

August 28, 2019
Lessons Learned
Appendix

Attempted ENG Strategies

Section	Category	Strategy #	Phase	Description
ENG	Behavior Change and Education	BC-1	1	Increase efforts to engage customers to drive energy efficiency and demand response: increase transparency of energy costs in multi-family and commercial buildings; evaluate feasibility of neighborhood wide energy efficiency challenges
ENG	Behavior Change and Education	BC-2	1	Implement time of use / dynamic rates, including user educational efforts, supported by advanced metering and other technologies
ENG	Behavior Change and Education	BC-3	1	Expand educational efforts through social media, applications, competitions (try individual and neighborhood scale competitions) and exposure/Media campaigns using local celebrities to drive behavior change
ENG	Behavior Change and Education	BC-4	1	Utilize meter reads and bill format/presentation to influence behavior. Present energy use in actionable and more timely formats/ways to customers.
ENG	Behavior Change and Education	BC-5	2	Promote programs for individuals to manage their own carbon footprint (carbon diet)
ENG	Behavior Change and Education	BC-6	2	Educate the local building construction and professional design community about the importance and benefits of climate-appropriate passive solar building design strategies
ENG	Buildings and Integrated Efficiency	BIE-1	1	Explore financing mechanisms to enable energy efficiency, demand response, distributed generation, storage and more. Possible financing mechanisms which could enable large amounts of private sector retrofits include Property Assessed Clean Energy (PACE) and Warehouse for Energy Efficiency Loans (WHEEL)
ENG	Buildings and Integrated Efficiency	BIE-2	1	Increase funding for energy efficiency rebates within constraints of rate affordability goals, and emphasize and market offerings or higher amounts that may attract new customers; include targeted programs for low-income households

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Section	Category	Strategy #	Phase	Description
ENG	Buildings and Integrated Efficiency	BIE-3	1	Identify high energy users in all sectors; target incentives and initiatives to those users to maximize impact
ENG	Buildings and Integrated Efficiency	BIE-4	1	Promote specific high-impact strategies including envelope improvements (biggest impact), lighting retrofits (LEDs), HVAC improvements, water heating efficiency, and plug load reduction
ENG	Buildings and Integrated Efficiency	BIE-5	1	Implement programs to reduce energy use and carbon intensity associated with water consumption (caveat: decreased impact if the water utility uses renewable energy to pump and treat water)
ENG	Buildings and Integrated Efficiency	BIE-6	1	Coordinated effort with AWU to reduce energy use and carbon intensity associated with consumption, treatment, and delivery of water, including peak shifting
ENG	Buildings and Integrated Efficiency	BIE-7	1	Expand the availability and use of automated demand response to more and new technologies
ENG	Buildings and Integrated Efficiency	BIE-8	1	Increase meter reading frequency and use the information to identify opportunities for utility action and to promote customer conservation and demand response
ENG	Buildings and Integrated Efficiency	BIE-10	1	Consider the potential for net-zero new construction of residential and commercial buildings
ENG	Buildings and Integrated Efficiency	BIE-11	1	Educate designers, builders, code inspectors, and plan reviewers to gain higher compliance with new energy codes as they're implemented every 3 years
ENG	Buildings and Integrated Efficiency	BIE-13	2	Transition the AE Energy Efficiency program and codes to a performance model + measurement and verification; program customers would be incentivized to meet targets. (Includes giving credit for passive design strategies)

Attempted/*Somewhat attempted* ENG Strategies

Section	Category	Strategy #	Phase	Description
ENG	Buildings and Integrated Efficiency	BIE-14	2	Enhanced sub-metering for demand response
ENG	Buildings and Integrated Efficiency	BIE-15	2	Incorporate recommendations for passive solar subdivision and street/lot orientation into the land development code
<i>ENG</i>	<i>Buildings and Integrated Efficiency</i>	<i>BIE-16</i>	2	<i>Implement neighborhood wide projects to weatherize homes and increase energy efficiency and demand response</i>
ENG	Resource Technologies	RT-1	1	Begin a coordinated effort to prioritize strategic development and evolution of Smart Grid/Intelligent Energy Management Systems, within constraints of affordability goals, to further enable intermittent resources and use of EVs for storage/demand shift
ENG	Resource Technologies	RT-2	1	Prioritize investment in zero carbon resources at utility and/or customer scale: utility scale, community and distributed solar, including concentrating solar; utility-scale wind (inland and coastal); include targeted programs for low-income households
ENG	Resource Technologies	RT-3	1	Routinely evaluate resource technologies for opportunities to incrementally improve carbon intensity including storage, distributed chilled water, biomass, geothermal, and nuclear
ENG	Resource Technologies	RT-5	2	Explore and pilot storage options with grid functionality
ENG	Resource Technologies	RT-7	2	Explore micro-grids as a carbon reduction strategy. Consider tradeoffs

* *Strategies in italics were somewhat attempted.*

ENG Not attempted/*Information unavailable*

Section	Category	Strategy #	Phase	Description
ENG	Buildings and Integrated Efficiency	BIE-9	1	Create a new minimum standard for existing building energy use; enforce the new standard
<i>ENG</i>	<i>Buildings and Integrated Efficiency</i>	<i>BIE-12</i>	1	<i>Phase-in requirement to submeter new commercial office space as new permits are issued</i>
<i>ENG</i>	<i>Resource Technologies</i>	<i>RT-4</i>	1	<i>Evaluate Technology and cost options for increasing natural gas system leak detection and reduction programs</i>
ENG	Resource Technologies	RT-6	2	Explore micro-grids as a carbon reduction strategy. Consider tradeoffs

* *Information was unavailable for strategies in italics.*

Attempted TLU Strategies

Section	Category	Strategy #	Phase	Description
TLU	Infrastructure and Service	IS-1	1	Continue planning efforts to complete a connected network of proven high-capacity transit, including intracity and intercity systems, using the major projects identified in the Austin Strategic Mobility Plan and Project Connect to improve Austin's transportation and economic connections with other major cities in Texas.
TLU	Infrastructure and Service	IS-2	1	Protect the safety of all right-of-way users and increase mobility by managing traffic speeds with regular synchronizing/retiming all traffic signals along arterials, adjusting speed limits within the urban core as appropriate, adding more volume-count stations to make informed traffic system improvements, installing more roundabouts, using enhanced bicycle signal detection technologies, and installing Pedestrian Hybrid Beacons.
TLU	Infrastructure and Service	IS-3	1	Extend transit service to suburban areas while providing more service interconnections, exploring additional transit centers/park-and-rides, and transit vehicle amenities.
TLU	Infrastructure and Service	IS-6	2	Enhance movement on existing freeways thru operational improvements, coordinated network management, and other strategies.
TLU	Infrastructure and Service	IS-8	2	Pursue a regional Transportation Management Center to jointly operate and manage an Intelligent Transportation System to monitor and manage highway and arterial traffic in real time to maximize safety and mobility to the public, and to provide system operational efficiencies, more robust information to the public, and travel time and cost savings to the public and governments.
TLU	Infrastructure and Service	IS-10	3	Consider mode separation for safety and mobility when considering building new highways, railways, and bicycle/pedestrian facilities; explore dedicated guideways/rights-of-way as reasonable and feasible.

Attempted/Somewhat attempted TLU Strategies

Section	Category	Strategy #	Phase	Description
TLU	Land Use	LU-1	1	Prioritize mixed use development integrated with transit and the creation of compact, walkable and bikeable places with a commitment to plan transportation systems using objective analysis of environmental consideration, demand models, congestion models, safety, and full life cycle cost/benefit analysis.
TLU	Land Use	LU-2	1	Promote growth within designated activity centers as identified in Imagine Austin where dense, mixed use development support centers and transit corridors, and consider incentives for infill development with long-term affordability for residents and businesses; develop an outreach program for the available incentives and enhanced property locator tools (e.g. location efficient mortgages, tax credits).
TLU	Land Use	LU-3	1	Create pedestrian- and bicycle-friendly districts connecting urban centers and transit stops, optimizing safety for people of all ages and abilities through clearly marked, dedicated, and separated urban trails and bike lanes and wayfinding systems that incorporate national best practices.
<i>TLU</i>	<i>Land Use</i>	<i>LU-4</i>	<i>1</i>	<i>Ensure that affordable housing and residential neighborhoods are within a quarter mile of existing or funded new transit options.</i>
TLU	Land Use	LU-5	1	Within the CodeNEXT land development code rewrite and its related public process, consider lowering barriers of adoption for duplexes, triplexes, and quadplexes, as well as ADUs (accessory dwelling units) as appropriate.
TLU	Land Use	LU-7	2	Promote the redevelopment of brownfields and grayfields into compact, walkable places by revising parking requirements that result in more permeable areas and promoting walking, biking, and alternative transit

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Section	Category	Strategy #	Phase	Description
TLU	Policy and Planning	PP-1	1	Establish intergovernmental agreements between municipalities that include commitments to increase density around Centers.
TLU	Policy and Planning	PP-2	2	Consider development of regulations to reduce the number of vehicular parking spaces and to allow parking requirements to be met through alternative approaches demonstrated to reduce parking demand and GHG emissions (e.g. on-site car-sharing, bicycle parking, transit passes)
TLU	Policy and Planning	PP-4	2	Establish “tier parking requirements based on context of the site, travel demand management activities, and other factors. 1) In TOD’s, Downtown, Core Transit Corridors and other transit-rich locations, remove parking minimums altogether/or put in place parking maximums. 2) Establish a process with defined approval criteria where a developer can adjust parking minimum based on results of a TIA or demonstrated implementation of travel demand management strategies. 3) Define types of parking and set different standards by type. For example, differentiate between long-term and short-term parking and allow higher levels of short term parking in office settings.”
TLU	Policy and Planning	PP-5	3	<i>Develop and implement strategies that address spillover parking from commercial districts into adjacent residential areas that include increased public transportation, better pedestrian and bicycling amenities, improved signs, and parking management.</i>
TLU	Technology Solutions	TS-1	2	Promote trip management technologies (e.g. apps, websites, electronic services) that provide the user with real-time travel information as well as amenities along travel routes as long as the technology shares user data related to GHG performance tracking.

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Section	Category	Strategy #	Phase	Description
TLU	Technology Solutions	TS-5	3	Deploy travel time data collection equipment along key arterial streets and regularly collect travel time data. Use data on travel times to: (1) influence travel behavior by disseminating traveler information on dynamic message signs and the web; (2) improve traffic flow.
TLU	Technology Solutions	TS-6	3	Research sensors for motor vehicles that provide bike detection and/or motion heat detection to improve bike safety and awareness.
TLU	Technology Solutions	TS-7	3	Install Smart Parking systems (identifies open spots and directs drivers to them) for compact and connected areas, including on-street parking.
TLU	<i>Technology Solutions</i>	<i>TS-8</i>	3	<i>Explore emerging technologies such as an induction charging system inside City streets for fast charging of electric vehicles.</i>
<i>TLU</i>	Transportation Demand Management	TDM-1	1	<i>Work with large employers and academic institutions to implement and improve trip reduction programs that include a regular survey of how the workforce commutes, explanation of benefits to commuters, and includes promotion of transportation alternatives (e.g. carpool/vanpool, bus/rail, bike/walk, flex/compressed work schedules) to their employees; celebrate successful programs</i>
TLU	Transportation Demand Management	TDM-3	1	Increase bicycle and pedestrian mode share by promoting cycling for workers living near their workplace and children commuting to school. Increase safety and program performance based engineering, enforcement, education, and evaluation. Encourage the development of web-based tools/mobile applications/other educational materials. Increase the scope and impact of bike promotional events (e.g. Bike to Work Day and VIVA Streets!).

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TLU	Transportation Demand Management	TDM-4	1	Develop programs that help commuters make first and last mile transit connections including promotion of first/last mile modes such as free circulator buses, collective zoned vanpool service, flex route system, skateboards, and folding bicycles.
TLU	Transportation Demand Management	TDM-5	1	Work with major event promoters to establish innovative transportation plans that ensure visitors to the City have full information about transportation options.
TLU	Transportation Demand Management	TDM-6	1	Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.
TLU	Transportation Demand Management	TDM-7	1	Provide amenities and incentives for programs that support active transportation, such as showers, tree shading, community gardens, neighborhood bike ambassadors, mobile bike repair, and bike cages.
<i>TLU</i>	Transportation Demand Management	TDM-8	1	Consider incentive programs that reduce fossil fuel consumption and encourage residents to limit single occupancy vehicle trips by taking alternative modes of transportation (e.g. carpool/vanpool, bus/train, bike/walk); use incentives and disincentives to discourage single occupancy vehicles, tax credits for cyclists, time-of-use pricing for electric vehicle owners.
TLU	Transportation Demand Management	TDM-9	2	Support widespread telecommunication connectivity (e.g. broadband service, gigabit service) to enable more telework, teleconference, webinar, and e-commerce options.

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Section	Category	Strategy #	Phase	Description
TLU	Transportation Demand Management	TDM-10	2	Collaborate with community partners to develop community-based engagement campaigns that inform the public of the various ways to reduce emissions using alternative transportation or making more informed choices for trips within a 3 mile radius of their home or office, and track the success of the campaign through surveys.
TLU	Transportation Demand Management	TDM-11	2	Encourage larger employers to establish commute reduction programs (that integrate mobile work, commute programs, and incentives such as parking cash-out programs). The City of Austin should become a lead employer with a model commute reduction program and phase out the practice of providing free parking spaces to City employees working in transit-rich locations.
TLU	Transportation Demand Management	TDM-12	2	Explore best practice programs and work with local political delegations to revise state laws to allow for revenue/tax/fee mechanisms that could support local low-carbon transportation infrastructure and planning: 1) Set vehicle registration cost based on miles driven 2) Adopt a transportation impact fee 3) Levy a motor vehicle excise tax 4) Implement feebate system 5) Tradeable credit scheme 6) Direct toll revenue to increased transit
TLU	Transportation Demand Management	TDM-13	2	Collaborate with the trucking and logistics industry to shift vehicles off major transportation thoroughfares during peak times.
TLU	Vehicles and Fuel Efficiency	VFE-1	1	Expand electric/alternative fuel infrastructure and consider incentives for the purchase of electric/alternative fuel vehicles by individuals and fleet owners, and pursue code options to increase “charger ready” parking.

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<i>TLU</i>	<i>Vehicles and Fuel Efficiency</i>	<i>VFE-3</i>	2	<i>Implement photovoltaic systems that may be imbedded in roadways or shade canopies that provide electric vehicle charging.</i>
TLU	Vehicles and Fuel Efficiency	VFE-4	3	Research and analyze the potential for self-parking vehicles, driverless vehicles, and other future car models.
TLU	Economic and Pricing Systems	EPS-1	1	Pursue a fair market value for parking through demand-based commodity pricing.
TLU	Economic and Pricing Systems	EPS-3	3	Encourage more funding to replace older, more polluting cars with newer vehicles that meet the current vehicle emissions standard, and partner with non-governmental organizations where appropriate to implement programs.
TLU	Economic and Pricing Systems	EPS-4	3	Work with private developers to facilitate unbundling the cost of renting parking from rented building space, where appropriate, to reduce the number of free, City-controlled parking spaces within or near Centers and Corridors.

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Not attempted/*Information unavailable* TLU strategies

Section	Category	Strategy #	Phase	Description
TLU	<i>Infrastructure and Service</i>	<i>IS-4</i>	2	<i>Explore an expansion of new HOV lanes on existing freeways</i>
TLU	<i>Infrastructure and Service</i>	<i>IS-5</i>	2	<i>Continue to expand upon programs that use smoother street pavements to increase fuel efficiency in vehicles and provide safer road conditions for all road users.</i>
TLU	Infrastructure and Service	IS-7	2	Encourage shared worksites (hotel workstations) close to where employees live.
TLU	<i>Infrastructure and Service</i>	<i>IS-9</i>	3	<i>Plan, finance, design and build toll and/or managed lanes to include construction or operations necessary to increase transportation efficiencies including park & ride facilities, transit, higher occupancy vehicles, and freight distribution.</i>
TLU	Land Use	LU-6	2	Plan the location and design of new school campuses to encourage students to take safe routes to school via walking and biking.
TLU	Policy and Planning	PP-3	2	Advocate for implementation of higher federal fuel efficiency standards.
TLU	Technology Solutions	TS-2	2	Develop an interactive website where residents and employers can monitor their GHG emissions against others.
TLU	Technology Solutions	TS-3	2	Utilize crowdsourcing to collect ideas and develop 3rd party technology solutions.
TLU	Technology Solutions	TS-4	2	Implement regenerative braking technology into the public transit system to provide power to the transit vehicle and the energy grid (e.g. train system in Philadelphia).

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Not attempted/*Information unavailable* TLU strategies

Section	Category	Strategy #	Phase	Description
<i>TLU</i>	<i>Transportation Demand Management</i>	<i>TDM-2</i>	1	<i>Seek opportunities to provide separate dedicated lanes prioritizing public transit, and seek financing to extend service hours and frequency to make public transit services more attractive and increase use of public transit.</i>
TLU	Vehicles and Fuel Efficiency	VFE-2	2	Work with community partners to develop a freight plan that reduces emissions within the region from the trucking industry, fosters more efficient freight movement, and provides assistance to freight companies to help them identify how to reduce emissions from their vehicles.
<i>TLU</i>	<i>Economic and Pricing Systems</i>	<i>EPS-2</i>	1	<i>Allow high occupancy and zero emission vehicles access to toll roads at reduced or free rates</i>
TLU	Economic and Pricing Systems	EPS-5	3	Research and analyze programs in other cities using congestion pricing to reduce congestion in downtown areas and limit the number of vehicles on the road at peak travel times on specified days.

* *Information was unavailable for strategies in italics.*

Attempted/*Somewhat Attempted* MWM Strategies

Section	Category	Strategy #	Phase	Description
MWM	Organics Diversion	OD-1	1	ARR ensures that businesses affected by the Universal Recycling Ordinance maximize diversion of organics.
MWM	Organics Diversion	OD-2	1	ARR expands collection of food residuals and other compostable, non-recyclable materials to all residential customers.
MWM	Organics Diversion	OD-5	1	Urban agricultural operations, from community gardens to regional farmers, produce and use compost from local sources.
MWM	Organics Diversion	OD-6	2	ARR offers training and rebates for residential and commercial composting to households and businesses.
MWM	Organics Diversion	OD-8	2	ARR increases preparedness for storm debris management.
MWM	Organics Diversion	OD-10	2	City adopts construction materials management ordinance
<i>MWM</i>	<i>Organics Diversion</i>	<i>OD-11</i>	2	<i>ARR ensures special event producers provide diversion services, including for organics.</i>
MWM	Organics Diversion	OD-12	2	ARR offers training and rebates for residential and commercial composting to households and businesses.
MWM	Purchasing	PU-3	2	ARR develops public marketing campaign promoting responsible purchasing.

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Attempted/*Somewhat Attempted* MWM Strategies

Section	Category	Strategy #	Phase	Description
MWM	Methane Management	MM-2	1	Area landfill operators refine landfill gas capture and combustion system to destroy methane at their landfills.
<i>MWM</i>	<i>Recycling</i>	<i>RE-1</i>	<i>1</i>	<i>ARR expands materials accepted by curbside recycling service and increases the service to weekly.</i>
MWM	Recycling	RE-2	1	ARR increases convenience, efficiency, and effectiveness of downtown trash and recycling alley collection service.
MWM	Recycling	RE-3	1	City maintains Pay-As-You-Throw rate structure to provide a strong financial incentive for residential customers to reduce disposal.
MWM	Recycling	RE-4	1	ARR ensures that businesses affected by the Universal Recycling Ordinance maximize diversion of recyclable materials.
MWM	Recycling	RE-5	1	Research peer cities and explore phase-in of mandatory recycling and composting
MWM	Recycling	RE-6	2	ARR increases recycling and reuse of bulky items collected.
MWM	Recycling	RE-7	2	City increases convenience of public-area recycling containers and efficiency of servicing them.

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Attempted/*Somewhat Attempted* MWM Strategies

Section	Category	Strategy #	Phase	Description
MWM	Recycling	RE-8	2	City adopts and implements construction materials management ordinance.
<i>MWM</i>	<i>Recycling</i>	<i>RE-9</i>	2	<i>ARR ensures special event producers provide diversion services, including for organics.</i>
MWM	Recycling	RE-11	2	ARR supports material management aspects of Austin Green Business Leaders and its expansion.
MWM	Recycling	RE-12	2	ARR offers commercial recycling rebates, technical assistance, and recognition.
<i>MWM</i>	<i>Recycling</i>	<i>RE-13</i>	2	<i>ARR expands production and marketing of ReBlend.</i>
<i>MWM</i>	<i>Reduction/Reuse</i>	<i>RR-1</i>	1	<i>ARR adds new Reuse Centers, including for hard-to-recycle items.</i>
MWM	Reduction/Reuse	RR-2	1	City supports local enterprises that repair goods/products.
MWM	Reduction/Reuse	RR-3	1	City supports local economic development through the (re)Manufacturing Hub, Austin Materials Marketplace, and reuse enterprises for reuse of production byproducts or general reuse of goods.
MWM	Reduction/Reuse	RR-5	2	City encourages state to adopt policies that reduce single-use packaging and product stewardship, such as container deposits and retail take-back.

* *Strategies in italics were somewhat attempted.*

Attempted MWM Strategies

Section	Category	Strategy #	Phase	Description
MWM	Reduction/Reuse	RR-6	2	Promote COA Recycled Reads
MWM	Reduction/Reuse	RR-8	2	City supports local economic development through the (re)Manufacturing Hub, Austin Materials Marketplace, and reuse enterprises.
MWM	Reduction/Reuse	RR-9	2	ARR increases recycling and reuse of bulky items collected.
MWM	Reduction/Reuse	RR-12	2	City promotes products and packaging with multi-uses and purposes as alternatives to single-use products.
MWM	Reduction/Reuse	RR-16	3	ARR promotes consumer support for durable, long lasting products.

MWM Not attempted/*Information unavailable*

Section	Category	Strategy #	Phase	Description
<i>MWM</i>	<i>Organics Diversion</i>	<i>OD-3</i>	<i>1</i>	<i>Austin Water's Hornsby Bend compost operation transitions from yard trimmings to other carbon sources and bulking agents, such as clean lumber and tree trimmings from other City departments and their contractors.</i>
MWM	Organics Diversion	OD-4	1	Private haulers collect all organics, non-recyclable materials from their customers.
MWM	Organics Diversion	OD-7	2	ARR increases efficiency of brush collection.
MWM	Organics Diversion	OD-9	2	ARR adds organics collection services to downtown trash and recycling alley collection service.
MWM	Organics Diversion	OD-13	3	ARR and civic organizations encourage the state to ban disposal of yard trimmings.
MWM	Organics Diversion	OD-14	3	Collection and processing businesses expand infrastructure for beneficial reuse of FOGs.
MWM	Organics Diversion	OD-15	3	Haulers implement two-bin wet/dry collection service for the materials left over after maximizing diversion.
<i>MWM</i>	<i>Purchasing</i>	<i>PU-1</i>	<i>1</i>	<i>City develops construction specifications for citywide building permits and public works contracts and adopts specifications for roadway projects that include more locally produced recycled-content materials</i>
<i>MWM</i>	<i>Purchasing</i>	<i>PU-2</i>	<i>1</i>	<i>City adopts specifications for materials reuse, reduced packaging, materials with recycled content, and locally manufactured products and encourages other agencies and enterprises to follow suit.</i>
MWM	Purchasing	PU-4	2	ARR encourages groups to purchase items cooperatively to reduce packaging.

* *Information was unavailable for strategies in italics.*

MWM Not attempted/*information unavailable*

Section	Category	Strategy #	Phase	Description
MWM	<i>Purchasing</i>	<i>PU-5</i>	2	<i>City (and Travis County?) adopts responsible purchasing policies, including shifting from purchasing products to purchasing services, and encourages other agencies and enterprises to follow suit.</i>
MWM	Purchasing	PU-6	3	City encourages retailers to consider life cycle impacts when choosing products to sell, including favoring durable, long-lasting products.
MWM	Methane Management	MM-1	1	ARR refines landfill gas capture and combustion system to destroy methane.
<i>MWM</i>	<i>Methane Management</i>	<i>MM-3</i>	2	<i>Landfills use daily and interim landfill cover that minimizes methane generation.</i>
MWM	Recycling	RE-10	2	ARR expands HHW collection by adding a north Austin HHW facility, instituting door-to-door HHW collection, and advocating for CESQGs inclusion.
MWM	Recycling	RE-14	3	City and Travis County develop decentralized community centers for recycling and composting.
MWM	Reduction/Reuse	RR-4	1	City implements policies to reduce the use of single-use products in addition to carryout bags.
MWM	Reduction/Reuse	RR-7	2	City departments conduct waste audits to promote waste reduction opportunities in City operations.
MWM	Reduction/Reuse	RR-10	2	ARR incentivizes deconstruction and construction material reuse including buildings to be deconstructed instead of demolition to allow for reuse of materials.

* *Information was unavailable for strategies in italics.*

MWM Not attempted/*information unavailable*

Section	Category	Strategy #	Phase	Description
MWM	Reduction/Reuse	RR-11	2	City incentivizes reducing the generation of fats, oils, and grease and their beneficial reuse.
MWM	Reduction/Reuse	RR-13	2	Transfer station and landfill operators establish methods to pre-sort items at their facilities.
MWM	Reduction/Reuse	RR-14	2	ARR and Travis County expand reuse and sharing opportunities by supporting existing reuse centers and fostering development of additional community centers for recycling and composting.
<i>MWM</i>	<i>Reduction/Reuse</i>	<i>RR-15</i>	<i>2</i>	<i>City promotes efficient material use in home construction and in the design of durable goods.</i>

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