income Seattle residents save energy and money. | Completed & ongoing |
| **9** | Pass state legislation to authorize a property tax exemption for rental housing owners who undertake significant upgrades to increase energy efficiency. | None | Develop draft legislation; build support and legislative strategy. Advocate for adoption by state legislature. | On Track. |

| | B | F | G | L |
|---|---|---|---|---|
| 1 | **Building Energy** | | | |
| 10 | Partner with property owners and managers to identify the most compelling financing tools for energy efficiency upgrades in commercial buildings and outline a plan to help bring them to market. | None | Coordinate with outside organizations (e.g. BOMA and 2030 District) to identify needs and interest; research best practices | Not Initiated.<br>Work was subsumed under the more comprehensive effort to develop a broad package of building energy efficiency policies and programs, with completion anticipated in 2016. |
| 11 | Continue improving permitting processes to promote the most sustainable buildings, such as the Living Building and Deep Green Pilot Program. | 1. Convene Living Building and Deep Green Technical Advisory Group. 2. Deliver legislation revising the Living Building Pilot Program. 3. Update Priority Green eligibility thresholds to adapt to changes in construction codes and green building certification programs. | Develop legislation implementing a new Seattle Deep Green pilot program. | On Track. |
| 12 | Partner with Seattle Public Schools to identify opportunities to build Living Building Challenge or Deep Green schools. | Meet with Seattle Public Schools (SPS) Facilities staff to share best practices for City buildings. Provide SPS access to City-developed green building strategies toolkit, Capital Green and associated training curriculum. | Periodic coordination with SPS to share approaches and resources. Engage additional stakeholders to evaluate options for moving toward goal. | Completed. |
| 13 | Continue increasing energy efficiency standards in the Seattle Energy Code over time. | Implement 2012 Seattle Energy Code Chart incremental energy use targets for each 3-year cycle through 2030. | Education & user support for 2012 Energy Code.<br>City approval of future energy use targets. | On Track. |

|  | B | F | G | L |
|---|---|---|---|---|
| **1** | **Building Energy** | | | |
| **14** | Develop an alternative energy master plan that focuses on low-carbon energy solutions, such as district energy and siting of solar and geothermal energy in the public right-of-way. | None | 1. Launch master planning effort<br>2. Establish working group<br>3. Set goals and priorities<br>4. Establish plan framework | Not Initiated.<br>Due to insufficient resources, OSE's focus was on the following priority actions:<br>a. Transition Community Power Works Home program to an established program;<br>b. Expand district energy systems on First Hill and into the South Lake Union & Denny Triangle neighborhoods. |
| **15** | Maintain Seattle City Light's commitment to conservation and renewables, as well as to providing carbon neutral electricity. | Achieve 14.0 aMW energy conservation, support customer renewables, and maintain greenhouse gas neutrality. | Achieve 14.0 aMW energy conservation, support customer renewables, and maintain greenhouse gas neutrality. | Completed.<br>Ongoing - Seattle City Light remains committed to achieving 14 aMW of conservation-related energy savings, to supporting customer renewables and to maintaining its greenhouse gas neutrality. |
| **16** | Continue Seattle City Light support for solar energy through net metering, which reduces the quantity of electricity billed to the customer by the amount of solar energy produced. | Continue to implement net metering policy and comply with State requirement. | Continue to implement net metering policy and comply with State requirement. | Completed.<br>Ongoing - participation in SCL's solar energy programs continues to grow. |

| Waste | | | |
|---|---|---|---|
| **Action** | **2013 Implementation Tasks** | **2014 Implementation Tasks** | **Implementation Status** |
| Support and collaborate on ongoing state, regional, and national programs and policies to encourage product stewardship of electronics and other materials. | SPU will continue to work with the Northwest Product Stewardship Council (NWPSC) and Local Hazardous Waste Management Program on legislation to create extended producer responsibility (EPR) laws. | 2013 tasks will continue. | Completed. Ongoing - SPU supported hiring full time NWPSC coordinator for 2014-15. Major responsibility is outreach to local governments and solid waste industry. |
| Pursue local product stewardship programs, such as take-back requirements for select products that are not included in state or regional programs and reduce product packaging. | SPU is awaiting possible state action before moving ahead with local retail take-back requirements. | Level of state action will be re-evaluated before considering local take back of batteries, medical sharps, and other items. | On Track. |
| Launch programs to support edible food donation, help commercial kitchens find efficiencies and reduce waste, and help households and businesses reduce food waste through better planning, purchasing, storage and preparation. | Pilot study by 100+ households examining level of food waste and how it can be reduced. | Promote household food waste reduction strategies through SPU communication tools. | Completed. Household food waste reduction strategies have been planned, with implementation in 2015. |
| Continue to support opt-out programs for junk mail. | Continue the Catalog Choice contract service. | Continue the Catalog Choice contract service. | Completed. Ongoing -SPU supported hiring full time NWPSC coordinator for 2014-15. A major responsibility of the coordinator is outreach to local governments and the solid waste industry. |

| Action | 2013 Implementation Tasks | 2014 Implementation Tasks | Implementation Status |
|---|---|---|---|
| Implement new recycling and composting programs for residential and business waste, including programs that target waste hauled by residents to transfer stations. | Research and test station sorting of Construction & Demolition (C&D) recycling and other large items. Also see self-haul options in other actions. | Implement station sorting. (Plus new bans and self-haul services described in other items.) | On Track. A C&D sorting pilot was completed in 2014. Results are being evaluated for potential implementation in 2015. |
| Increase enforcement of residential and business recycling and composting requirements. | More aggressive garbage container monitoring with existing staff. | Continued container monitoring, plus station floor monitoring of large roll-off customers. | On Track. Field container monitoring was expanded 2014. Station container monitoring piloted 2014, to expand 2015. |
| Ban the following materials from residential and business garbage to increase recycling: asphalt paving, concrete, bricks, asphalt shingles, plastic film , clean wood, residential food, and compostable paper. | None | 1. Consider legislation to ban food waste from garbage for households (2014), apartments (2015) and businesses (2016). 2. Consider legislation to ban beverage containers, wood and film from business garbage. | On Track. In 2015, food waste will be banned in all sectors.  Beverage containers and other recyclables were banned from business garbage starting in 2014. |

| Action | 2013 Implementation Tasks | 2014 Implementation Tasks | Implementation Status |
|---|---|---|---|
| Phase-in bans on the following construction and demolition waste from job sites and private transfer stations: recyclable metal, cardboard, plastic film, carpet, clean gypsum, clean wood, and asphalt shingles. | 1. Outreach Plan Development<br>2. Newsletter articles, presentations to construction trade associations, property management associations, recyclers, haulers and processors<br>3. SPU Rulemaking for implementing the Construction & Demolition (C&D) recycling facility certification program and waste diversion submittal process.<br>4. SPU IT to develop Waste Diversion Report Form and database.<br>5. Create Client Assistance Memos and other educational resources for new programs. | 1. Increased outreach to wider range of audiences such as public and private transfer station customers.<br>2. Initiate monitoring program of Waste Diversion Report submittals.<br>3. Certify recyclers and mixed waste receiving and processing facilities through monitoring and sampling program.<br>4. Contract with recyclers for accepting commingled C&D materials tipped at City transfer stations for recovering banned materials. | Completed. |
| Expand investment in existing residential and business programs for reuse and organics management to reach more residents and businesses. | Mulch mowing promotion through a Coordinated Prevention Grant. Reuse option promoted via customer outreach tools. | Program funding such as mulch mowing will be undertaken when additional funding such as grants are available. Reuse will continue to be promoted via customer outreach tools. | Completed. |

| Action | 2013 Implementation Tasks | 2014 Implementation Tasks | Implementation Status |
|---|---|---|---|
| Continue to support and expand material exchanges and reuse programs, and promote building with salvaged and reclaimed materials. | This work has been scaled back due to personnel cuts in Corporate Strategies. | Modest promotion will continue in connection with Construction & Development (C&D) disposal bans and processor certification program. | Completed. |
| Make reuse and recycling drop-off more convenient at transfer facilities. | Design of the North Transfer Station (NTS), including space programmed for reusable drop off. | Construction of NTS and initiation of South Transfer Station (STS) Phase 2 design work that will include reusable drop off and retail sale space. | Completed. |

| Action | 2013 Implementation Tasks | 2014 Implementation Tasks | Implementation Status |
|---|---|---|---|
| Enhance outreach and education about recycling and composting to both residents and businesses. | Redirecting funds in second half of 2013 to boost food recycling through a media campaign that encourages more food recycling by residents and businesses. | Continued food recycle outreach, recruiting and assistance, | Completed & ongoing. |
| Pilot and consider changing garbage collection from single-family homes to every-other-week . | 1. Submitted final report on pilot to Council.<br>2. Soliciting input from advisory groups. | Make final decision on any desired service changes for 2015. | Completed.<br>The pilot was completed.  Based on the results from the pilot, this not being implemented. |

| Action | 2013 Implementation Tasks | 2014 Implementation Tasks | Implementation Status |
|---|---|---|---|
| Focus grants on schools to establish system-wide collection for food and yard waste. | Budget for these grants has been eliminated. | None, though progress monitoring by staff will continue. | Not initiated. Due to lack of funding. |

| Preparing for Climate Change | | | |
|---|---|---|---|
| **Action** | **2013 Implementation Tasks** | **2014 Implementation Tasks** | **Implementation Status** |
| Apply the planning methodology detailed in the City of Seattle Sea Level Rise Planning Guidance for Capital Projects to projects projected to be impacted by sea level rise. | Update the document based on latest projections. Pilot test the approach on two major capital projects. | Make any needed revisions to the approach. Provide training on applying the guidance to staff in capital departments. | On Track.<br>This effort is being integrated into the more comprehensive Climate Preparedness Strategy. The guidance will be updated and piloted in 2015. |
| Use thermal imaging to identify areas that are most likely to be impacted by heat events. This will inform development of urban forest and tree planting priorities and programs. | Identify thermal imagery data sources that can be used to create a City GIS layer. | Create a layer in the City's GIS system that can be overlaid with the tree and vegetation canopy layer.<br>Use results to target tree planting in problem locations through the Trees for Neighborhoods program and SDOT's street tree planting.<br>This information would be used in the possible development and management of forest eco-hoods. | Not initiated.<br>Need is being met through other actions. Infrared data collected in summer, which is needed to capture the presence of heat islands, is not available and is cost prohibitive to collect. However, staff are evaluating potential surrogate indicators (e.g. presence of impervious surfaces) to provide the information needed to inform tree planting priorities relative to heat islands. |
| Maintain efforts to restore all 2500 acres of forested parkland by 2025 through the Green Seattle Partnership. | Maintain 865 acres in restoration, plant 30,000 trees and shrubs, bring 60 new acres into restoration, maintain and educate 130 volunteer Forest Stewards, support, promote, and track outcomes for least 800 volunteer events. | Maintain 910 acres in restoration, plant 28,000 trees and shrubs, bring 45 new acres into restoration, maintain and educate 135 volunteer Forest Stewards, support, promote, and track outcomes for least 700 volunteer events. | Completed.<br>Efforts to meet the 2025 goal are ongoing. |

| Implement the Urban Forest Stewardship Plan. | Finalize Plan update. Adopted by Council. | An implementation strategy for the Urban Forest Stewardship Plan's short-term actions identified by Council is underway and anticipated to be completed by the end of 2013. The strategy will include tasks, schedule, policy decisions, and needed resources. | On track. |
|---|---|---|---|
| Implement projects in several urban creeks that connect floodplains, increase stormwater storage capacity, and improve culverts to minimize flooding and improve habitat. | Knickerbocker Floodplain Improvement Project (construction 2013-2014); NE 93rd Culvert (construction 2013-2014); Taylor Creek Culvert (design 2013-2014). | Knickerbocker Floodplain Improvement Project (construction 2013-2014); NE 93rd Culvert (construction 2013-2014); Taylor Creek Culvert (design 2013-2014). | On Track. The Knickerbocker project is in final construction. NE 93rd Culvert project construction has been completed (though project is smaller than originally conceived). Taylor Creek design is nearing completion. |
| Evaluate climate change impacts on electricity resources and future energy demands using applied research and modeling beyond the 20-year planning horizon currently used in the Integrated Resource Plan. | The 2012 Integrated Resource Plan identified a need to understand changes in glacier contribution to stream flow in the Skagit basin. Resource planning beyond the 20-year horizon will be informed by a collaborative effort (see action below) to inventory and model historical and future glacier contributions to stream flow in the Skagit river and tributaries. | The 2014 Integrated Resource Plan (IRP) will be updated to include new research from the glacier assessment and streamflow projections from the latest climate scenarios. An updated hydrology model with glaciers incorporated will be in development during 2014. | On Track. |

| | | | |
|---|---|---|---|
| Collaborate with external partners to research the impacts of climate change on hydroelectric projects, including impacts on generating facilities and salmon survival. | SCL established an Memorandum Of Agreement with the National Park Service (NPS) to assess historical and future contribution of glaciers to the Skagit River Project. Research will show changes in summer water resources for hydropower generation and instream flows for fish. Funds will be allocated to incorporate results of the glacier study into a more comprehensive model of future streamflow for the Skagit basin. SCL, in collaboration with SPU, acquired the most recent climate projections, which will be used in adaptation planning.<br><br>SCL is collaborating with the Clean Energy Group (CEG) that consists of electric utilities that are sharing information on climate change adaptation strategies. | SCL will collaborate with NPS, Skagit Climate Science Consortium, and university scientists to continue the modeling of streamflow in the Skagit basin. Funds from the climate change adaptation initiative will be allocated to research that increases understanding of climate change impacts on the operation of SCL's hydroelectric projects and protection of endangered fish species.. | On Track.<br>SCL signed on to a national Department of Energy partnership for energy sector climate change resilience that will develop metrics and best practices for increasing resilience to climate change.<br><br>Two research studies funded to study the impacts of glacial recession and snowpack loss on streamflow for hydropower generation and fish protection. |
| Maximize conservation programs to help meet future electricity needs, reduce the need for new energy sources as Seattle grows, reduce energy costs to residents and businesses, and help meet obligations for natural resource stewardship. | Achieve 14.0 aMW energy conservation per SCL Strategic Plan. | Achieve 14.0 aMW energy conservation per SCL Strategic Plan. | Completed.<br>Ongoing- Seattle City Light remains committed to achieving 14 aMW of conservation-related energy savings, to supporting customer renewables and to maintaining its greenhouse gas neutrality. |

| | | | |
|---|---|---|---|
| Implement advanced metering to begin the transition to a "smart grid" to help meet customer demand, detect system overloads that could be caused by heat events or other issues, and reroute power to improve system reliability. | Hire project manager, establish project team, hire expert educational consultant, develop workforce development plan for impacted employees. | Adopt health and privacy policies, develop business case and submit BIP, develop and issue RFP for implementation. | On track. |
| Work with federal and academic research groups to downscale climate data for the watersheds supplying the city's water. Use this information to update the water supply assessment and explore impacts on the intensity of forest fires, turbidity, the timing of fall rains, and precipitation in the city. | Obtaining downscaled date, generating climate-altered hydrology, running hydrology through operational and system models to assess impacts; also exploring impacts on fire intensity in watersheds, return of fall rains. | Continue impacts assessment, evaluate adaptation options. | On track. |
| Continue to invest in water conservation programs reducing per capita water use to help meet future needs and to build adaptive capacity. | implement regional program per Actions and Strategies report (http://savingwater.org/docs/2013WaterConsProgActionsStrategies.pdf). Implement Seattle Low-income Water Conservation Assistance Program. | Same as 2013 | On track. |
| Continue to evaluate the impact of climate change on the drainage system and identify strategies for enhancing resilience. | Initiate Drainage and Wastewater Climate Resilience Study examining what combination of SLR and rainfall causes problems in our system.  For tidally-influenced basins. | 2013 activity will extend into 2014; planning to include non tidally-influenced basins as well. | On track. |

| | | | |
|---|---|---|---|
| Adopt a Green Stormwater Infrastructure (GSI) policy and implementation strategy affirming GSI as the preferred stormwater management approach. | Policy adopted in March 2013 via Executive Order and in July 2013 via City Council Resolution. | Implementation Strategy will be drafted in Q3-4, 2013 and in Q1-Q2, 2014. | On Track. The Implementation Strategy is slated to be released for public comment at end of the first quarter of 2015. |
| Expand precipitation monitoring and evaluation capabilities to mitigate future urban flooding risk and enhance understanding of neighborhood-scale climate impacts. | Expand use of social media. | Enhancements to Seattle RainWatch system. Expansion and enhancement of SPU rain gage network. | On track. |
| Evaluate the impacts of sea level rise on flood prone areas and shoreline development and habitat, and consider implications for land use management strategies. | Updating and publication of citywide sea level rise maps. Addition of minor sea level rise provisions to the Stormwater Code. | Initiate Drainage and Wastewater Climate Resilience Study examining what combination of SLR and rainfall causes problems in our system.  For tidally-influenced basins only. Consideration of ECA  and SMP revisions. | On track. |
| Pilot an advanced green building standard on a City facility, such as the Living Building Challenge (LBC), to assess its appropriateness for resilient design and to promote similar levels of green building in the private market. | Identify capital projects with potential to pursue LBC and engage with project teams. | Assessment of future building projects relevant for LBC. Continued engagement with Capital Depts. and project teams. | Not Initiated. OSE has been working with departments to identify an appropriate project.  A project was not identified in 2014; however, we are pursuing several promising leads. |
| Review development codes and incentives and identify barriers and opportunities to encourage private development to become more resilient. | An implementation strategy for this action will be developed as part of the citywide climate adaptation strategy in 2014. | | On track. |

| Continue to factor climate change projections into emergency preparedness and recovery planning, including future updates to the Seattle disaster readiness and response Plan and the Disaster Recovery Plan. | Update to the Seattle Hazard Identification and Vulnerability Analysis (SHIVA). | Climate change will be considered as we develop the Disaster Recovery Plan and update the Disaster Mitigation Plan | On track. |
|---|---|---|---|
| Strengthen the local and regional food system by implementing the Seattle Food Action Plan and consider the impacts of climate change on access to healthy, affordable food in future plan updates. | 1. Continue to support and implement all actions identified in the Food Action Plan. 2. Expand Fresh Bucks to all Seattle farmers markets. 3. Pilot a program to lease City-owned land to urban farmers. 4.Adopt healthy vending guidelines for machines on City property. 5. Expand the Farm to Table program. 6. Integrate policies supportive of healthy food access and urban agriculture into Seattle plans. 7. Identify obstacles to the viability of Seattle farmers markets, and recommendations to address those obstacles. | 1. Explore opportunities for Seattle to protect regional farmland. 2. Explore the need for infrastructure (i.e. processing, cold storage, aggregation) that will help get more produce from regional farmers into the City of Seattle market. 3. Explore opportunities to reduce preventable food waste. 4. Identify new opportunities to improve food access for people with low-income, low food access, people of color, and immigrant communities. | On track. |

| Expand community gardening and urban agriculture opportunities at P-patches, schools, and on rooftops and inventory vacant land that could be made available for farming. | Add seven community gardens including leadership development programs to support equity goals and self-management of the garden. | Add three community gardens including leadership development programs to support equity goals and self-management of the garden. | Partially Completed. In 2013 P-Patch added five gardens in communities throughout Seattle including Bitter Lake, Magnolia, New Holly, Rainier vista and Highland Park , providing garden space for 180 families.  In 2014, P-Patch added three gardens, in Northwest, Capitol Hill and Beacon Hill providing garden space for 106 families.

In 2014, 3-year leases were signed with three commercial urban farmers to farm on under-utilized City-owned land.

In 2013, Seattle Parks and Recreation dedicated one million square feet of parkland to urban agriculture. |
| Continue efforts to preserve farmland near the city through land use and  Transfer of Development Rights (TDR) policies. | The Council passed legislation implementing a regional TDR program for South Lake Union and Downtown. | Implementation and monitoring of regional TDR program. | Completed. Development projects have begun to take advantage of the program. |

## Council Priority Actions

| Action | Implementation Status | Update |
|---|---|---|
| Develop a comprehensive climate impacts preparedness strategy. | On Track. | An interdepartmental team is assessing the vulnerabilities and risk of future climate conditions to City operations and services, and planning actions to help enhance resilience.  Equity is a critical focus of the planning effort and early in the 2015 the team will participate in climate justice training and planning to help build capacity to effectively incorporate equity goals into the planning process. |
| Work with regional and state partners to adopt a funding strategy to meet current and future transportation funding needs. | On Track. | The Puget Sound Regional Council is forming a Transportation Policy Board subcommittee to develop a potential regional transportation funding alternative, in case the state legislature does not act on transportation funding. CM O'Brien will be on the subcommittee. In addition, the Mayor has been asked to take part in the Transportation Futures Task Force, which will look at long-range transportation funding and policy issues at the state and regional level. |
| Develop a citywide transit communities strategy including creation of equitable development policies. | On Track. | Major work being conducted to update City's Comprehensive Plan. Increased emphasis in Plan on equity and equitable development. Draft EIS currently being prepared to assess impacts on communities of color that could result from increased development around frequent transit. Draft Plan to be issued in July and Final in December. |
| Develop and begin implementation of a coordinated land use & transportation plan in a high priority transit and bicycle corridor. | On Track. | For the 23$^{rd}$ Avenue corridor SDOT and DPD have continued coordinated community engagement by sharing meetings and also by sending out shared meeting notices.  The coordinated planning between SDOT and DPD improved both the urban design framework for the 23$^{rd}$/Union, 23$^{rd}$/Cherry, and 23$^{rd}$/Jackson nodes and the 23$^{rd}$ Avenue corridor transportation design.  Knowledge of the urban design issues at the 3 nodes (Union, Cherry, Jackson) allowed for the 23$^{rd}$ Ave plan to include elements to help improve these nodes.  23$^{rd}$ will remain an important transit corridor, and through the design a parallel neighborhood greenway will be constructed on 22$^{nd}$ Avenue. |

| | | |
|---|---|---|
| Research the benefits of pricing policies on climate protection, transportation, and community goals and their potential social equity impacts. | On Track. | SDOT is hiring a consultant to complete the work by the second quarter of 2015. |
| Include health, safety, and equity outcomes in transportation & land use planning building on the Healthy Living Assessment. | On Track. | DPD and SDOT are working jointly on coordinated projects in the Rainier Valley (Rainier Beach and Mt. Baker) and Ballard that include health, safety, and equity focuses such as equitable TOD, healthy food, and safe access to transit. |
| Consider a transportation modal hierarchy as part of the 2015 Comprehensive Plan update in order to assess greenhouse gas reductions, safety, mobility and funding priorities. | On Track. | SDOT is developing a modal decision making framework, rather than a strict modal hierarchy, that provides policy supported direction to making difficult mode decisions in the limited right-of-way. |
| Transition Community Power Works Home program to an established program. | Completed | In 2013, OSE selected a non-profit to manage day-to-day operations of the CPW Home program in partnership with SCL, and completed a business plan for 2014-2015. In spring-summer of 2014, final implementation contracts were signed and "CPW 2.0" fully launched under the daily management of Clean Energy Works. |
| Expand district energy systems on First Hill and into the South Lake Union & Denny Triangle neighborhoods. | On Track. | First Hill: Corix (district energy utility) screening study was completed in December, 2013. Next steps are awaiting King County decisions on hospital heating systems.<br><br>South Lake Union & Denny Triangle: Corix has completed a business case study and is proceeding to establish a customer base and obtain a City permit to build the needed infrastructure in the right-of-way. |
| Pilot a utility incentive program that would pay for actual energy savings over time instead of providing up-front payment for projected savings. | On Track. | The Conservation Resources Division initiated the Pay-for-Performance Program in early-2013 with three commercial office buildings. Data from the first full year of operation is being compiled and a third party has been recently hired to review the energy savings claimed by the program participants. This pilot program is a three-year effort and will conclude in mid-2016. |

| | | |
|---|---|---|
| Require buildings undergoing major renovations or change of use to come close to the energy performance requirements for new buildings. | Completed | This requirement was adopted in the 2012 Energy Code update as a requirement that all "substantial alterations" to commercial buildings comply with the current energy code. |
| Develop and test a program for rating and disclosing home energy performance. | On Track. | Early research and stakeholder engagement was conducted in 2014. Primary outreach and policy development are planned for 2015. |